



CITY COMMISSION - CITY OF WILDWOOD

Mayor/Commissioner – Ed Wolf – Seat 1

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

Joe Elliott – Seat 3

Marcos Flores – Seat 4

Julian Green – Seat 5

Jason McHugh – City Manager

Agenda

Regular Meeting

July 22, 2024 7:00 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.

1. Call to Order

2. Consent Agenda/Informational Items

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

A. *MINUTES FOR APPROVAL: APRIL 22, 2024 REGULAR COMMISSION MEETING*

B. *EXPENDITURE REPORT*

C. *SP 2312-007 WILDWOOD TRAINING CENTER (DUKE ENERGY)*

3. Presentations and/or Proclamations

- A. *PROCLAIM THE MONTH OF JULY 2024 AS NATIONAL PARKS AND RECREATION MONTH*

4. Public Hearings - Timed - Legislative

- A. *SWEAR IN CITY STAFF AND PUBLIC SPEAKERS*

- B. ***ORDINANCE NO. O2024-18 - AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A SMALL-SCALE FUTURE LAND USE MAP AMENDMENT TO THE ADOPTED COMPREHENSIVE PLAN AND FUTURE LAND USE MAP IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, AS AMENDED; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.***

CP 2309-002 Wildwood East

The applicant is seeking approval from the City of Wildwood City Commission for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Rural Residential (County) to High Density Residential (City) for parcel G04-013 on 2.94 acres MOL. This request is accompanied by rezoning request RZ 2309-002 (O2024-19).

The Planning and Zoning Board/Special Magistrate recommends approval with verification of wastewater capacity. However, based on the attached analysis of the wastewater capacity, staff recommends DENIAL of the comprehensive plan amendment to change the future land use at this time.

5. Public Hearings - Timed - Quasi-Judicial

- A. ***ORDINANCE NO. O2024-19 - AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA; PROPOSING A ZONING MAP AMENDMENT TO THE OFFICIAL ZONING MAP IN ACCORDANCE WITH SECTIONS 3.2 AND 3.3 OF THE LAND DEVELOPMENT REGULATIONS; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.***

RZ 2309-002 Wildwood East

The applicant is seeking approval from the City of Wildwood City Commission for a Zoning Map Amendment to change the zoning district from RR1 (County) to R-5 (City) for parcel G04-013 on 2.94 acres MOL. This request is accompanied by a concurrent Small-Scale Comprehensive Plan Amendment CP 2309-002 (O2024-18).

The Planning and Zoning Board/Special Magistrate recommends approval with verification of wastewater capacity, subject to the approval of O2024-18, which establishes a future land use appropriate for the proposed zoning. However, based on the attached analysis of the wastewater

capacity, staff recommends **DENIAL** of the rezoning to change the future land use at this time.

6. Public Forum - 4 minute time limit

7. Ordinances First Reading Only (No Vote)

- A. ***ORDINANCE NO. O2024-42 - AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A SMALL-SCALE FUTURE LAND USE MAP AMENDMENT TO THE ADOPTED COMPREHENSIVE PLAN AND FUTURE LAND USE MAP IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, AS AMENDED; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.***

CP 2405-002 Michael DeMers

Parcels G18-023, G18-024, G18-025, and G18-026

The applicant seeks approval from the City of Wildwood City Commission for a Small Scale Comprehensive Plan Amendment Request to change the Future Land Use Map designation from Mobile Home Park (City) to Industrial (City) for the parcels listed above on 0.913 acres of land MOL. This request is accompanied by rezoning request RZ 2405-002 (O2024-43).

The Planning and Zoning Board/Special Magistrate recommends approval of Ordinance O2024-42 to be forwarded to the City Commission for further action.

- B. ***ORDINANCE NO. O2024-43 - AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA; PROPOSING A ZONING MAP AMENDMENT TO THE OFFICIAL ZONING MAP IN ACCORDANCE WITH SECTIONS 3.2 AND 3.3 OF THE LAND DEVELOPMENT REGULATIONS; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.***

RZ 2405-002 Michael DeMers

Parcels G18-023, G18-024, G18-025, and G18-026

The applicant is seeking approval from the City of Wildwood City Commission for a Zoning Map amendment request to change the zoning designation from MHP (City) to M-1 (City) for the parcel listed above on 0.913 acres of land MOL. This request is accompanied by small-scale comprehensive plan amendment request CP 2405-002 (O2024-42).

The Planning and Zoning Board/Special Magistrate recommends approval of Ordinance O2024-43 to be forwarded to the City Commission for further action.

- C. ***ORDINANCE NO. O2024-44 - AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A SMALL-SCALE FUTURE LAND USE***

MAP AMENDMENT TO THE ADOPTED COMPREHENSIVE PLAN AND FUTURE LAND USE MAP IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, AS AMENDED; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

CP 2406-001 Oxford Oaks Professional Plaza

Portion of Parcel D17-069

The applicant is seeking approval from the City of Wildwood City Commission for a Small Scale Comprehensive Plan Amendment request to change the Future Land Use Map designation from Commercial/ROW (Sumter County) to Commercial (City) for the parcel listed above on 0.17 acres of land MOL. This request is accompanied by rezoning request RZ 2406-001 (O2024-45).

The Planning and Zoning Board/Special Magistrate recommends approval of Ordinance O2024-44 to be forwarded to the City Commission for further action.

- D. ***ORDINANCE NO. O2024-45 - AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA; PROPOSING A ZONING MAP AMENDMENT TO THE OFFICIAL ZONING MAP IN ACCORDANCE WITH SECTIONS 3.2 AND 3.3 OF THE LAND DEVELOPMENT REGULATIONS; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.***

RZ 2406-001 Oxford Oaks Professional Plaza

Portion of Parcel D17-069

The applicant is seeking approval from the City of Wildwood City Commission for a Zoning Map amendment request to change the zoning designation from CL/ROW (Sumter County) to C-2 (City) for the parcel listed above on 0.17 acres of land MOL. This request is accompanied by small-scale comprehensive plan amendment request CP 2406-001 (O2024-44).

The Planning and Zoning Board/Special Magistrate recommends approval of Ordinance O2024-45 to be forwarded to the City Commission for further action.

8. Resolutions for Approval

9. Financial & Contracts & Agreements

- A. *4,255' OF SANITARY SEWER PIPE LINING FOR CONTINENTAL COUNTRY CLUB GRAVITY SEWER SYSTEM FOR THE AMOUNT OF \$230,687.50*
- B. *REPLACEMENT GEARBOX FOR KRUGER ROTOR FOR THE AMOUNT OF \$52,231.94*
- C. *CONTINENTAL WASTEWATER TREATMENT PLANT DECOMMISSIONING AND SR 44 FORCE MAIN PAY APP NO. 7 IN THE AMOUNT OF \$120,993.16*

10. General Items for Consideration/Discussion and Other Business

- A. *EXTENSION OF SITE PLAN APPROVAL FOR SP 2201-002 OXFORD VILLAGES RV RESORT*
- B. *SETTING THE FY25 MILLAGE RATE*

11. Appointments

- A. *CHARTER REVIEW COMMITTEE REMINDER*

12. City Manager Reports

- A. *LOCAL CONSTRUCTION PROJECTS UPDATE*
- B. *SET 2ND BUDGET WORKSHOP FOR JULY 29, 2024 AT 9:00AM*

13. Other Department Reports

14. Commission Members Reports

15. City Attorney Reports

16. Adjournment

Upcoming Events

July 27, 2024 - Back-to-School Collaborative Community Extravaganza at MLK Park from 12pm to 4pm

July 29, 2024 - Second Budget Workshop at City Hall at 9am

August 3, 2024 - Family Fun Day at the Wildwood Community Center from 10am to 12pm

August 3, 2024 - Junior Master Gardener Session at the Warfield Auditorium from 10:30am to 12pm

August 10, 2024 - Junior Master Gardener Session at the Warfield Auditorium from 10:30am to 12pm

August 12, 2024 - City Commission Meeting at City Hall at 9am

July 22, 2024 7:00 PM

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA
REGULAR MEETING
April 22, 2024 7:00 PM
CITY HALL COMMISSION CHAMBER

(meeting taped)

1. Call to Order

Attendee Name	Title	Status
Ed Wolf	Mayor	Present
Pamala Harrison-Bivins	Mayor Pro Tem/Commissioner	Absent
Joe Elliott	Commissioner	Present
Marcos Flores	Commissioner	Present
Julian Green	Commissioner	Present
Jason McHugh	City Manager	Present
Ashley Hunt	City Attorney	Present
Joshua Bills	City Attorney	Present
Cassandra Smith	Assistant City Manager/CFO	Present
Jessica Barnes	City Clerk	Present
Randall Parmer	Police Chief	Absent
Aaron Kinder	Captain	Present
Melanie Strickland	Development Services Director	Present
Jeremy Hockenbury	Public Works Director	Present
Jason Martin	Assistant Utility Director	Present

Mayor Wolf brought the meeting to order at 7 p.m., followed by the Invocation and Pledge of Allegiance.

2. Consent Agenda/Informational Items

No items were removed from the consent agenda. Items A - F were voted on together. No comments were offered or received. Vote 4-0.

RESULT:	Adopted
MOVER:	Commissioner Green
SECONDER:	Commissioner Flores
AYES:	Mayor Wolf, Commissioner Elliott, Commissioner Flores, Commissioner Green

A. Expenditure Report

B. Minutes for Approval: February 26, 2024 Regular Meeting

C. PLAT 2401-010 VOSO UNIT 151 Final Plat

D. PLAT 2403-002 VOSO Unit 148 Final Plat

E. Woodspring Suites Escrow Agreement

F. Budgeted Financial Items

1. Oxford Water Plant Transfer Tank Cleaning and Hatch Replacement for the Amount of \$21,613.00

3. Presentations and/or Proclamations

A. Proclaim May 11, 2024, as Catherine Steele Latimer Day

Mayor Wolf read aloud the proclamation for Catherine Steele Latimer Day. Ryan Harrison was in attendance to accept the proclamation. No comments were offered or received. Vote 4-0.

RESULT:	Approved
MOVER:	Commissioner Green
SECONDER:	Commissioner Elliott
AYES:	Mayor Wolf, Commissioner Elliott, Commissioner Flores, Commissioner Green

B. Proclaim the Month of April 2024 as National Fair Housing Month

Mayor Wolf read aloud the proclamation for National Fair Housing Month. In honor of the 56th anniversary of the signing of the Fair Housing Act of 1968, April is designated as Fair Housing Month to recognize legislation established to eliminate discrimination in the sale, rental, and financing of housing based on race, color, religion, sex, disability, familial status, and national origin. No comments were offered or received. Vote 4-0.

RESULT:	Approved
MOVER:	Commissioner Flores
SECONDER:	Commissioner Elliott
AYES:	Mayor Wolf, Commissioner Elliott, Commissioner Flores, Commissioner Green

C. Proclaim April 22, 2024, as Earth Day

Mayor Wolf read aloud the proclamation for Earth Day, which was requested by Commissioner Joe Elliott. No comments were offered or received. Vote 4-0.

RESULT:	Approved
MOVER:	Commissioner Green
SECONDER:	Commissioner Elliott
AYES:	Mayor Wolf, Commissioner Elliott, Commissioner Flores, Commissioner Green

4. Public Hearings - Timed - Legislative

A. Swear in City Staff and Public Speakers

Mayor Wolf swore in staff and audience members that intended to speak during the public hearings.

B. AN 2402-001 Evolve at Wildwood Annexation

Mayor Wolf requested an amendment to the agenda to correct an agenda error by moving Item 5.B. AN 2402-001 Evolve at Wildwood Annexation to ahead of Item 4.B. CP 2402-001 Evolve at Wildwood. This would ensure the correct approval process. Vote 4-0.

RESULT:	Amended
MOVER:	Commissioner Green
SECONDER:	Commissioner Flores
AYES:	Mayor Wolf, Commissioner Elliott, Commissioner Flores, Commissioner Green

Mayor Wolf read aloud Ordinance O2024-4, AN 2402-001 Evolve at Wildwood Annexation. The item was presented by Development Services Director Strickland. The applicant, Evolve Companies, LLC, has submitted a voluntary annexation for parcel D17-065. The property to be annexed totals approximately 0.553 acres MOL. No comments were offered or received. Vote 4-0.

RESULT:	Adopted
MOVER:	Commissioner Green
SECONDER:	Commissioner Flores
AYES:	Mayor Wolf, Commissioner Elliott, Commissioner Flores, Commissioner Green

B. CP 2402-001 Evolve at Wildwood

Mayor Wolf read aloud Ordinance O2024-7, CP 2402-001 Evolve at Wildwood. The item was presented by Development Services Director Strickland. The applicant, Evolve Companies, LLC, sought approval from the City Commission for a Small Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Commercial (Sumter County) to High Density Residential (City) for parcel D17-065 on 0.553 acres MOL. No comments were offered or received. Vote 4-0.

RESULT:	Adopted
MOVER:	Commissioner Flores
SECONDER:	Commissioner Elliott
AYES:	Mayor Wolf, Commissioner Elliott, Commissioner Flores, Commissioner

Green

C. CP 2402-004 Perez Home Site

Mayor Wolf read aloud Ordinance O2024-14, CP 2402-004 Perez Home Site. The item was presented by Development Services Director Strickland. The applicant, Richard Ortengren, sought approval from the City Commission for a Small Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Agriculture (Sumter County) to Rural Residential (City) for parcel D19-047 on 4.57 acres MOL. No comments were offered or received. Vote 4-0.

RESULT:	Adopted
MOVER:	Commissioner Green
SECONDER:	Commissioner Elliott
AYES:	Mayor Wolf, Commissioner Elliott, Commissioner Flores, Commissioner Green

D. CP 2402-002 Matteo Oaks

Mayor Wolf read aloud Ordinance O2024-16, CP 2402-002 Matteo Oaks. The item was presented by Development Services Director Strickland. The applicant, Woodrow L. Clymer with Clymer Farner Barley, sought approval from the City Commission 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. No comments were offered or received. Vote 4-0.

RESULT:	Adopted
MOVER:	Commissioner Flores
SECONDER:	Commissioner Green
AYES:	Mayor Wolf, Commissioner Elliott, Commissioner Flores, Commissioner Green

E. Tri-County Sanitation Franchise Amendment Modification

Mayor Wolf read aloud Ordinance O2024-22, Tri-County Sanitation Franchise Amendment Modification. The item was presented by City Manager McHugh. The proposed ordinance updated the franchise territory to include additional properties acquired by The Villages® as part of their continued expansion. The ordinance also established new rates that would be effective on October 1, 2024, and established how future rate increases are processed through the City. Rate increases are tied to various aspects of the Consumer Price Index and require a modification to the franchise ordinance only if the increase exceeds 10%. No comments were offered or received. Vote 4-0.

RESULT:	Adopted
MOVER:	Commissioner Green
SECONDER:	Commissioner Flores
AYES:	Mayor Wolf, Commissioner Elliott, Commissioner Flores, Commissioner Green

F. FY24 Second Budget Amendment

Mayor Wolf read aloud Resolution R2024-10, FY24 Second Budget Amendment. The item

was presented by Assistant City Manager/CFO Smith. As discussed at the Commission Workshop on April 15th, 2024, staff recommended a budget amendment for the FY24 budget year. No comments were offered or received. Vote 4-0.

RESULT:	Adopted
MOVER:	Commissioner Elliott
SECONDER:	Commissioner Green
AYES:	Mayor Wolf, Commissioner Elliott, Commissioner Flores, Commissioner Green

5. Public Hearings - Timed - Quasi-Judicial

A. AN 2401-001 Hernandez Annexation

Mayor Wolf read aloud Ordinance O2024-3, AN 2401-001 Hernandez Annexation. The item was presented by Development Services Director Strickland. The owners/applicants, Aleli and Brenda Hernandez, have submitted a voluntary annexation for parcel G05-029. The property to be annexed totals approximately 5.63 acres MOL. No comments were offered or received. Vote 4-0.

RESULT:	Adopted
MOVER:	Commissioner Green
SECONDER:	Commissioner Elliott
AYES:	Mayor Wolf, Commissioner Elliott, Commissioner Flores, Commissioner Green

C. RZ 2402-001 Evolve at Wildwood

Mayor Wolf read aloud Ordinance O2024-8, RZ 2402-001 Evolve at Wildwood. The item was presented by Development Services Director Strickland. The applicant, Evolve Companies, LLC, sought approval from the City of Wildwood City Commission for a Zoning Map amendment to change the zoning district from RR5C (Sumter County) to High Density Residential (City) for parcel D17-065 on 0.553 acres MOL. No comments were offered or received. Vote 4-0.

RESULT:	Adopted
MOVER:	Commissioner Flores
SECONDER:	Commissioner Green
AYES:	Mayor Wolf, Commissioner Elliott, Commissioner Flores, Commissioner Green

D. RZ 2402-004 Perez Home Site

Mayor Wolf read aloud Ordinance O2024-15, RZ 2402-004 Perez Home Site. The item was presented by Development Services Director Strickland. The applicant, Richard Ortengren, sought approval from the City of Wildwood City Commission for a Zoning Map amendment to change the zoning district from RR5C (Sumter County) to Rural Residential (City) for parcel D19-047 on 4.57 acres MOL. No comments were offered or received. Vote 4-0.

RESULT:	Adopted
MOVER:	Commissioner Green
SECONDER:	Commissioner Flores
AYES:	Mayor Wolf, Commissioner Elliott, Commissioner Flores, Commissioner Green

E. RZ 2402-002 Matteo Oaks

Mayor Wolf read aloud Ordinance O2024-17, RZ 2402-002 Matteo Oaks. The item was presented by Development Services Director Strickland. The applicant, Woodrow L. Clymer with Clymer Farner Barley, sought approval from the City of Wildwood City Commission for a Zoning Map amendment to change the zoning district from A10C (Sumter County) to R-1 (City) for parcel C36-102 on 4.57 acres MOL. No comments were offered or received. Vote 4-0.

RESULT:	Adopted
MOVER:	Commissioner Flores
SECONDER:	Commissioner Elliott
AYES:	Mayor Wolf, Commissioner Elliott, Commissioner Flores, Commissioner Green

6. Public Forum - 4 minute time limit

Sue Stoltz, resident of the former Wildwood Country Resort, addressed the Commission and expressed her support for item 7.D. AN 2403-002 Sarah Empey Annexation. She and her husband contacted the city for the necessary paperwork to complete the annexation process for themselves as well. She also stated that she would be spreading the word in the community about the opportunity to annex into the city.

Jacques Skutt, also a resident of the former Wildwood Country Resort, addressed the Commission and mirrored Stoltz' wishes. He stated he would like to see the annexation of the entire community rather than lot by lot.

Joseph Deutsch, also a resident of the former Wildwood Country Resort, stated he had concerns about the annexation of one lot at the back of the park rather than annexing the entire park, especially how city services would be provided.

McHugh advised he would address these comments and concerns later in the meeting during City Manager Reports.

7. Ordinances First Reading Only (No Vote)

A. AN 2309-001 Summers Gym

Mayor Wolf read aloud Ordinance O2024-23, AN 2309-001 Summers Gym. The item was presented by Development Services Director Strickland. At the November 13, 2023, regular City Commission meeting, the City Commission approved and adopted Ordinance O2023-60 for the voluntary annexation application for parcel G15C016. The property annexed totals 0.8 acres MOL and is located at the intersection of E SR 44 and CR 149. After adoption of O2023-60 and upon being sent for recording, a typographical error within the legal description was discovered, and the City Attorney determined that a new ordinance was

required to correct the discrepancy on the record. No comments were offered or received. First reading only. No vote.

RESULT:	FIRST READING	PUBLIC HEARING: 05/13/2024
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B. Text Amendment to the City's Land Development Regulations Update

Mayor Wolf read aloud Ordinance O2024-24, Text Amendment to the City's Land Development Regulations Update. The item was presented by Development Services Director Strickland. At the March 11, 2024 regular City Commission Meeting, the City Commission approved and adopted Ordinance O2024-2 for the proposed Text Amendments to the Land Development Regulations necessary to be in compliance with the City's adopted 2050 Comprehensive Plan and the Florida State Statutes. With the adoption of Ordinance O2024-2, Land Development Regulations Chapters 1 through 8 were amended. In the process, it was found that there were software formatting issues on the Chapter 3 zoning tables that did not translate some of the proposed changes and need to be formally rectified on the record via a new ordinance. No comments were offered or received. First reading only. No vote.

RESULT:	FIRST READING	PUBLIC HEARING: 05/13/2024
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C. AN 2403-001 Freeman-Allen Annexation

Mayor Wolf read aloud Ordinance O2024-25, AN 2403-001 Freeman-Allen Annexation. The item was presented by Development Services Director Strickland. Applicant James Hartley with Gooding & Batsel, PLLC on behalf of property owner Arthur Freeman Jr., has submitted a voluntary annexation for parcel F01-116. The property to be annexed totals approximately 1.00 acre of land and is located approximately 295 feet south of C 44A and approximately 315 feet east of the intersection of CR 217 and C 44A, a/k/a "Tract C" within property located at 2865 C-44A, Wildwood, FL 34785. Strickland stated that a letter in support of the annexation was received ahead of the meeting. The letter would be brought back to the next meeting as supporting documentation for the hearing. No further comments were offered or received. First reading only. No vote.

RESULT:	FIRST READING	PUBLIC HEARING: 05/13/2024
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D. AN 2403-002 Sarah Empey Annexation

Mayor Wolf read aloud Ordinance O2024-26, AN 2403-002 Sarah Empey Annexation. The item was presented by Development Services Director Strickland. Applicant/owner Sarah E. Empey has submitted a voluntary annexation for parcel G16ED001. The property to be annexed totals approximately 0.125 acres of land and is located 5369 Lexington Circle, Wildwood, FL 34785. No further comments were offered or received. First reading only. No vote.

RESULT:	FIRST READING	PUBLIC HEARING: 05/13/2024
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8. Resolutions for Approval

None.

9. Financial & Contracts & Agreements

A. Exalt Health Developer's Agreement

Development Director Strickland presented the item. The agreement was between the City of Wildwood and Wildwood Rehab, LP, commonly known as Exalt Health. The Exalt Health project was a 40-bed rehabilitation hospital with associated infrastructure. The project would be served by City of Wildwood water and wastewater services and was expected to use 35.3 ERUs. Terms of payment of system development charges (SDCs) were outlined in the agreement. In addition to the infrastructure required to serve the project, the developer agreed to extend sanitary sewer lines to serve the project as was outlined in the developer's agreement. As the developer's cost to construct the improvements would exceed the amount of SDC fees that would be due, the developer would be entitled to SDC credits equal to the actual cost of construction of the improvements. No comments were offered or received. Vote 4-0.

RESULT:	Approved
MOVER:	Commissioner Flores
SECONDER:	Commissioner Elliott
AYES:	Mayor Wolf, Commissioner Elliott, Commissioner Flores, Commissioner Green

B. Purchase of Replacement Gearbox Assembly for 50' Walker Clarifier in the Amount of \$28,500.00

Assistant Utility Director Martin presented the item. One of the 50' Walker clarifier gearboxes at the Wastewater Treatment Facility had a catastrophic failure and needed to be replaced. Utility Department staff made the immediate repairs to the equipment by installing a spare gearbox. Staff requested to replace the spare gearbox to be prepared in the event of future failures. No comments were offered or received. Vote 4-0.

RESULT:	Approved
MOVER:	Commissioner Elliott
SECONDER:	Commissioner Green
AYES:	Mayor Wolf, Commissioner Elliott, Commissioner Flores, Commissioner Green

C. St. Clair Street Improvements Project Payment Application #1 in the Amount of \$199,846.04

Public Works Director Hockenbury presented the item. The St. Clair Street Improvement project received approval from the Commission and was awarded to DB Civil Construction, LLC on December 13, 2023. DB Civil Construction submitted Pay Application #1 for completed site work for the period of March 1 to March 31, 2024, putting the project at approximately 27% completion. No comments were offered or received. Vote 4-0.

RESULT:	Approved
MOVER:	Commissioner Green
SECONDER:	Commissioner Elliott
AYES:	Mayor Wolf, Commissioner Elliott, Commissioner Flores, Commissioner Green

D. Community Center HVAC Project – Kimley-Horn Work Authorization #7 in the Amount of \$56,500

Public Works Director Hockenbury presented the item. The Community Center Chilled Water System went out for bid in December 2023. Only one responsive proposal was received, in the amount of \$1,362,000. However, the decision was made to proceed with a new design for Direct Expansion Split Units, similar to the existing HVAC equipment. The new design would provide the Community Center with a cost-effective, energy-efficient, and modern system to replace the outdated existing equipment. The City requested a proposal from Kimley-Horn for the new system design. City Manager McHugh clarified the work authorization was for the design only, not construction. No comments were offered or received. Vote 4-0.

RESULT:	Approved
MOVER:	Commissioner Flores
SECONDER:	Commissioner Elliott
AYES:	Mayor Wolf, Commissioner Elliott, Commissioner Flores, Commissioner Green

E. Agreement with Anfield Consulting for Professional Consulting and Lobbying Services

Assistant City Manager/CFO Smith presented the item. In October 2023, City Manager McHugh met with Edgar Fernandez, a representative of Anfield Consulting. Fernandez was a lobbyist with extensive knowledge of utility infrastructure projects and the legislative process in Tallahassee. He was instrumental in securing a \$9.25M water quality grant and \$2M state appropriation for the wastewater treatment plant. He expressed his plans to meet with representatives from FDEP on the City's behalf to discuss the upcoming grant cycle which should be opening up in May. Staff believed it to be in the City's best interest to enter into an agreement with Anfield Consulting for lobbying services during the next fiscal year. Fernandez was in attendance at the meeting and introduced himself to the Commission. He also provided a short update on the upcoming legislative process. No comments were offered or received. Vote 4-0.

RESULT:	Approved
MOVER:	Commissioner Elliott
SECONDER:	Commissioner Green
AYES:	Mayor Wolf, Commissioner Elliott, Commissioner Flores, Commissioner Green

F. Approval of Grant Agreement with Florida Department of Environmental Protection for the WRF: BNR and Capacity Expansion Improvements - Phase I (WWTP Project) in the amount of \$9,250,000

Assistant City Manager/CFO Smith presented the item. The City submitted a grant application to the State of Florida under the Water Quality grant program. The City was notified that it has been awarded \$9.25M toward construction of Phase I of the new plant. The grant agreement must be approved in order to receive the grant funds. No comments were offered or received. Vote 4-0.

RESULT:	Approved
MOVER:	Commissioner Flores
SECONDER:	Commissioner Green

AYES:	Mayor Wolf, Commissioner Elliott, Commissioner Flores, Commissioner Green
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10. General Items for Consideration/Discussion and Other Business

None.

11. Appointments

None.

12. City Manager Reports

A. FY25 Budget Calendar

City Manager McHugh presented the FY25 Budget Calendar. He advised he would continue to check in with the Commission to ensure those dates were acceptable as the budget season progressed.

McHugh provided a brief overview of the items to be discussed at the upcoming special meeting scheduled for April 29, 2024. He also thanked the residents of the former Wildwood Country Resort, and advised that total annexation could be considered but did come with some big challenges that would need to be addressed and discussed by the Commission. He anticipated a possible workshop to discuss those challenges.

13. Other Department Reports

None.

14. Commission Members Reports

Commissioner Elliott shared that he presided over Teen Court on April 18, 2024, and he hoped to have made a difference with the defendants and parents involved.

Commissioner Green stated a few residents contacted him regarding the use of the Fourth Street center. McHugh responded that it was currently being used by a group under contract a couple of days a week, but he would discuss the schedule with the Parks & Recreation Director and report back. Green also mentioned that at the most recent East Central Florida Regional Planning Council meeting, they requested one of the meetings be held at Wildwood City Hall in September.

15. City Attorney Reports

A. Update on Title for City-Owned Parcel on Lee Street

City Attorney Bills presented the item. There were a few issues that came back with the title search, and they would be working with the City Manager to try to resolve them. Bills stated it was unclear how long the process would take, as it depended on what was found while researching.

16. Adjournment

With no further business to discuss, the meeting was adjourned at 7:48 p.m.

RESULT:	Adjourned
MOVER:	Commissioner Flores
SECONDER:	Commissioner Green
AYES:	Mayor Wolf, Commissioner Elliott, Commissioner Flores, Commissioner Green

Upcoming Events

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

SEAL

ATTEST: _____
 Jessica Barnes, City Clerk

BY: _____
 Ed Wolf, Mayor

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 22 2024

07/17/2024
04:48 PM

Revenue Account Range: First to zzz-zzz-zzzz

Include Non-Anticipated: No

Year To Date As Of: 07/31/24

Expend Account Range: First to zzz-zzz-zz-zzzz

Include Non-Budget: No

Print Zero YTD Activity: No

Prior Year: Thru 09/30/23

<u>Revenue Account</u>	<u>Description</u>	<u>Prior Yr Rev</u>	<u>Anticipated</u>	<u>YTD Rev</u>	<u>Excess/Deficit</u>	<u>% Real</u>
001-311-1000	AD VALOREM TAXES	12,981,779.45	16,400,130.00	16,452,061.55	51,931.55	100
001-312-4100	LOCAL OPTION GAS TAX	707,889.09	1,125,000.00	827,575.96	297,424.04 -	74
001-312-6000	DISCRETIONARY/LOCAL GOVT. INFRA	3,810,789.17	4,415,000.00	3,294,459.50	1,120,540.50 -	75
001-313-1000	FRANCHISE TAX-/PROGRESS ENERGY SVCS	1,046,042.62	1,050,000.00	686,147.36	363,852.64 -	65
001-313-1010	FRANCHISE TAX- SECO	1,551,762.62	1,600,000.00	1,194,726.70	405,273.30 -	75
001-313-4080	LEESBURG ELECTRIC FRANCHISE FEE	79,325.50	90,000.00	54,225.38	35,774.62 -	60
001-313-4160	FRANCHISE TAX- TECO/PEOPLES GAS	313,002.40	360,000.00	261,391.60	98,608.40 -	73
001-313-4170	FENNEY WATER CONS AUTHORITY-UTILITY T	38,038.20	60,000.00	0.00	60,000.00 -	0
001-313-4175	GIBSON PLACE WATER CONSERV AUTH FRA	323.45	0.00	11,357.90	11,357.90	0
001-313-4180	LEESBURG GAS FRANCHISE FEE	61,554.15	75,000.00	62,297.39	12,702.61 -	83
001-313-4190	SOUTH SUMTER UTILITY COMPANY FRANCH	695,643.83	965,000.00	942,922.02	22,077.98 -	98
001-313-4196	GIBSON PLACE UTILITY CO FRAN FEES	43.63	0.00	1,362.46	1,362.46	0
001-313-5000	FRANCHISE TAX- WASTE MGMNT-REFUSE S	226,460.71	220,000.00	165,983.94	54,016.06 -	75
001-313-5001	TRI-COUNTY SANITATION FRANCHISE FEE	319,218.50	350,000.00	336,892.61	13,107.39 -	96
001-313-5003	FRANCHISE FEE - SEWWC	184,025.83	325,000.00	0.00	325,000.00 -	0
001-314-1000	UTILITY TAX-PROGRESS ENERGY SVCS.	892,572.55	890,710.00	638,804.83	251,905.17 -	72
001-314-1010	UTILITY TAX-SUMTER ELECTRIC	1,233,030.50	1,360,000.00	1,121,685.32	238,314.68 -	82
001-314-3000	UTILITY TAX-WATER SALES	133,214.91	115,000.00	92,999.95	22,000.05 -	81
001-314-3002	THE VILLAGES-5% WATER UTILITY TAX	226,700.44	250,000.00	173,559.38	76,440.62 -	69
001-314-3003	CENTRAL SUMTER UTILITY CO. LLC	132,936.81	200,000.00	94,055.64	105,944.36 -	47
001-314-4000	UTILITY TAX-SUBURBAN PROPANE	15,676.56	17,000.00	12,447.32	4,552.68 -	73
001-314-4030	FERRELLGAS LP	1,698.35	1,500.00	1,368.81	131.19 -	91
001-314-4040	CIRCLE K STORES	278.72	200.00	233.81	33.81	117
001-314-4080	LEESBURG ELECTRIC UTILITY TAX	54,268.08	55,000.00	44,687.08	10,312.92 -	81
001-314-4081	LEESBURG GAS UTILITY TAX	92,701.29	90,000.00	99,263.40	9,263.40	110

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<i>Revenue Account</i>	<i>Description</i>	<i>Prior Yr Rev</i>	<i>Anticipated</i>	<i>YTD Rev</i>	<i>Excess/Deficit</i>	<i>% Real</i>
001-314-4090	THERMOTANE PROPOANE UTILITY TAX	0.00	0.00	47.29	47.29	0
001-314-4100	INTERCONN RESOURCES LLC	13,251.17	15,000.00	8,926.78	6,073.22 -	60
001-314-4150	CVS	308.56	300.00	323.37	23.37	108
001-314-4151	AMERIGAS PROPANE	6,851.95	9,000.00	3,575.63	5,424.37 -	40
001-314-4152	LOWE'S PROPANE TAX	2,059.38	2,500.00	1,546.71	953.29 -	62
001-314-4153	BLOSSMAN COMPANIES PROPANE TAX	355.46	300.00	285.08	14.92 -	95
001-314-4160	TECO-PEOPLES GAS	318,155.92	360,000.00	303,470.95	56,529.05 -	84
001-314-4162	GAS SOUTH UTILITY TAX	670.25	400.00	632.10	232.10	158
001-314-4190	SOUTH SUMTER UTILITY CO UTILITY TAX	214,991.27	170,000.00	256,908.06	86,908.06	151
001-314-4191	PUBLIX UTILITY TAX	1,027.22	1,000.00	613.96	386.04 -	61
001-314-9010	STATE COMMUNICATIONS TAX	613,531.57	680,000.00	618,400.81	61,599.19 -	91
001-331-5000	FEMA GRANT	65,810.15	0.00	33,192.46	33,192.46	0
001-335-1200	STATE REVENUE SHARING	832,340.97	881,300.00	731,575.43	149,724.57 -	83
001-335-1400	MOBILE HOME LICENSES	16,522.99	15,000.00	12,149.70	2,850.30 -	81
001-335-1600	STATE BEVERAGE LICENSES	7,609.04	7,500.00	9,661.20	2,161.20	129
001-335-1800	1/2 CENT SALES TAX	2,082,056.67	1,919,500.00	1,682,060.59	237,439.41 -	88
001-341-2006	COMMUNITY DEVELOPMENT SERVICES	647,525.92	759,000.00	513,919.09	245,080.91 -	68
001-341-2010	TREE MITIGATION PERMITS	93,452.00	500.00	60,978.00	60,478.00	***
001-347-5300	BUILDING RENTAL-WILDWOOD COMMUNITY	101,080.62	70,000.00	117,551.62	47,551.62	168
001-347-5302	COMMUNITY CENTER-RESERVATION FEES	530.00	0.00	1,283.90	1,283.90	0
001-347-5304	COMMUNITY CENTER STAFF FEES	300.00	0.00	0.00	0.00	0
001-347-5305	BUILDING RENTAL-OXFORD COMMUNITY CE	11,804.65	10,000.00	8,646.69	1,353.31 -	86
001-347-5306	BUILDING RENTAL-MLK JR COMMUNITY CEN	1,863.62	1,500.00	2,204.01	704.01	147
001-347-5307	OUTDOOR BUILDING RENTALS	199.08	100.00	215.77	115.77	216
001-347-5308	OPEN SPACE RENTALS	1,190.30	800.00	777.62	22.38 -	97
001-350-1000	FINES	45,332.73	30,000.00	69,601.20	39,601.20	232
001-351-1002	CODE ENFORCEMENT	2,212.86	1,500.00	3,455.94	1,955.94	230
001-351-3000	POLICE-2ND DOLLAR FUND	3,636.85	2,500.00	6,384.90	3,884.90	255

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<u>Revenue Account</u>	<u>Description</u>	<u>Prior Yr Rev</u>	<u>Anticipated</u>	<u>YTD Rev</u>	<u>Excess/Deficit</u>	<u>% Real</u>
001-361-0000	INTEREST EARNINGS	197,068.73	100,000.00	192,725.43	92,725.43	193
001-369-0000	OTHER MISCELLANEOUS REVENUE	12,884.48	10,000.00	4,015.31	5,984.69 -	40
001-369-0010	STATE HIGHWAY LIGHTING AGREEMENT	17,765.05	18,300.00	18,297.94	2.06 -	100
001-369-0012	FDOT HIGHWAY MAINTENANCE AGREEMENT	17,899.50	15,000.00	19,032.44	4,032.44	127
001-369-0042	JACKSON ST. DAYCARE BDLG LEASE	0.00	10,000.00	0.00	10,000.00 -	0
001-369-0050	AUCTION PROCEEDS	28,512.67	0.00	3,620.00	3,620.00	0
001-369-0052	SPONSORSHIPS	0.00	0.00	6,000.00	6,000.00	0
001-369-0058	DONATIONS	16,716.00	0.00	11,664.25	11,664.25	0
001-369-0076	BASEBALL FIELD RENTAL	5,035.07	3,000.00	3,205.28	205.28	107
001-369-0078	FIELD PREPARATION FEES	954.24	500.00	840.00	340.00	168
001-369-0792	PROGRAM REGISTRATION FEES	40,566.41	30,000.00	31,373.50	1,373.50	105
001-369-0794	CONCESSION / VENDOR FEES	55.00	0.00	620.00	620.00	0
001-369-0796	SPECIAL EVENT REGISTRATION FEES	5,065.45	5,000.00	28,311.37	23,311.37	566
001-369-2100	POLICE DEPT MISCELLANEOUS REVENUE	5,525.39	3,500.00	5,610.48	2,110.48	160
001-369-3700	MISCELLANEOUS POLICE DONATIONS	0.00	0.00	200.00	200.00	0
001-369-3748	MISC. GRANTS/VESTS	2,800.00	2,500.00	7,600.00	5,100.00	304
001-369-4000	FUEL TAX REFUND	9,999.57	12,000.00	8,207.43	3,792.57 -	68
001-380-1000	OTHR FINANCING SOURCE-INSURANCE PRC	0.00	0.00	21,489.96	21,489.96	0
001-382-1010	TRANSFER FROM INDUSTRIAL PARK	10,000.00	10,000.00	10,000.00	0.00	100
001-382-1013	TRANSFER FROM LAW ENFORCEMENT IMP F	412,800.00	412,800.00	412,800.00	0.00	100
001-389-5000	NON-OPERATIONAL CASH FORWARD-GEN FI	0.00	12,000,000.00	0.00	12,000,000.00 -	0
GENERAL FUND Revenue Totals		30,667,296.12	47,584,840.00	31,804,512.16	15,780,327.84 -	66

<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
001-511-00-0000	LEGISLATIVE- CITY COMMISSION:	0.00	0.00	0.00	0.00	0
001-511-10-1200	SALARIES	49,416.89	51,690.00	42,572.01	9,117.99	82
001-511-10-2100	FICA EXPENSE	3,780.22	3,960.00	3,256.87	703.13	82
001-511-10-2200	RETIREMENT	27,624.40	30,340.00	24,981.20	5,358.80	82

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<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
001-511-10-2300	LIFE & HEALTH INSURANCE	469.49	450.00	237.50	212.50	53
001-511-10-2600	WORKERS COMPENSATION INSURANCE	163.59	250.00	378.13	128.13 -	151
001-511-30-3100	PROFESSIONAL SERVICES	2,520.00	6,000.00	190.00	5,810.00	3
001-511-30-4000	TRAVEL & PER DIEM	3,858.10	7,000.00	2,157.42	4,842.58	31
001-511-30-4100	TELEPHONE EXPENSE	1,087.28	2,000.00	817.04	1,182.96	41
001-511-30-4110	IT LICENSING / EQUIPMENT	5,121.35	5,970.00	4,970.54	999.46	83
001-511-30-4200	POSTAGE/TRANSPORTATION FEES	0.00	0.00	95.00	95.00 -	0
001-511-30-4300	UTILITIES EXPENSE	0.00	0.00	451.78	451.78 -	0
001-511-30-4600	REPAIR & MAINTENANCE	0.00	500.00	0.00	500.00	0
001-511-30-4900	MISC. EXPENSE & OTHER CURRENT	2,708.35	2,500.00	0.00	2,500.00	0
001-511-30-5100	OFFICE SUPPLIES	0.00	150.00	0.00	150.00	0
001-511-30-5200	OPERATING SUPPLIES	23.15	400.00	64.00	336.00	16
001-511-30-5400	SUBSCRIPTIONS/DUES	4,212.00	6,300.00	4,791.87	1,508.13	76
001-511-30-5500	TRAINING	1,725.00	2,800.00	250.00	2,550.00	9
001-511-60-6200	CAP. IMPROVEMENT-BUILDINGS	0.00	300,000.00	0.00	300,000.00	0
	511 LEGISLATIVE- CITY COMMISSION:	102,709.82	420,310.00	85,213.36	335,096.64	20
001-512-00-0000	EXECUTIVE- CITY MANAGER:	0.00	0.00	0.00	0.00	0
001-512-10-1200	SALARIES	408,684.90	509,290.00	338,253.09	171,036.91	66
001-512-10-1500	SICK LEAVE	4,591.46	0.00	10,929.53	10,929.53 -	0
001-512-10-1600	VACATION PAY	26,104.49	0.00	24,537.10	24,537.10 -	0
001-512-10-1800	HOLIDAY PAY	18,026.99	0.00	16,519.24	16,519.24 -	0
001-512-10-2100	FICA EXPENSE	34,295.27	38,970.00	29,030.29	9,939.71	74
001-512-10-2200	RETIREMENT	115,018.34	138,110.00	107,014.94	31,095.06	77
001-512-10-2210	BENEFIT ADMIN FEES	153.00	0.00	90.00	90.00 -	0
001-512-10-2300	LIFE & HEALTH INSURANCE	40,486.96	46,800.00	35,128.87	11,671.13	75
001-512-10-2600	WORKERS COMPENSATION INSURANCE	545.36	500.00	756.27	256.27 -	151
001-512-30-3100	PROFESSIONAL SERVICES	133,044.45	321,804.00	210,289.52	111,514.48	65

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<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
001-512-30-3400	OTHER CONTRACTUAL SERVICES	105.00	0.00	0.00	0.00	0
001-512-30-3450	CLOTHING AND UNIFORMS	183.96	750.00	0.00	750.00	0
001-512-30-4000	TRAVEL & PER DIEM	7,320.95	10,600.00	7,476.53	3,123.47	71
001-512-30-4100	TELEPHONE EXPENSE	3,985.51	5,000.00	3,076.79	1,923.21	62
001-512-30-4110	IT LICENSING / EQUIPMENT	11,800.91	23,150.00	22,070.66	1,079.34	95
001-512-30-4150	ADVERTISING/RECORDING EXPENSE	1,819.40	4,000.00	1,799.99	2,200.01	45
001-512-30-4200	POSTAGE/TRANSPORTATION FEES	277.35	1,000.00	290.50	709.50	29
001-512-30-4600	REPAIR & MAINTENANCE	1,097.68	5,800.00	1,751.61	4,048.39	30
001-512-30-4900	MISC. EXPENSE & OTHER CURRENT	638.69	2,500.00	330.45	2,169.55	13
001-512-30-5100	OFFICE SUPPLIES	1,403.47	2,000.00	759.32	1,240.68	38
001-512-30-5200	OPERATING SUPPLIES	7,042.67	18,750.00	2,098.27	16,651.73	11
001-512-30-5250	FUEL EXPENSE	0.00	0.00	89.79	89.79 -	0
001-512-30-5400	SUBSCRIPTIONS/DUES	3,596.75	6,300.00	2,631.88	3,668.12	42
001-512-30-5500	TRAINING	4,457.85	9,700.00	3,651.99	6,048.01	38
001-512-60-6400	CAP. IMPROVEMENT-MACHINERY	4,633.40	0.00	0.00	0.00	0
	512 EXECUTIVE- CITY MANAGER:	829,314.81	1,145,024.00	818,576.63	326,447.37	71
001-513-00-0000	CLERK/FINANCE DEPARTMENT:	0.00	0.00	0.00	0.00	0
001-513-10-1200	SALARIES	226,411.79	389,130.00	227,299.90	161,830.10	58
001-513-10-1300	OVERTIME	0.00	500.00	0.00	500.00	0
001-513-10-1500	SICK LEAVE	6,431.84	0.00	7,635.30	7,635.30 -	0
001-513-10-1600	VACATION PAY	12,552.80	0.00	15,879.19	15,879.19 -	0
001-513-10-1800	HOLIDAY PAY	8,838.03	0.00	9,793.12	9,793.12 -	0
001-513-10-2100	FICA EXPENSE	19,448.22	30,380.00	19,936.48	10,443.52	66
001-513-10-2200	RETIREMENT	36,260.78	51,660.00	39,544.48	12,115.52	77
001-513-10-2210	BENEFIT ADMIN FEES	75.00	0.00	45.00	45.00 -	0
001-513-10-2300	LIFE & HEALTH INSURANCE	36,748.71	49,500.00	40,758.51	8,741.49	82
001-513-10-2500	UNEMPLOYMENT COMPENSATION	0.00	500.00	314.50	185.50	63

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001-513-10-2600	WORKERS COMPENSATION INSURANCE	1,090.71	1,000.00	1,512.62	512.62 -	151
001-513-30-3100	PROFESSIONAL SERVICES	4,000.00	13,390.00	1,030.00	12,360.00	8
001-513-30-3200	ACCOUNTING/AUDITING FEE	19,250.00	24,000.00	15,000.00	9,000.00	62
001-513-30-3400	OTHER CONTRACTUAL SERVICES	13,581.98	17,210.00	9,157.07	8,052.93	53
001-513-30-4000	TRAVEL & PER DIEM	601.17	3,350.00	17.00	3,333.00	1
001-513-30-4100	TELEPHONE EXPENSE	5,437.91	7,510.00	3,792.72	3,717.28	50
001-513-30-4110	IT LICENSING / EQUIPMENT	31,339.27	71,720.00	62,313.87	9,406.13	87
001-513-30-4150	ADVERTISING/RECORDING EXPENSE	1,434.80	1,580.00	1,223.36	356.64	77
001-513-30-4200	POSTAGE/TRANSPORTATION FEES	2,412.78	7,880.00	1,344.98	6,535.02	17
001-513-30-4300	UTILITIES EXPENSE	18,888.70	27,300.00	12,652.23	14,647.77	46
001-513-30-4400	RENTAL & LEASING	3,127.85	3,940.00	2,119.68	1,820.32	54
001-513-30-4500	GENERAL INSURANCE	189,109.92	400,000.00	315,603.83	84,396.17	79
001-513-30-4600	REPAIR & MAINTENANCE	14,957.33	33,060.00	21,927.11	11,132.89	66
001-513-30-4900	MISC. EXPENSE & OTHER CURRENT	4,611.16	6,000.00	3,854.30	2,145.70	64
001-513-30-4910	ELECTION EXPENSES	0.00	500.00	0.00	500.00	0
001-513-30-5100	OFFICE SUPPLIES	3,752.67	6,830.00	2,083.60	4,746.40	31
001-513-30-5200	OPERATING SUPPLIES	6,126.97	7,930.00	4,985.89	2,944.11	63
001-513-30-5400	SUBSCRIPTIONS/DUES	357.50	2,090.00	187.50	1,902.50	9
001-513-30-5500	TRAINING	799.00	9,530.00	1,576.00	7,954.00	17
001-513-60-6400	CAP. IMPROVEMENT-MACHINERY	0.00	10,000.00	0.00	10,000.00	0
001-513-70-7100	DEBT SERVICE/CITY HALL-PRINCIPAL	112,593.26	115,381.00	57,337.42	58,043.58	50
001-513-70-7200	DEBT SERVICE/CITY HALL-INTEREST	21,834.28	19,049.00	9,876.35	9,172.65	52
001-513-70-7500	DEBT SERVICE/POLICE STATION-PRINCIPAL	229,425.30	235,452.00	116,963.00	118,489.00	50
001-513-70-7550	DEBT SERVICE/POLICE STATION-INTEREST	62,185.41	56,158.00	28,842.34	27,315.66	51
001-513-70-7600	DEBT SERV/2018 GEN FUND PROJ LOAN-PRI	333,314.33	339,580.00	339,576.44	3.56	100
001-513-70-7650	DEBT SERV/2018 GEN FUND PROJ LOAN-INTI	89,263.05	83,010.00	83,009.40	0.60	100
513 CLERK/FINANCE DEPARTMENT:		1,516,262.52	2,025,120.00	1,457,193.19	567,926.81	72

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001-516-00-0000	DEVELOPMENT SERVICES:	0.00	0.00	0.00	0.00	0
001-516-10-1200	SALARIES	535,548.42	907,790.00	499,793.57	407,996.43	55
001-516-10-1300	OVERTIME	951.80	1,000.00	0.00	1,000.00	0
001-516-10-1500	SICK LEAVE	14,218.60	0.00	14,517.58	14,517.58 -	0
001-516-10-1600	VACATION PAY	26,461.79	0.00	29,327.62	29,327.62 -	0
001-516-10-1800	HOLIDAY PAY	20,973.43	0.00	20,910.31	20,910.31 -	0
001-516-10-2100	FICA EXPENSE	45,759.45	69,530.00	43,187.70	26,342.30	62
001-516-10-2200	RETIREMENT	86,933.28	154,060.00	90,340.85	63,719.15	59
001-516-10-2210	BENEFIT ADMIN FEES	103.50	0.00	99.00	99.00 -	0
001-516-10-2300	LIFE & HEALTH INSURANCE	80,945.20	107,640.00	80,246.96	27,393.04	75
001-516-10-2600	WORKERS COMPENSATION INSURANCE	1,636.07	1,500.00	2,268.89	768.89 -	151
001-516-30-3100	PROFESSIONAL SERVICES	598,946.74	835,000.00	494,294.75	340,705.25	59
001-516-30-3400	OTHER CONTRACTUAL SERVICES	951.75	1,000.00	0.00	1,000.00	0
001-516-30-3450	CLOTHING AND UNIFORMS	1,015.88	2,150.00	0.00	2,150.00	0
001-516-30-4000	TRAVEL & PER DIEM	5,530.85	14,980.00	1,681.88	13,298.12	11
001-516-30-4100	TELEPHONE EXPENSE	7,125.87	8,000.00	6,373.70	1,626.30	80
001-516-30-4110	IT LICENSING / EQUIPMENT	37,471.62	111,810.00	64,730.66	47,079.34	58
001-516-30-4150	ADVERTISING/RECORDING EXPENSE	28,356.57	35,200.00	19,983.16	15,216.84	57
001-516-30-4200	POSTAGE/TRANSPORTATION FEES	1,530.23	2,000.00	810.35	1,189.65	41
001-516-30-4600	REPAIR & MAINTENANCE	2,237.89	2,500.00	1,703.86	796.14	68
001-516-30-4900	MISC. EXPENSE & OTHER CURRENT	2,398.31	5,000.00	13,641.14	8,641.14 -	273
001-516-30-4950	CODE ENFORCEMENT	8,266.28	58,500.00	11,499.20	47,000.80	20
001-516-30-5100	OFFICE SUPPLIES	1,827.88	10,000.00	1,073.20	8,926.80	11
001-516-30-5200	OPERATING SUPPLIES	3,409.32	10,000.00	4,011.22	5,988.78	40
001-516-30-5250	FUEL EXPENSE	1,423.51	1,800.00	236.04	1,563.96	13
001-516-30-5400	SUBSCRIPTIONS/DUES	1,934.17	5,180.00	1,506.94	3,673.06	29
001-516-30-5500	TRAINING	9,509.07	24,180.00	4,598.11	19,581.89	19
001-516-60-6300	CAPITAL IMPROVEMENT-OTHER	11,128.33	0.00	0.00	0.00	0

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	516 DEVELOPMENT SERVICES:	1,536,595.81	2,368,820.00	1,406,836.69	961,983.31	59
001-518-00-0000	INFORMATION TECHNOLOGY DEPARTMENT	0.00	0.00	0.00	0.00	0
001-518-10-1200	SALARIES	144,288.61	258,440.00	167,835.37	90,604.63	65
001-518-10-1500	SICK LEAVE	3,232.96	0.00	5,148.82	5,148.82 -	0
001-518-10-1600	VACATION PAY	6,919.23	0.00	9,533.86	9,533.86 -	0
001-518-10-1800	HOLIDAY PAY	3,694.26	0.00	5,726.66	5,726.66 -	0
001-518-10-2100	FICA EXPENSE	12,097.18	19,780.00	14,072.39	5,707.61	71
001-518-10-2200	RETIREMENT	19,744.44	35,080.00	25,556.35	9,523.65	73
001-518-10-2210	BENEFIT ADMIN FEES	54.00	0.00	0.00	0.00	0
001-518-10-2300	LIFE & HEALTH INSURANCE	20,727.19	37,440.00	27,881.33	9,558.67	74
001-518-10-2600	WORKERS COMPENSATION INSURANCE	218.13	200.00	302.51	102.51 -	151
001-518-30-3100	PROFESSIONAL SERVICES	22,897.00	45,320.00	130.00	45,190.00	0
001-518-30-3400	OTHER CONTRACTUAL SERVICES	5,971.32	15,000.00	3,274.81	11,725.19	22
001-518-30-4000	TRAVEL & PER DIEM	1,998.28	7,500.00	514.10	6,985.90	7
001-518-30-4100	TELEPHONE EXPENSE	8,114.39	7,500.00	5,603.29	1,896.71	75
001-518-30-4110	IT LICENSING / EQUIPMENT	12,054.30	14,400.00	11,727.36	2,672.64	81
001-518-30-4200	POSTAGE/TRANSPORTATION FEES	0.00	250.00	19.00	231.00	8
001-518-30-4300	UTILITIES EXPENSE	2,173.19	2,300.00	1,267.22	1,032.78	55
001-518-30-4400	RENTAL & LEASING	0.00	500.00	0.00	500.00	0
001-518-30-4600	REPAIR & MAINTENANCE	20.29	2,000.00	1,056.75	943.25	53
001-518-30-4900	MISC. EXPENSE & OTHER CURRENT	397.91	1,000.00	0.00	1,000.00	0
001-518-30-5100	OFFICE SUPPLIES	604.22	1,200.00	147.44	1,052.56	12
001-518-30-5200	OPERATING SUPPLIES	5,279.04	5,000.00	4,821.90	178.10	96
001-518-30-5400	SUBSCRIPTIONS/DUES	350.00	2,500.00	372.33	2,127.67	15
001-518-30-5500	TRAINING	2,434.91	12,000.00	599.00	11,401.00	5
001-518-30-5550	LICENSING	15,120.10	43,625.00	10,972.43	32,652.57	25
001-518-60-6400	CAP. IMPROVEMENTS-MACHINERY/EQUIP	4,072.69	16,000.00	0.00	16,000.00	0

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	518 INFORMATION TECHNOLOGY DEPARTMI	292,463.64	527,035.00	296,562.92	230,472.08	56
001-519-00-0000	HUMAN RESOURCE DEPARTMENT:	0.00	0.00	0.00	0.00	0
001-519-10-1200	SALARIES	122,335.60	206,190.00	126,629.94	79,560.06	61
001-519-10-1500	SICK LEAVE	1,838.36	0.00	5,092.12	5,092.12 -	0
001-519-10-1600	VACATION PAY	6,336.13	0.00	6,208.94	6,208.94 -	0
001-519-10-1800	HOLIDAY PAY	5,277.49	0.00	5,750.66	5,750.66 -	0
001-519-10-2100	FICA EXPENSE	10,387.46	15,780.00	10,991.44	4,788.56	70
001-519-10-2200	RETIREMENT	16,901.01	27,980.00	19,506.88	8,473.12	70
001-519-10-2210	BENEFIT ADMIN FEES	49.50	0.00	45.00	45.00 -	0
001-519-10-2300	LIFE & HEALTH INSURANCE	17,342.88	28,080.00	17,860.02	10,219.98	64
001-519-10-2600	WORKERS COMPENSATION INSURANCE	119.99	110.00	166.34	56.34 -	151
001-519-30-3100	PROFESSIONAL SERVICES	33,205.00	37,825.00	12,017.50	25,807.50	32
001-519-30-3400	OTHER CONTRACTUAL SERVICES	4,397.96	6,400.00	3,752.72	2,647.28	59
001-519-30-4000	TRAVEL & PER DIEM	3,208.81	5,500.00	681.55	4,818.45	12
001-519-30-4100	TELEPHONE EXPENSE	4,805.63	4,750.00	3,388.13	1,361.87	71
001-519-30-4110	IT LICENSING / EQUIPMENT	21,442.11	45,880.00	35,738.32	10,141.68	78
001-519-30-4150	ADVERTISING/RECRUITING	1,780.25	7,200.00	6,308.88	891.12	88
001-519-30-4200	POSTAGE/TRANSPORTATION FEES	166.92	500.00	122.22	377.78	24
001-519-30-4300	UTILITIES EXPENSE	1,941.27	2,300.00	1,244.04	1,055.96	54
001-519-30-4400	RENTAL & LEASING	0.00	60.00	0.00	60.00	0
001-519-30-4600	REPAIR & MAINTENANCE	2,987.75	3,500.00	3,656.49	156.49 -	104
001-519-30-4800	EMPLOYEE PROGRAMS	8,414.36	13,200.00	12,996.37	203.63	98
001-519-30-4900	MISC. EXPENSE & OTHER CURRENT	637.16	1,000.00	55.72	944.28	6
001-519-30-5100	OFFICE SUPPLIES	1,294.92	2,900.00	1,134.35	1,765.65	39
001-519-30-5200	OPERATING SUPPLIES	2,234.93	5,300.00	1,956.19	3,343.81	37
001-519-30-5250	FUEL EXPENSE	680.38	600.00	219.00	381.00	36
001-519-30-5400	SUBSCRIPTIONS/DUES	2,486.82	1,600.00	1,913.78	313.78 -	120

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001-519-30-5500	TRAINING	5,562.77	5,450.00	3,609.44	1,840.56	66
001-519-30-5501	STAFF TRAINING PROGRAMS	2,394.70	6,450.00	707.63	5,742.37	11
	519 HUMAN RESOURCE DEPARTMENT:	278,230.16	428,555.00	281,753.67	146,801.33	66
001-521-00-0000	POLICE DEPARTMENT:	0.00	0.00	0.00	0.00	0
001-521-10-1200	SALARIES	2,405,192.12	4,202,570.00	2,323,329.46	1,879,240.54	55
001-521-10-1220	UNIFORM ALLOWANCE	14,160.00	14,820.00	13,530.00	1,290.00	91
001-521-10-1250	ON CALL	6,375.00	10,400.00	9,675.00	725.00	93
001-521-10-1260	SHIFT DIFFERENTIAL	12,907.03	20,080.00	11,887.46	8,192.54	59
001-521-10-1300	OVERTIME	122,261.90	157,000.00	120,203.60	36,796.40	77
001-521-10-1500	SICK LEAVE	56,978.41	0.00	47,771.42	47,771.42 -	0
001-521-10-1600	VACATION PAY	110,427.31	0.00	105,425.45	105,425.45 -	0
001-521-10-1700	INCENTIVE PAY	23,270.00	56,000.00	21,860.00	34,140.00	39
001-521-10-1800	HOLIDAY PAY	96,792.19	0.00	97,255.91	97,255.91 -	0
001-521-10-1820	HOLIDAY PREMIUM	107,836.95	82,000.00	89,874.12	7,874.12 -	110
001-521-10-2100	FICA EXPENSE	226,149.00	346,430.00	217,209.88	129,220.12	63
001-521-10-2200	RETIREMENT	814,482.29	1,529,280.00	867,614.70	661,665.30	57
001-521-10-2210	BENEFIT ADMIN FEES	418.50	0.00	436.50	436.50 -	0
001-521-10-2300	LIFE & HEALTH INSURANCE	365,935.51	575,640.00	386,545.04	189,094.96	67
001-521-10-2500	UNEMPLOYMENT COMP. REIMBURSEMENT	4,608.24	0.00	0.00	0.00	0
001-521-10-2600	WORKERS COMPENSATION INSURANCE	70,894.89	75,000.00	113,444.82	38,444.82 -	151
001-521-30-3100	PROFESSIONAL SERVICES	17,862.90	52,000.00	21,507.92	30,492.08	41
001-521-30-3400	OTHER CONTRACTUAL SERVICES	38,152.58	61,500.00	26,701.76	34,798.24	43
001-521-30-3450	CLOTHING AND UNIFORMS	9,092.53	15,000.00	11,715.20	3,284.80	78
001-521-30-3500	INVESTIGATIONS	8,792.29	17,000.00	6,981.69	10,018.31	41
001-521-30-4000	TRAVEL & PER DIEM	9,544.20	12,000.00	10,155.89	1,844.11	85
001-521-30-4100	TELEPHONE EXPENSE	62,549.63	82,000.00	51,191.09	30,808.91	62
001-521-30-4110	IT LICENSING / EQUIPMENT	214,454.17	268,200.00	98,599.33	169,600.67	37

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001-521-30-4200	POSTAGE/TRANSPORTATION FEES	149.98	3,000.00	512.68	2,487.32	17
001-521-30-4300	UTILITIES EXPENSE	63,841.54	54,000.00	33,898.51	20,101.49	63
001-521-30-4400	RENTAL & LEASING	2,133.43	10,500.00	1,347.01	9,152.99	13
001-521-30-4600	REPAIR & MAINTENANCE	83,232.20	75,000.00	61,619.02	13,380.98	82
001-521-30-4900	MISC. EXPENSE & OTHER CURRENT	77.89	4,000.00	0.00	4,000.00	0
001-521-30-4960	BOOT ALLOWANCE	3,662.09	6,500.00	1,128.65	5,371.35	17
001-521-30-5100	OFFICE SUPPLIES	1,587.89	5,000.00	1,517.61	3,482.39	30
001-521-30-5200	OPERATING SUPPLIES	52,647.04	85,000.00	37,351.31	47,648.69	44
001-521-30-5250	FUEL EXPENSE	149,285.20	180,000.00	100,325.17	79,674.83	56
001-521-30-5400	SUBSCRIPTIONS/DUES	1,675.05	3,000.00	1,413.60	1,586.40	47
001-521-30-5500	TRAINING	36,516.56	40,000.00	10,631.46	29,368.54	27
001-521-60-6300	CAPITAL IMPROVEMENT-OTHER	208,278.80	40,000.00	0.00	40,000.00	0
001-521-60-6400	CAP. IMPROVEMENT-MACHINERY	81,449.00	672,987.38	118,387.38	554,600.00	18
	521 POLICE DEPARTMENT:	5,483,674.31	8,755,907.38	5,021,048.64	3,734,858.74	57
001-541-00-0000	PUBLIC WORKS/STREET DEPT.	0.00	0.00	0.00	0.00	0
001-541-10-1200	SALARIES	955,823.84	1,538,070.00	1,013,385.38	524,684.62	66
001-541-10-1250	ON CALL	3,900.00	3,900.00	5,150.00	1,250.00 -	132
001-541-10-1300	OVERTIME	11,916.51	12,000.00	16,438.23	4,438.23 -	137
001-541-10-1500	SICK LEAVE	51,790.96	0.00	42,066.25	42,066.25 -	0
001-541-10-1600	VACATION PAY	55,362.39	0.00	62,560.43	62,560.43 -	0
001-541-10-1800	HOLIDAY PAY	39,263.68	0.00	42,974.10	42,974.10 -	0
001-541-10-1820	HOLIDAY PREMIUM	7,596.03	0.00	1,601.77	1,601.77 -	0
001-541-10-2100	FICA EXPENSE	86,232.68	118,880.00	90,541.06	28,338.94	76
001-541-10-2200	RETIREMENT	171,716.50	236,570.00	188,052.58	48,517.42	79
001-541-10-2210	BENEFIT ADMIN FEES	0.00	0.00	31.50	31.50 -	0
001-541-10-2300	LIFE & HEALTH INSURANCE	165,630.32	243,360.00	182,703.80	60,656.20	75
001-541-10-2500	UNEMPLOYMENT COMPENSATION	39.50	2,000.00	0.00	2,000.00	0

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001-541-10-2600	WORKERS COMPENSATION INSURANCE	21,813.82	25,000.00	37,814.94	12,814.94 -	151
001-541-30-3100	PROFESSIONAL SERVICES	132,049.76	454,949.25	93,849.13	361,100.12	21
001-541-30-3400	OTHER CONTRACTUAL SERVICES	352,499.68	1,096,640.74	906,870.48	189,770.26	83
001-541-30-3440	RIGHT-OF-WAY MAINTENANCE	242,817.84	395,000.00	223,342.92	171,657.08	57
001-541-30-3450	CLOTHING AND UNIFORMS	8,765.60	8,000.00	7,168.46	831.54	90
001-541-30-4000	TRAVEL & PER DIEM	1,435.34	5,500.00	205.26	5,294.74	4
001-541-30-4100	TELEPHONE EXPENSE	20,442.43	24,600.00	19,014.69	5,585.31	77
001-541-30-4110	IT LICENSING / EQUIPMENT	34,153.45	83,100.00	44,566.63	38,533.37	54
001-541-30-4200	POSTAGE/TRANSPORTATION FEES	92.07	150.00	58.12	91.88	39
001-541-30-4300	UTILITIES EXPENSE	22,780.35	23,200.00	20,153.84	3,046.16	87
001-541-30-4350	VILLAGES STREET LIGHTING	507,878.07	600,000.00	398,561.66	201,438.34	66
001-541-30-4400	RENTAL & LEASING	3,349.34	24,580.00	16,818.29	7,761.71	68
001-541-30-4600	REPAIR & MAINTENANCE	45,875.13	51,500.00	41,337.60	10,162.40	80
001-541-30-4601	REPAIR & MAINTENANCE - BUILDINGS	26,968.35	35,000.00	5,398.49	29,601.51	15
001-541-30-4603	PAVEMENT PRESERVATION/REHABILITATION	0.00	1,000,000.00	343,057.83	656,942.17	34
001-541-30-4900	MISC. EXPENSE & OTHER CURRENT	322.10	3,000.00	0.00	3,000.00	0
001-541-30-4940	LANDFILL DISPOSAL FEES	3,904.13	6,000.00	4,446.05	1,553.95	74
001-541-30-4960	BOOT ALLOWANCE	3,154.56	4,200.00	2,374.32	1,825.68	57
001-541-30-5100	OFFICE SUPPLIES	2,537.48	3,000.00	1,482.51	1,517.49	49
001-541-30-5200	OPERATING SUPPLIES	71,147.55	70,000.00	53,626.94	16,373.06	77
001-541-30-5250	FUEL EXPENSE	31,160.82	35,000.00	17,543.18	17,456.82	50
001-541-30-5400	SUBSCRIPTIONS/DUES	5,204.03	14,815.00	3,896.51	10,918.49	26
001-541-30-5500	TRAINING	11,459.60	22,080.00	5,684.28	16,395.72	26
001-541-60-6115	CITY HALL / ANNEX REHAB	14,174.39	58,821.19	19,543.08	39,278.11	33
001-541-60-6200	CAP. IMPROVEMENT-BUILDINGS	0.00	150,000.00	26,126.52	123,873.48	17
001-541-60-6210	PUBLIC WORKS BUILDING	6,308.00	0.00	0.00	0.00	0
001-541-60-6300	CAPITAL IMPROVEMENT-OTHER	0.00	75,000.00	74,069.96	930.04	99
001-541-60-6400	CAP. IMPROVEMENT-MACHINERY	303,139.02	231,297.00	102,616.86	128,680.14	44

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001-541-60-6681	PRINCIPAL-EQUIPMENT LEASE	28,171.17	29,240.00	29,231.37	8.63	100
001-541-60-6691	INTEREST-EQUIPMENT LEASE	2,160.33	1,110.00	1,100.13	9.87	99
	541 PUBLIC WORKS/STREET DEPT.	3,453,036.82	6,685,563.18	4,145,465.15	2,540,098.03	62
001-549-00-0000	FLEET MAINTENANCE DEPT:	0.00	0.00	0.00	0.00	0
001-549-10-1200	SALARIES	222,326.47	292,280.00	194,095.88	98,184.12	66
001-549-10-1300	OVERTIME	0.00	1,500.00	0.00	1,500.00	0
001-549-10-1500	SICK LEAVE	5,641.21	0.00	4,319.92	4,319.92 -	0
001-549-10-1600	VACATION PAY	14,415.13	0.00	15,874.26	15,874.26 -	0
001-549-10-1800	HOLIDAY PAY	9,083.30	0.00	8,481.64	8,481.64 -	0
001-549-10-2100	FICA EXPENSE	19,237.17	22,480.00	17,041.85	5,438.15	76
001-549-10-2200	RETIREMENT	31,312.42	39,870.00	30,242.95	9,627.05	76
001-549-10-2210	BENEFIT ADMIN FEES	36.00	0.00	94.50	94.50 -	0
001-549-10-2300	LIFE & HEALTH INSURANCE	40,971.87	46,800.00	38,280.02	8,519.98	82
001-549-10-2600	WORKERS COMPENSATION INSURANCE	8,507.44	8,200.00	12,403.31	4,203.31 -	151
001-549-30-3100	PROFESSIONAL SERVICES	25.00	500.00	0.00	500.00	0
001-549-30-3400	OTHER CONTRACTUAL SERVICES	2,915.64	8,000.00	6,108.30	1,891.70	76
001-549-30-3450	CLOTHING AND UNIFORMS	2,587.72	1,500.00	2,346.86	846.86 -	156
001-549-30-4000	TRAVEL & PER DIEM	3.84	100.00	0.00	100.00	0
001-549-30-4100	TELEPHONE EXPENSE	3,840.48	3,500.00	1,368.19	2,131.81	39
001-549-30-4110	IT LICENSING / EQUIPMENT	12,132.52	31,500.00	19,573.07	11,926.93	62
001-549-30-4200	POSTAGE/TRANSPORTATION FEES	0.00	100.00	24.20	75.80	24
001-549-30-4300	UTILITIES EXPENSE	5,044.47	7,000.00	3,251.96	3,748.04	46
001-549-30-4400	RENTAL & LEASING	1,721.35	2,500.00	1,443.11	1,056.89	58
001-549-30-4600	REPAIR & MAINTENANCE	3,105.14	5,000.00	3,964.68	1,035.32	79
001-549-30-4900	MISC. EXPENSE & OTHER CURRENT	0.00	100.00	0.00	100.00	0
001-549-30-4960	BOOT ALLOWANCE	622.34	700.00	175.00	525.00	25
001-549-30-5100	OFFICE SUPPLIES	1,212.89	1,500.00	266.32	1,233.68	18

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<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
001-549-30-5200	OPERATING SUPPLIES	32,637.84	35,000.00	30,499.50	4,500.50	87
001-549-30-5250	FUEL EXPENSE	3,445.46	3,600.00	2,635.12	964.88	73
001-549-30-5400	SUBSCRIPTIONS/DUES	886.54	500.00	239.00	261.00	48
001-549-30-5500	TRAINING	1,434.00	3,000.00	150.00	2,850.00	5
001-549-60-6400	CAP. IMPROVEMENTS-MACHINERY/EQUIP	84,300.11	45,000.00	22,132.84	22,867.16	49
	549 FLEET MAINTENANCE DEPT:	507,446.35	560,230.00	415,012.48	145,217.52	74
001-572-00-0000	PARKS & RECREATION:	0.00	0.00	0.00	0.00	0
001-572-10-1200	SALARIES	542,650.87	1,027,940.00	515,108.41	512,831.59	50
001-572-10-1250	ON CALL	3,900.00	3,500.00	4,650.00	1,150.00 -	133
001-572-10-1300	OVERTIME	9,050.86	2,000.00	11,454.66	9,454.66 -	573
001-572-10-1500	SICK LEAVE	18,053.57	0.00	10,539.78	10,539.78 -	0
001-572-10-1600	VACATION PAY	19,144.82	0.00	27,520.11	27,520.11 -	0
001-572-10-1800	HOLIDAY PAY	20,144.75	0.00	20,336.71	20,336.71 -	0
001-572-10-1820	HOLIDAY PREMIUM	0.00	0.00	3,552.27	3,552.27 -	0
001-572-10-2100	FICA EXPENSE	47,180.34	79,060.00	45,843.42	33,216.58	58
001-572-10-2200	RETIREMENT	74,454.67	140,240.00	79,409.36	60,830.64	57
001-572-10-2210	BENEFIT ADMIN FEES	9.00	0.00	9.00	9.00 -	0
001-572-10-2300	LIFE & HEALTH INSURANCE	110,296.50	168,480.00	111,935.53	56,544.47	66
001-572-10-2600	WORKERS COMPENSATION INSURANCE	6,544.18	6,500.00	9,831.92	3,331.92 -	151
001-572-30-3100	PROFESSIONAL SERVICES	15,126.79	14,000.00	4,762.41	9,237.59	34
001-572-30-3400	OTHER CONTRACTUAL SERVICES	101,881.05	159,200.00	129,501.29	29,698.71	81
001-572-30-3450	CLOTHING AND UNIFORMS	2,882.30	8,250.00	6,281.47	1,968.53	76
001-572-30-4000	TRAVEL & PER DIEM	839.57	4,550.00	124.15	4,425.85	3
001-572-30-4100	TELEPHONE EXPENSE	24,706.92	14,600.00	21,309.64	6,709.64 -	146
001-572-30-4110	IT LICENSING / EQUIPMENT	39,819.80	53,720.00	27,112.54	26,607.46	50
001-572-30-4150	ADVERTISING AND PROMOTIONS	31,535.41	25,000.00	22,674.12	2,325.88	91
001-572-30-4200	POSTAGE/TRANSPORTATION FEES	5.46	200.00	2.56	197.44	1

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<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
001-572-30-4300	UTILITIES EXPENSE	32,955.60	35,000.00	34,958.89	41.11	100
001-572-30-4400	RENTAL & LEASING	3,516.27	6,900.00	7,736.90	836.90 -	112
001-572-30-4600	REPAIR & MAINTENANCE	35,138.45	48,650.00	43,783.92	4,866.08	90
001-572-30-4601	REPAIR & MAINTENANCE - BUILDINGS	23,464.57	36,000.00	21,198.84	14,801.16	59
001-572-30-4610	BAKER HOUSE MAINTENANCE	1,495.52	15,000.00	1,522.88	13,477.12	10
001-572-30-4620	BAKER HOUSE OPERATIONS-OTHER MISC.	4,930.49	5,720.00	2,031.09	3,688.91	36
001-572-30-4630	BAKER HOUSE SPECIAL EVENTS	11,356.54	15,000.00	5,017.77	9,982.23	33
001-572-30-4900	MISC. EXPENSE & OTHER CURRENT	424.19	5,000.00	88.26 -	5,088.26	2 -
001-572-30-4910	SPECIAL EVENTS	132,975.30	165,800.00	102,881.74	62,918.26	62
001-572-30-4915	ATHLETIC LEAGUES & ACTIVITIES	89,783.22	104,400.00	76,390.02	28,009.98	73
001-572-30-4920	YOUTH CAMPS & PROGRAMS	13,595.23	48,000.00	9,261.88	38,738.12	19
001-572-30-4960	BOOT ALLOWANCE	928.71	1,580.00	874.04	705.96	55
001-572-30-5100	OFFICE SUPPLIES	3,185.48	4,500.00	1,955.32	2,544.68	43
001-572-30-5200	OPERATING SUPPLIES	77,301.88	81,500.00	50,508.20	30,991.80	62
001-572-30-5250	FUEL EXPENSE	22,070.55	25,000.00	12,621.66	12,378.34	50
001-572-30-5280	LANDSCAPING	27,066.27	15,000.00	7,849.03	7,150.97	52
001-572-30-5400	SUBSCRIPTIONS/DUES	426.58	3,210.00	772.83	2,437.17	24
001-572-30-5500	TRAINING	5,990.37	7,200.00	5,743.81	1,456.19	80
001-572-60-6200	CAP. IMPROVEMENT-BUILDINGS	38,696.00	14,500.00	8,608.50	5,891.50	59
001-572-60-6300	CAPITAL IMPROVEMENT-OTHER	0.00	13,000.00	8,999.92	4,000.08	69
001-572-60-6351	MLK PARK PROJECT	94,686.97	0.00	0.00	0.00	0
001-572-60-6400	CAP. IMPROVEMENT-MACHINERY	153,369.91	107,750.00	105,095.10	2,654.90	98
	572 PARKS & RECREATION:	1,841,584.96	2,465,950.00	1,559,683.43	906,266.57	63
001-575-00-0000	COMMUNITY CENTER:	0.00	0.00	0.00	0.00	0
001-575-10-1200	SALARIES	48,503.94	140,290.00	55,511.95	84,778.05	40
001-575-10-1300	OVERTIME	0.00	0.00	225.00	225.00 -	0
001-575-10-1800	HOLIDAY PAY	0.00	0.00	67.00	67.00 -	0

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<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
001-575-10-2100	FICA EXPENSE	3,710.66	10,740.00	4,269.09	6,470.91	40
001-575-10-2200	RETIREMENT	6,024.14	19,040.00	6,879.05	12,160.95	36
001-575-10-2300	LIFE & HEALTH INSURANCE	4.75	200.00	0.00	200.00	0
001-575-30-3100	PROFESSIONAL SERVICES	499.85	3,000.00	0.00	3,000.00	0
001-575-30-3400	OTHER CONTRACTUAL SERVICES	3,995.00	8,440.00	14,110.22	5,670.22 -	167
001-575-30-3450	CLOTHING AND UNIFORMS	0.00	1,200.00	0.00	1,200.00	0
001-575-30-4100	TELEPHONE EXPENSE	2,979.72	6,680.00	0.00	6,680.00	0
001-575-30-4200	POSTAGE/TRANSPORTATION FEES	133.68	250.00	1.92	248.08	1
001-575-30-4300	UTILITIES EXPENSE	52,039.39	40,000.00	37,719.43	2,280.57	94
001-575-30-4400	RENTAL & LEASING	981.12	1,600.00	1,961.92	361.92 -	123
001-575-30-4600	REPAIR & MAINTENANCE	2,826.34	30,000.00	26,776.14	3,223.86	89
001-575-30-5100	OFFICE SUPPLIES	897.95	1,000.00	10.59	989.41	1
001-575-30-5200	OPERATING SUPPLIES	3,715.25	10,000.00	12,201.72	2,201.72 -	122
001-575-30-5400	SUBSCRIPTIONS/DUES	75.00	0.00	75.00	75.00 -	0
001-575-60-6200	CAP. IMPROVEMENT-BUILDINGS	0.00	250,000.00	353.24	249,646.76	0
	575 COMMUNITY CENTER:	126,386.79	522,440.00	160,162.27	362,277.73	31
001-580-90-9901	CONTINGENCY RESERVE-GEN FUND	0.00	2,764,195.44	0.00	2,764,195.44	0
001-581-00-1040	TRANSFER TO EXPANDED CRA	197,729.00	215,690.00	215,690.00	0.00	100
001-581-00-4020	TRANSFER TO UTILITY CAP PROJECTS FUNE	0.00	3,000,000.00	3,000,000.00	0.00	100
001-581-90-3010	TRANSFER TO CAPITAL PROJECT FUND	10,100,000.00	15,700,000.00	15,700,000.00	0.00	100
	581 Total	10,297,729.00	18,915,690.00	18,915,690.00	0.00	100
GENERAL FUND Expenditure Totals		26,265,434.99	47,584,840.00	34,563,198.43	13,021,641.57	73

<u>YTD</u>	<u>001 GENERAL FUND</u>	<u>Prior</u>
31,804,512.16	Revenues:	30,667,296.12

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34,563,198.43	Expenditures:	26,265,434.99
2,758,686.27 -	Net Income:	4,401,861.13

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<u>Revenue Account</u>	<u>Description</u>	<u>Prior Yr Rev</u>	<u>Anticipated</u>	<u>YTD Rev</u>	<u>Excess/Deficit</u>	<u>% Real</u>
101-361-1350	INTEREST EARNED	371.16	200.00	182.34	17.66 -	91
101-364-1000	CEMETERY LOT SALES	1,400.00	0.00	0.00	0.00	0
101-366-1350	CONTRIBUTIONS/DUES	560.00	2,000.00	1,290.00	710.00 -	64
101-366-1360	GRAVE OPENING PERMITS	900.00	600.00	600.00	0.00	100
101-369-0000	OTHER MISCELLANEOUS REVENUE	0.00	100.00	0.00	100.00 -	0
101-389-5000	NON-OPER/ CEMETERY RESERVES FORWARF	0.00	62,970.00	0.00	62,970.00 -	0
CEMETERY FUND Revenue Totals		3,231.16	65,870.00	2,072.34	63,797.66 -	3

<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
101-569-00-0000	GREENWOOD CEMETERY:	0.00	0.00	0.00	0.00	0
101-569-30-3100	PROFESSIONAL SERVICES	0.00	200.00	0.00	200.00	0
101-569-30-4600	REPAIR & MAINTENANCE	0.00	500.00	0.00	500.00	0
101-569-30-4900	MISC. EXPENSE & OTHER CURRENT	0.00	200.00	0.00	200.00	0
101-569-30-5200	OPERATING SUPPLIES	0.00	100.00	0.00	100.00	0
569 GREENWOOD CEMETERY:		0.00	1,000.00	0.00	1,000.00	0

101-580-90-9999	CONTINGENCY	0.00	64,870.00	0.00	64,870.00	0
CEMETERY FUND Expenditure Totals		0.00	65,870.00	0.00	65,870.00	0

<u>YTD</u>	<u>101 CEMETERY FUND</u>	<u>Prior</u>
2,072.34	Revenues:	3,231.16
0.00	Expenditures:	0.00
2,072.34	Net Income:	3,231.16

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<i>Revenue Account</i>	<i>Description</i>	<i>Prior Yr Rev</i>	<i>Anticipated</i>	<i>YTD Rev</i>	<i>Excess/Deficit</i>	<i>% Real</i>
104-361-0000	INTEREST	11,802.03	0.00	12,132.95	12,132.95	0
104-369-9000	TAX INCREMENT FINANCING - SUM CTY	367,422.00	368,670.00	395,695.00	27,025.00	107
104-382-0010	TRANSFER FROM GENERAL	197,729.00	215,690.00	215,690.00	0.00	100
104-389-5006	CASH FORWARD - CRA DISTRICT	0.00	1,396,500.00	0.00	1,396,500.00 -	0
COMMUNITY REDEVELOPMENT Revenue Tot		576,953.03	1,980,860.00	623,517.95	1,357,342.05 -	31

<i>Expenditure Account</i>	<i>Description</i>	<i>Prior Yr Expd</i>	<i>Budgeted</i>	<i>YTD Expended</i>	<i>Unexpended</i>	<i>% Expd</i>
104-550-00-0000	COMM REDEVELOPMENT DEPT.:	0.00	0.00	0.00	0.00	0
104-550-10-1200	SALARIES	37,966.71	68,420.00	36,126.15	32,293.85	53
104-550-10-1500	SICK LEAVE	760.25	0.00	619.33	619.33 -	0
104-550-10-1600	VACATION PAY	3,405.20	0.00	4,245.02	4,245.02 -	0
104-550-10-1800	HOLIDAY PAY	1,499.38	0.00	1,625.02	1,625.02 -	0
104-550-10-2100	FICA EXPENSE	3,337.84	5,240.00	3,260.11	1,979.89	62
104-550-10-2200	RETIREMENT	14,128.34	23,620.00	14,710.88	8,909.12	62
104-550-10-2300	LIFE & HEALTH INSURANCE	3,524.88	3,600.00	3,153.80	446.20	88
104-550-30-3100	PROFESSIONAL SERVICES	0.00	40,000.00	0.00	40,000.00	0
104-550-30-4000	TRAVEL & PER DIEM	0.00	750.00	0.00	750.00	0
104-550-30-5400	SUBSCRIPTIONS/DUES	200.00	200.00	175.00	25.00	88
104-550-30-5500	TRAINING	0.00	1,500.00	0.00	1,500.00	0
104-550-60-6330	FACADE IMPROVEMENT GRANT	0.00	80,000.00	3,891.36	76,108.64	5
104-550-70-7303	DEMOLITIONS	0.00	25,000.00	0.00	25,000.00	0
104-550-70-7307	MISC. OTHER PROJECTS	50,496.00	8,679.00	8,679.00	0.00	100
104-550-70-7308	DOWNTOWN PARKING IMPROVEMENTS	0.00	240,000.00	0.00	240,000.00	0
550 COMM REDEVELOPMENT DEPT.:		115,318.60	497,009.00	76,485.67	420,523.33	15
104-580-90-9904	CONTINGENCY - CRA DISTRICT	0.00	1,483,851.00	0.00	1,483,851.00	0
COMMUNITY REDEVELOPMENT Expenditure		115,318.60	1,980,860.00	76,485.67	1,904,374.33	4

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YTD	104 COMMUNITY REDEVELOPMENT	Prior
623,517.95	Revenues:	576,953.03
76,485.67	Expenditures:	115,318.60
547,032.28	Net Income:	461,634.43

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<u>Revenue Account</u>	<u>Description</u>	<u>Prior Yr Rev</u>	<u>Anticipated</u>	<u>YTD Rev</u>	<u>Excess/Deficit</u>	<u>% Real</u>
105-361-0000	INTEREST	91.20	100.00	13.58	86.42 -	14
105-369-0058	DONATIONS	30,942.00	15,000.00	20,152.00	5,152.00	134
105-389-5010	CASH FORWARD - BAKER HOUSE	0.00	18,000.00	0.00	18,000.00 -	0
BAKER HOUSE Revenue Totals		31,033.20	33,100.00	20,165.58	12,934.42 -	60

<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
105-576-00-0000	BAKER HOUSE DEPARTMENT:	0.00	0.00	0.00	0.00	0
105-576-30-4620	BAKER HOUSE OPERATIONS	45,844.10	0.00	68.51	68.51 -	0
105-580-90-9910	CONTINGENCY - BAKER HOUSE	0.00	33,100.00	0.00	33,100.00	0
BAKER HOUSE Expenditure Totals		45,844.10	33,100.00	68.51	33,031.49	0

<u>YTD</u>	105 BAKER HOUSE	<u>Prior</u>
20,165.58	Revenues:	31,033.20
68.51	Expenditures:	45,844.10
20,097.07	Net Income:	14,810.90 -

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<u>Revenue Account</u>	<u>Description</u>	<u>Prior Yr Rev</u>	<u>Anticipated</u>	<u>YTD Rev</u>	<u>Excess/Deficit</u>	<u>% Real</u>
106-589-5010	CARRY FORWARD - HISTORICAL FUND	0.00	45.00	0.00	45.00 -	0
	WILDWOOD AREA HISTORICAL ASSOCIATIO	0.00	45.00	0.00	45.00 -	0

<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
106-577-00-0000	WILDWOOD AREA HISTORICAL ASSN	0.00	0.00	0.00	0.00	0
106-580-90-9911	CONTINGENCY - HISTORICAL ACCT	0.00	45.00	0.00	45.00	0
	WILDWOOD AREA HISTORICA Expenditure Tr	0.00	45.00	0.00	45.00	0

<u>YTD</u>	<u>106 WILDWOOD AREA HISTORICAL ASSOCI/</u>	<u>Prior</u>
0.00	Revenues:	0.00
0.00	Expenditures:	0.00
0.00	Net Income:	0.00

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<u>Revenue Account</u>	<u>Description</u>	<u>Prior Yr Rev</u>	<u>Anticipated</u>	<u>YTD Rev</u>	<u>Excess/Deficit</u>	<u>% Real</u>
107-341-3004	RECREATION IMPACT FEES	416,261.25	225,000.00	220,944.92	4,055.08 -	98
107-361-0000	INTEREST	6,203.97	1,000.00	7,697.93	6,697.93	770
107-389-5004	CASH FORWARD - P & R IMPACT FEE	0.00	736,160.00	0.00	736,160.00 -	0
RECREATION IMPACT FEES Revenue Totals		422,465.22	962,160.00	228,642.85	733,517.15 -	23

<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
107-572-00-0000	RECREATION IMPACT FEES:	0.00	0.00	0.00	0.00	0
107-580-90-9903	CONTINGENCY - P&R IMPACT FEES	0.00	962,160.00	0.00	962,160.00	0
RECREATION IMPACT FEES Expenditure Totals		0.00	962,160.00	0.00	962,160.00	0

<u>YTD</u>	<u>107 RECREATION IMPACT FEES</u>	<u>Prior</u>
228,642.85	Revenues:	422,465.22
0.00	Expenditures:	0.00
228,642.85	Net Income:	422,465.22

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<u>Revenue Account</u>	<u>Description</u>	<u>Prior Yr Rev</u>	<u>Anticipated</u>	<u>YTD Rev</u>	<u>Excess/Deficit</u>	<u>% Real</u>
108-341-3001	LAW ENFORCEMENT IMPACT FEES	743,696.30	1,100,000.00	852,374.67	247,625.33 -	77
108-361-0000	INTEREST	199.89	100.00	145.43	45.43	145
108-389-5002	CASH FORWARD - POLICE IMPACT FEE	0.00	1,320,330.00	0.00	1,320,330.00 -	0
	LAW ENFORCEMENT IMPACT FEES Revenue	743,896.19	2,420,430.00	852,520.10	1,567,909.90 -	35

<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
108-521-00-0000	LAW ENFORCEMENT IMPACT FEES:	0.00	0.00	0.00	0.00	0
108-521-30-4900	MISC. EXPENSE & OTHER CURRENT	399.26	0.00	270.36	270.36 -	0
108-521-60-6200	CAP.IMPROVEMENT-BUILDINGS	0.00	400,000.00	0.00	400,000.00	0
108-521-60-6400	CAP. IMPROVEMENT- MACHINERY & EQUIPM	138,184.26	608,375.44	612,910.64	4,535.20 -	101
108-521-70-9105	TRANSFER TO GENERAL FUND - LOAN PAYM	412,800.00	412,800.00	412,800.00	0.00	100
	521 LAW ENFORCEMENT IMPACT FEES:	551,383.52	1,421,175.44	1,025,981.00	395,194.44	72
108-580-90-9902	CONTINGENCY -LAW ENFORCEMENT IMPAC	0.00	999,254.56	0.00	999,254.56	0
	LAW ENFORCEMENT IMPACT Expenditure To	551,383.52	2,420,430.00	1,025,981.00	1,394,449.00	42

<u>YTD</u>	<u>108 LAW ENFORCEMENT IMPACT FEES</u>	<u>Prior</u>
852,520.10	Revenues:	743,896.19
1,025,981.00	Expenditures:	551,383.52
173,460.90 -	Net Income:	192,512.67

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<u>Revenue Account</u>	<u>Description</u>	<u>Prior Yr Rev</u>	<u>Anticipated</u>	<u>YTD Rev</u>	<u>Excess/Deficit</u>	<u>% Real</u>
301-334-9000	STATE GRANT REVENUE	0.00	900,000.00	0.00	900,000.00 -	0
301-361-0000	INTEREST	129,463.97	10,000.00	123,594.19	113,594.19	***
301-382-0010	TRANSFER FROM GENERAL FUND	10,100,000.00	15,700,000.00	15,700,000.00	0.00	100
301-389-5000	NON-OPERATIONAL CASH FORWARD-CAP.IM	0.00	13,481,125.00	0.00	13,481,125.00 -	0
CAPITAL IMPROVEMENT FUND Revenue Total		10,229,463.97	30,091,125.00	15,823,594.19	14,267,530.81 -	52

<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
301-500-00-0000	CAPITAL IMPROVEMENT FUND	0.00	0.00	0.00	0.00	0
301-511-60-6201	ANNEX NO. 2 REHAB	0.00	0.00	41.78	41.78 -	0
301-513-60-6201	CITY HALL HVAC PROJECT	55,153.13	0.00	0.00	0.00	0
301-516-60-6301	DOWNTOWN MASTER PLAN PROJECTS	44,105.56	850,700.00	842,669.75	8,030.25	99
301-516-60-6304	TRAILWINDS FOUNTAIN	24,811.56	0.00	559.82	559.82 -	0
516 Total		68,917.12	850,700.00	843,229.57	7,470.43	99

301-521-60-6301	POLICE DEPARTMENT HQ MONUMENT SIGN	12,425.00	21,269.00	12,869.00	8,400.00	61
301-541-60-6101	DRAINAGE PROJECT LAND ACQUISITION	39,900.00	414,200.00	226,033.67	188,166.33	55
301-541-60-6202	MUNICIPAL SERVICES COMPLEX PROJECT	604,899.39	140,445.45	127,655.57	12,789.88	91
301-541-60-6203	PW POLE BARN	118,900.00	0.00	0.00	0.00	0
301-541-60-6204	PW BUILDING HVAC UPGRADES	6,250.00	111,000.00	110,940.00	60.00	100
301-541-60-6205	MSC HVAC UPGRADES	39,064.60	0.00	0.00	0.00	0
301-541-60-6301	PLEASANTDALE REHAB	891,144.28	407,173.92	383,999.48	23,174.44	94
301-541-60-6302	BARWICK REHAB	102,922.60	30,000.00	29,468.20	531.80	98
301-541-60-6303	OAK GROVE VILLAGE DRAINAGE IMPROVEM	121,808.28	40,000.00	35,870.00	4,130.00	90
301-541-60-6305	PAVEMENT PRESERVATION PLAN	743,276.36	60,000.00	76,605.04	16,605.04 -	128
301-541-60-6306	CLAY DRAIN ROAD DESIGN	139,242.00	200,000.00	61,377.00	138,623.00	31

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<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
301-541-60-6307	JACKSON ST IMPROVEMENTS	0.00	27,000.00	24,743.50	2,256.50	92
301-541-60-6308	HUEY ST IMPROVEMENTS	44,900.00	2,432,000.00	115,966.53	2,316,033.47	5
301-541-60-6309	ST CLAIR STREET IMPROVEMENTS	0.00	525,000.00	489,039.19	35,960.81	93
301-541-60-6310	DOWNTOWN PARKING GARAGE	276,116.16	7,600,000.00	6,257,341.66	1,342,658.34	82
301-541-60-6311	MSC ENTRANCE GATE	0.00	163,500.00	16,370.95	147,129.05	10
301-541-60-6312	BROKEN OAK DRIVE	0.00	438,000.00	437,327.61	672.39	100
541 Total		3,128,423.67	12,588,319.37	8,392,738.40	4,195,580.97	67
301-572-60-6201	MLK PARK CONCESSION STAND/RESTROOM	247,643.71	0.00	0.00	0.00	0
301-572-60-6202	BAKER HOUSE RESTROOMS	42,082.63	0.00	0.00	0.00	0
301-572-60-6205	RECREATION CENTER AT MLK PARK	646,463.08	385,000.00	156,456.00	228,544.00	41
301-572-60-6207	OUTREACH CENTER RE-ROOF	15,590.00	0.00	0.00	0.00	0
301-572-60-6302	MILLENNIUM PARK IMPROVEMENTS	398,211.17	1,000,000.00	192,990.90	807,009.10	19
301-572-60-6303	MLK PARK BASKETBALL COURT REHAB	87,010.00	0.00	0.00	0.00	0
301-572-60-6304	LAKE DEATON PIER IMPROVEMENTS	8,328.08	395,000.00	206,767.70	188,232.30	52
301-572-60-6305	CITY HALL COURTYARD REHAB	48,019.69	12,588.00	12,588.00	0.00	100
301-572-60-6307	DOG PARK IMPROVEMENTS	0.00	60,000.00	0.00	60,000.00	0
572 Total		1,493,348.36	1,852,588.00	568,802.60	1,283,785.40	31
301-575-60-6201	COMMUNITY CENTER HVAC UPGRADES	37,930.00	50,000.00	25,645.00	24,355.00	51
301-580-90-9901	CONTINGENCY-CAP.IMPROVEMENT FUND	0.00	9,728,249.63	0.00	9,728,249.63	0
301-581-00-4020	TRANSFER TO UTILITY CAP PROJECTS FUNE	0.00	5,000,000.00	5,000,000.00	0.00	100
CAPITAL IMPROVEMENT FUN Expenditure To		4,796,197.28	30,091,126.00	14,843,326.35	15,247,799.65	49

YTD

301 CAPITAL IMPROVEMENT FUND

Prior

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15,823,594.19	Revenues:	10,229,463.97
14,843,326.35	Expenditures:	4,796,197.28
980,267.84	Net Income:	5,433,266.69

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<u>Revenue Account</u>	<u>Description</u>	<u>Prior Yr Rev</u>	<u>Anticipated</u>	<u>YTD Rev</u>	<u>Excess/Deficit</u>	<u>% Real</u>
401-343-3100	WATER SALES-OPERATING INCOME	3,565,912.59	4,016,300.00	2,963,971.49	1,052,328.51 -	74
401-343-3500	WATER- METER INSTALLATIONS	346,338.87	263,000.00	185,785.66	77,214.34 -	71
401-343-3510	WATER- OTHER (ON/OFF FEES)	40,145.00	30,000.00	26,240.00	3,760.00 -	87
401-343-3520	WATER INCOME-OTHER	21,611.81	10,000.00	13,139.96	3,139.96	131
401-343-3521	RETURN CHECK BILLINGS	25,482.58 -	0.00	0.00	0.00	0
401-343-3550	WATER UTILITY TAX	0.00	0.00	13,959.20	13,959.20	0
401-343-5100	SEWER OPERATING INCOME-BILLINGS	5,226,279.34	7,100,600.00	4,940,040.22	2,160,559.78 -	70
401-343-5510	SEWER OTHER MISC	0.00	12,000.00	0.00	12,000.00 -	0
401-343-5511	LAND LEASE-TURTLE MOUNT(TOWER)	15,428.34	15,000.00	13,225.00	1,775.00 -	88
401-343-5520	TSS/COD WASTEWATER FEES	937,238.46	800,000.00	751,397.11	48,602.89 -	94
401-343-6100	REUSE WATER OPERATIONS	138,140.49	118,450.00	123,951.94	5,501.94	105
401-361-0000	INTEREST EARNINGS	104,713.63	50,000.00	71,929.97	21,929.97	144
401-381-1005	TRANSFER FROM SEWER CONNECTION FEE	228,590.00	0.00	0.00	0.00	0
401-381-1007	TRANSFER FROM 2013 DEBT REFI CONST FL	2,965,188.00	0.00	0.00	0.00	0
401-381-1008	TRANSFER FROM WATER CONNECTION FEE	175,798.00	0.00	0.00	0.00	0
401-381-1011	TRANSFER FROM WATER SDC FUND	221,012.40	0.00	0.00	0.00	0
401-381-1014	TRANSFER FROM SEWER SDC FUND	1,446,431.41	0.00	0.00	0.00	0
401-389-4000	STATE APPROPRIATIONS	100,000.00	0.00	0.00	0.00	0
401-389-5000	Non-Operational-Cash Forward- W/S	0.00	7,600,000.00	0.00	7,600,000.00 -	0
UTILITY FUND Revenue Totals		15,507,345.76	20,015,350.00	9,103,640.55	10,911,709.45 -	45

<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
401-530-00-0000	PHYSICAL ENVIRONMENT/ADMIN:	0.00	0.00	0.00	0.00	0
401-530-10-1200	SALARIES	146,569.52	191,040.00	122,307.03	68,732.97	64
401-530-10-1300	OVERTIME	0.00	1,000.00	0.00	1,000.00	0
401-530-10-1500	SICK LEAVE	6,945.89	0.00	6,940.15	6,940.15 -	0
401-530-10-1600	VACATION PAY	8,073.35	0.00	9,572.71	9,572.71 -	0
401-530-10-1800	HOLIDAY PAY	6,078.27	0.00	5,576.35	5,576.35 -	0

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<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
401-530-10-2100	FICA EXPENSE	12,806.59	14,700.00	11,025.01	3,674.99	75
401-530-10-2200	RETIREMENT	20,844.77	25,880.00	19,602.96	6,277.04	76
401-530-10-2210	BENEFIT ADMIN FEES	129.00	0.00	27.00	27.00 -	0
401-530-10-2300	LIFE & HEALTH INSURANCE	34,072.48	37,440.00	29,719.45	7,720.55	79
401-530-10-2500	UNEMPLOYMENT COMPENSATION	0.00	1,500.00	0.00	1,500.00	0
401-530-10-2600	WORKERS COMPENSATION INSURANCE	1,090.70	1,000.00	1,512.62	512.62 -	151
401-530-30-3100	PROFESSIONAL SERVICES	2,750.00	3,000.00	1,205.00	1,795.00	40
401-530-30-3200	ACCOUNTING & AUDITING FEES	19,250.00	24,000.00	15,000.00	9,000.00	62
401-530-30-3400	OTHER CONTRACTUAL SERVICES	28,943.41	34,950.00	21,685.73	13,264.27	62
401-530-30-4000	TRAVEL & PER DIEM	0.00	500.00	0.00	500.00	0
401-530-30-4100	TELEPHONE EXPENSE	4,701.84	5,000.00	3,613.56	1,386.44	72
401-530-30-4110	IT LICENSING / EQUIPMENT	26,620.78	37,730.00	37,281.59	448.41	99
401-530-30-4200	POSTAGE/TRANSPORTATION FEES	25,964.26	32,800.00	21,453.13	11,346.87	65
401-530-30-4300	UTILITIES EXPENSE	17,422.24	20,000.00	12,652.23	7,347.77	63
401-530-30-4400	RENTAL & LEASING	2,949.61	3,650.00	2,119.54	1,530.46	58
401-530-30-4500	GENERAL INSURANCE	186,069.91	400,000.00	315,401.83	84,598.17	79
401-530-30-4600	REPAIR & MAINTENANCE	10,473.19	23,700.00	21,538.06	2,161.94	91
401-530-30-4900	MISC. EXPENSE & OTHER CURRENT	16,260.79	14,500.00	12,209.66	2,290.34	84
401-530-30-5100	OFFICE SUPPLIES	970.43	1,000.00	413.32	586.68	41
401-530-30-5200	OPERATING SUPPLIES	4,579.90	5,500.00	2,605.01	2,894.99	47
401-530-30-5400	SUBSCRIPTIONS/DUES	37.50	500.00	37.50	462.50	8
401-530-30-5500	TRAINING	702.00	1,000.00	380.00	620.00	38
	530 PHYSICAL ENVIRONMENT/ADMIN:	584,306.43	880,390.00	673,879.44	206,510.56	77
401-533-00-0000	WATER DEPARTMENT:	0.00	0.00	0.00	0.00	0
401-533-10-1200	SALARIES	642,642.40	967,250.00	597,788.74	369,461.26	62
401-533-10-1250	ON CALL	7,950.00	7,800.00	10,300.00	2,500.00 -	132
401-533-10-1300	OVERTIME	11,878.23	15,000.00	10,365.72	4,634.28	69

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<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
401-533-10-1500	SICK LEAVE	23,141.58	0.00	22,907.04	22,907.04 -	0
401-533-10-1600	VACATION PAY	39,942.19	0.00	32,987.38	32,987.38 -	0
401-533-10-1700	INCENTIVE PAY	0.00	0.00	550.00	550.00 -	0
401-533-10-1800	HOLIDAY PAY	24,209.16	0.00	25,148.06	25,148.06 -	0
401-533-10-1820	HOLIDAY PREMIUM	2,583.89	5,000.00	1,493.99	3,506.01	30
401-533-10-2100	FICA EXPENSE	57,882.46	76,130.00	53,992.64	22,137.36	71
401-533-10-2200	RETIREMENT	94,067.66	135,030.00	95,120.29	39,909.71	70
401-533-10-2210	BENEFIT ADMIN FEES	85.50	0.00	85.50	85.50 -	0
401-533-10-2300	LIFE & HEALTH INSURANCE	114,180.59	168,480.00	122,452.52	46,027.48	73
401-533-10-2500	UNEMPLOYMENT COMPENSATION	0.00	2,500.00	0.00	2,500.00	0
401-533-10-2600	WORKERS COMPENSATION INSURANCE	16,360.37	16,000.00	24,201.51	8,201.51 -	151
401-533-30-3100	PROFESSIONAL SERVICES	64,275.98	124,100.00	87,196.49	36,903.51	70
401-533-30-3400	OTHER CONTRACTUAL SERVICES	69,380.07	349,000.00	108,093.69	240,906.31	31
401-533-30-3450	CLOTHING AND UNIFORMS	5,724.11	9,000.00	6,795.10	2,204.90	76
401-533-30-4000	TRAVEL & PER DIEM	7,055.09	8,000.00	2,691.41	5,308.59	34
401-533-30-4100	TELEPHONE EXPENSE	32,434.59	38,600.00	25,597.02	13,002.98	66
401-533-30-4110	IT LICENSING / EQUIPMENT	37,240.50	83,500.00	41,405.38	42,094.62	50
401-533-30-4200	POSTAGE/TRANSPORTATION FEES	1,221.31	3,500.00	975.18	2,524.82	28
401-533-30-4300	UTILITIES EXPENSE	202,062.93	185,000.00	131,118.26	53,881.74	71
401-533-30-4400	RENTAL & LEASING	14,413.20	9,000.00	2,453.11	6,546.89	27
401-533-30-4600	REPAIR & MAINTENANCE	83,881.43	130,000.00	88,717.53	41,282.47	68
401-533-30-4900	MISC. EXPENSE & OTHER CURRENT	0.00	5,000.00	4,030.00	970.00	81
401-533-30-4960	BOOT ALLOWANCE	1,062.16	3,000.00	1,978.42	1,021.58	66
401-533-30-5010	BAD DEBT EXPENSE	60.19	0.00	0.00	0.00	0
401-533-30-5100	OFFICE SUPPLIES	6,304.82	6,500.00	3,055.51	3,444.49	47
401-533-30-5200	OPERATING SUPPLIES	407,423.19	325,000.00	131,955.12	193,044.88	41
401-533-30-5220	WATER METERS	0.00	311,445.01	257,658.66	53,786.35	83
401-533-30-5250	FUEL EXPENSE	43,487.93	45,000.00	29,044.70	15,955.30	65

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401-533-30-5260	CHEMICALS	285,007.78	250,000.00	284,934.80	34,934.80 -	114
401-533-30-5270	LABORATORY SAMPLES	38,371.00	45,000.00	41,733.00	3,267.00	93
401-533-30-5400	SUBSCRIPTIONS/DUES	6,399.80	9,000.00	3,131.64	5,868.36	35
401-533-30-5500	TRAINING	5,191.95	7,600.00	2,587.18	5,012.82	34
401-533-60-6300	CAPITAL IMPROVEMENT-OTHER	34,253.00	87,750.00	26,551.85	61,198.15	30
401-533-60-6301	METER CHANGE OUT PROGRAM	81,600.00	137,500.00	115,407.65	22,092.35	84
401-533-60-6350	LOOP/UPGRADE WATER MAINS	55,255.00	550,000.00	252,253.35	297,746.65	46
401-533-60-6400	CAP. IMPROVEMENT-MACHINERY	7,125.00	419,566.00	80,217.00	339,349.00	19
401-533-60-6681	LEASE PURCHASE PRINCIPAL PMT	0.00	18,450.00	19,188.55	738.55 -	104
401-533-60-6691	LEASE PURCHASE INTEREST PMT	3,151.86	3,160.00	2,409.86	750.14	76
533 WATER DEPARTMENT:		2,527,306.92	4,556,861.01	2,748,573.85	1,808,287.16	60
401-535-00-0000	WASTEWATER DEPARTMENT:	0.00	0.00	0.00	0.00	0
401-535-10-1200	SALARIES	796,669.40	1,454,140.00	851,923.64	602,216.36	59
401-535-10-1250	ON CALL	11,700.00	19,500.00	15,450.00	4,050.00	79
401-535-10-1300	OVERTIME	17,642.88	19,500.00	21,832.33	2,332.33 -	112
401-535-10-1500	SICK LEAVE	21,642.51	0.00	40,885.88	40,885.88 -	0
401-535-10-1600	VACATION PAY	50,846.50	0.00	52,638.79	52,638.79 -	0
401-535-10-1700	INCENTIVE PAY	0.00	0.00	1,100.00	1,100.00 -	0
401-535-10-1800	HOLIDAY PAY	26,619.62	0.00	32,967.58	32,967.58 -	0
401-535-10-1820	HOLIDAY PREMIUM	10,363.17	12,000.00	7,710.22	4,289.78	64
401-535-10-2100	FICA EXPENSE	71,892.67	115,150.00	79,175.79	35,974.21	69
401-535-10-2200	RETIREMENT	118,000.52	204,250.00	143,277.26	60,972.74	70
401-535-10-2210	BENEFIT ADMIN FEES	103.50	0.00	261.00	261.00 -	0
401-535-10-2300	LIFE & HEALTH INSURANCE	136,447.11	290,160.00	155,473.86	134,686.14	54
401-535-10-2500	UNEMPLOYMENT COMPENSATION	0.00	2,500.00	0.00	2,500.00	0
401-535-10-2600	WORKERS COMPENSATION INSURANCE	32,720.75	32,000.00	48,403.12	16,403.12 -	151
401-535-30-3100	PROFESSIONAL SERVICES	191,662.95	137,686.00	133,829.59	3,856.41	97

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<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
401-535-30-3400	OTHER CONTRACTUAL SERVICES	118,857.29	498,000.00	164,208.79	333,791.21	33
401-535-30-3450	CLOTHING AND UNIFORMS	5,939.26	10,000.00	7,548.87	2,451.13	75
401-535-30-4000	TRAVEL & PER DIEM	2,788.56	4,500.00	4,769.49	269.49 -	106
401-535-30-4100	TELEPHONE EXPENSE	19,656.30	20,000.00	17,469.50	2,530.50	87
401-535-30-4110	IT LICENSING / EQUIPMENT	32,186.87	87,170.00	54,392.04	32,777.96	62
401-535-30-4200	POSTAGE/TRANSPORTATION FEES	803.09	2,000.00	1,868.68	131.32	93
401-535-30-4300	UTILITIES EXPENSE	439,112.44	400,000.00	397,267.37	2,732.63	99
401-535-30-4400	RENTAL & LEASING	1,503.49	3,000.00	17,568.10	14,568.10 -	586
401-535-30-4600	REPAIR & MAINTENANCE	468,998.09	470,000.00	440,901.68	29,098.32	94
401-535-30-4900	MISC. EXPENSE & OTHER CURRENT	353.36	3,000.00	10,881.08	7,881.08 -	363
401-535-30-4940	LANDFILL DISPOSAL FEES	161,403.45	180,000.00	134,487.41	45,512.59	75
401-535-30-4960	BOOT ALLOWANCE	1,249.32	5,000.00	1,253.77	3,746.23	25
401-535-30-5100	OFFICE SUPPLIES	5,204.89	5,500.00	3,600.85	1,899.15	65
401-535-30-5200	OPERATING SUPPLIES	187,089.01	300,000.00	177,279.85	122,720.15	59
401-535-30-5250	FUEL EXPENSE	59,971.52	65,000.00	45,468.07	19,531.93	70
401-535-30-5260	CHEMICALS	200,187.21	200,000.00	193,571.13	6,428.87	97
401-535-30-5270	LABORATORY SAMPLES	43,141.00	65,000.00	51,141.00	13,859.00	79
401-535-30-5400	SUBSCRIPTIONS/DUES	1,171.85	4,000.00	2,611.64	1,388.36	65
401-535-30-5500	TRAINING	2,402.83	7,600.00	4,881.22	2,718.78	64
401-535-60-6200	CAP. IMPROVEMENT-BUILDINGS	7,651.00	0.00	0.00	0.00	0
401-535-60-6250	LIFT STATION UPGRADES	175,657.00	720,556.00	440,998.91	279,557.09	61
401-535-60-6300	CAPITAL IMPROVEMENT-OTHER	137,920.00	86,594.00	46,594.00	40,000.00	54
401-535-60-6310	MILLENNIUM PARK PROJECT	0.00	117,989.62	99,177.12	18,812.50	84
401-535-60-6330	CR 209 LS UPGRADES	0.00	725,000.00	223,265.12	501,734.88	31
401-535-60-6340	GRAVITY SYSTEM RENEWAL & REPLACEMENT	0.00	346,500.00	0.00	346,500.00	0
401-535-60-6400	CAP. IMPROVEMENT-MACHINERY	63,507.94	1,163,500.00	656,756.23	506,743.77	56
401-535-60-6610	SEWER SYSTEM RENEWAL AND REPLACEMENT	227,922.50	460,000.00	165,782.13	294,217.87	36
401-535-60-6681	LEASE PURCHASE PRINCIPAL PMT	0.00	79,985.00	79,982.17	2.83	100

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<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
401-535-60-6691	LEASE PURCHASE INTEREST PMT	8,981.09	4,620.00	4,616.50	3.50	100
401-535-60-6770	SR 44 FM / CCC DECOMMISSIONING	0.00	3,773,495.00	2,363,602.18	1,409,892.82	63
401-535-70-7303	WILDWOOD ESTATES LS	0.03 -	82,736.40	81,767.83	968.57	99
	535 WASTEWATER DEPARTMENT:	3,859,970.91	12,177,632.02	7,478,641.79	4,698,990.23	61
401-580-90-0000	CONTINGENCY:	0.00	0.00	0.00	0.00	0
401-580-90-9912	CONTIN- WATER SEWER-REFUSE	0.00	397,826.97	0.00	397,826.97	0
401-582-00-0000	DEBT SERVICE:	0.00	0.00	0.00	0.00	0
401-582-30-5900	DEPRECIATION	2,529,611.00	0.00	0.00	0.00	0
401-582-30-5920	BAD DEBT EXPENSE	84,750.00	0.00	0.00	0.00	0
401-582-70-7100	SUMTER SCHOOL BOARD LEASE PURCHASE	0.00	170,000.00	170,000.00	0.00	100
401-582-70-7103	DBT SRV.-SRF LOAN PRIN-2007	0.00	347,940.00	173,067.80	174,872.20	50
401-582-70-7105	DBT. SERV-PRIN-99 BOND REFIN	0.00	318,100.00	0.00	318,100.00	0
401-582-70-7106	DEBT SERV-2016 CONTINENTAL LOAN (BB&T	0.00	107,757.00	110,531.26	2,774.26 -	103
401-582-70-7203	INT EXP.-SRF LOAN-2 (1996)	0.00	1,000,000.00	0.00	1,000,000.00	0
401-582-70-7204	INT EXP.-SRF LOAN-3 (2007)	39,105.08	31,980.00	16,889.64	15,090.36	53
401-582-70-7206	DEBT SERV-INTERST-2016 CONTINENTAL (BE	26,859.96	26,863.00	24,083.78	2,779.22	90
	582 DEBT SERVICE:	2,680,326.04	2,002,640.00	494,572.48	1,508,067.52	25
	UTILITY FUND Expenditure Totals	9,651,910.30	20,015,350.00	11,395,667.56	8,619,682.44	57

<u>YTD</u>	<u>401 UTILITY FUND</u>	<u>Prior</u>
9,103,640.55	Revenues:	15,507,345.76
11,395,667.56	Expenditures:	9,651,910.30
2,292,027.01 -	Net Income:	5,855,435.46

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<u>Revenue Account</u>	<u>Description</u>	<u>Prior Yr Rev</u>	<u>Anticipated</u>	<u>YTD Rev</u>	<u>Excess/Deficit</u>	<u>% Real</u>
402-361-0000	INTEREST	51,560.20	1,000.00	12,652.71	11,652.71	***
402-382-0010	TRANSFER FROM GENERAL FUND	0.00	3,000,000.00	3,000,000.00	0.00	100
402-382-3010	TRANSFER FROM CAPITAL IMPROVEMENT F	0.00	5,000,000.00	5,000,000.00	0.00	100
402-382-4090	TRANSFER FROM WW SDC FUND	0.00	1,000,000.00	1,000,000.00	0.00	100
402-389-5000	CASH FORWARD	0.00	845,000.00	0.00	845,000.00 -	0
402-389-9001	LOAN PROCEEDS	0.00	120,000,000.00	0.00	120,000,000.00 -	0
402-389-9002	SRF LOAN PROCEEDS	0.00	12,000,000.00	0.00	12,000,000.00 -	0
CAPITAL PROJECTS (LOAN/GRANT) Revenue		51,560.20	141,846,000.00	9,012,652.71	132,833,347.29 -	6

<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
402-536-00-0000	CONSTRUCTION FUND:	0.00	0.00	0.00	0.00	0
402-536-70-7353	WWTP PROJECT	0.00	50,685,812.00	587,269.51	50,098,542.49	1
402-580-90-9913	CONTINGENCY - CONSTRUCTION FUND	0.00	91,160,188.00	0.00	91,160,188.00	0
402-581-90-9101	TRANSFER TO W/S REVENUE FUND	3,644,211.00	0.00	0.00	0.00	0
CAPITAL PROJECTS (LOAN/ Expenditure Tot		3,644,211.00	141,846,000.00	587,269.51	141,258,730.49	0

<u>YTD</u>	<u>402 CAPITAL PROJECTS (LOAN/GRANT)</u>	<u>Prior</u>
9,012,652.71	Revenues:	51,560.20
587,269.51	Expenditures:	3,644,211.00
8,425,383.20	Net Income:	3,592,650.80 -

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YEAR TO DATE REVENUE-EXPENDITURE REPORT
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<u>Revenue Account</u>	<u>Description</u>	<u>Prior Yr Rev</u>	<u>Anticipated</u>	<u>YTD Rev</u>	<u>Excess/Deficit</u>	<u>% Real</u>
403-361-0000	INTEREST EARNINGS	555.13	100.00	224.87	124.87	225
403-389-5000	NON-OPERATIONAL-CASH FORWARD	0.00	63,300.00	0.00	63,300.00 -	0
INDUSTRIAL FUND Revenue Totals		555.13	63,400.00	224.87	63,175.13 -	0

<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
403-552-00-0000	INDUSTRIAL PARK:	0.00	0.00	0.00	0.00	0
403-552-30-3100	PROFESSIONAL SERVICES	0.00	1,000.00	0.00	1,000.00	0
403-552-30-4980	DEPRECIATION EXPENSE	6,607.00	0.00	0.00	0.00	0
552 INDUSTRIAL PARK:		6,607.00	1,000.00	0.00	1,000.00	0
403-580-90-9999	CONTINGENCY	0.00	52,400.00	0.00	52,400.00	0
403-581-00-0000	INDUSTRIAL PARK:	0.00	0.00	0.00	0.00	0
403-581-00-0100	TRANSFER TO GENERAL FUND	10,000.00	10,000.00	10,000.00	0.00	100
INDUSTRIAL FUND Expenditure Totals		16,607.00	63,400.00	10,000.00	53,400.00	16

<u>YTD</u>	<u>403 INDUSTRIAL FUND</u>	<u>Prior</u>
224.87	Revenues:	555.13
10,000.00	Expenditures:	16,607.00
9,775.13 -	Net Income:	16,051.87 -

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YEAR TO DATE REVENUE-EXPENDITURE REPORT
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<u>Revenue Account</u>	<u>Description</u>	<u>Prior Yr Rev</u>	<u>Anticipated</u>	<u>YTD Rev</u>	<u>Excess/Deficit</u>	<u>% Real</u>
404-361-0000	INTEREST	43.51	0.00	15.56	15.56	0
404-389-5002	CASH FORWARD - WATER CONNECTIONS	0.00	310,000.00	0.00	310,000.00 -	0
WATER CONNECTION FEES Revenue Totals		43.51	310,000.00	15.56	309,984.44 -	0

<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
404-533-00-0000	WATER CONNECTION FEES:	0.00	0.00	0.00	0.00	0
404-533-30-4900	MISC. EXPENSE & OTHER CURRENT	361.33	0.00	240.57	240.57 -	0
404-533-70-7352	ASHLEY WTP PROJECT	0.05	260,192.70	231,325.00	28,867.70	89
533 WATER CONNECTION FEES:		361.38	260,192.70	231,565.57	28,627.13	89
404-580-90-9909	CONTINGENCY - WATER CONNECTION FEES	0.00	49,807.30	0.00	49,807.30	0
404-581-90-9101	TRANSFER TO W/S FUND	175,798.00	0.00	0.00	0.00	0
WATER CONNECTION FEES Expenditure Tota		176,159.38	310,000.00	231,565.57	78,434.43	75

<u>YTD</u>	<u>404 WATER CONNECTION FEES</u>	<u>Prior</u>
15.56	Revenues:	43.51
231,565.57	Expenditures:	176,159.38
231,550.01 -	Net Income:	176,115.87 -

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<u>Revenue Account</u>	<u>Description</u>	<u>Prior Yr Rev</u>	<u>Anticipated</u>	<u>YTD Rev</u>	<u>Excess/Deficit</u>	<u>% Real</u>
406-361-0000	INTEREST	26.27	0.00	10.35	10.35	0
406-389-5006	CASH FORWARD - WASTEWATER CONNECTION	0.00	183,800.00	0.00	183,800.00 -	0
WASTEWATER CONNECTION FEES Revenue		26.27	183,800.00	10.35	183,789.65 -	0

<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
406-535-00-0000	SEWER TAP CONNECTION FEES:	0.00	0.00	0.00	0.00	0
406-535-30-4900	MISC. EXPENSE & OTHER CURRENT	360.38	0.00	240.19	240.19 -	0
406-535-60-6393	WILDWOOD ESTATES LS	0.10 -	0.00	0.00	0.00	0
535 SEWER TAP CONNECTION FEES:		360.28	0.00	240.19	240.19 -	0

406-580-90-5006	CONTINGENCY - WASTEWATER CONNECTION	0.00	183,800.00	0.00	183,800.00	0
406-581-90-9101	TRANSFER TO W/S FUND	228,590.00	0.00	0.00	0.00	0
WASTEWATER CONNECTION F Expenditure 1		228,950.28	183,800.00	240.19	183,559.81	0

<u>YTD</u>	<u>406 WASTEWATER CONNECTION FEES</u>	<u>Prior</u>
10.35	Revenues:	26.27
240.19	Expenditures:	228,950.28
229.84 -	Net Income:	228,924.01 -

CITY OF WILDWOOD
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<u>Revenue Account</u>	<u>Description</u>	<u>Prior Yr Rev</u>	<u>Anticipated</u>	<u>YTD Rev</u>	<u>Excess/Deficit</u>	<u>% Real</u>
408-343-3560	WATER SDC FEES	1,828,774.28	3,019,600.00	1,378,266.66	1,641,333.34 -	46
408-361-0000	INTEREST EARNED	415.69	100.00	349.59	249.59	350
408-389-5012	CASH FORWARD - WATER SDC	0.00	4,301,700.00	0.00	4,301,700.00 -	0
WATER SDC FEES Revenue Totals		1,829,189.97	7,321,400.00	1,378,616.25	5,942,783.75 -	18

<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
408-533-30-3401	DEVELOPER REIMBURSEMENTS	0.00	890,000.00	0.00	890,000.00	0
408-533-30-4900	MISC. EXPENSE & OTHER CURRENT	383.92	0.00	258.18	258.18 -	0
408-533-60-6310	OXFORD WTP PHOSPHATE INJECTION	0.00	156,000.00	0.00	156,000.00	0
408-533-60-6320	WATER USE PERMIT MODIFICATION	0.00	75,000.00	0.00	75,000.00	0
408-533-70-7311	CR501 WATER TREATMENT PLANT PROJECT	0.00	1,075,000.00	0.00	1,075,000.00	0
408-533-70-7351	CR 501 IRON FILTRATION PLANT UPGRADES	0.00	2,000,000.00	26,250.00	1,973,750.00	1
408-533-70-7352	ASHLEY WTP UPGRADES	0.00	550,000.00	263,150.00	286,850.00	48
533 Total		383.92	4,746,000.00	289,658.18	4,456,341.82	6

408-580-90-9914	CONTINGENCY - WATER SDC FUND	0.00	2,319,370.00	0.00	2,319,370.00	0
408-581-90-9101	TRANSFER TO W/S FUND	914,241.53	0.00	0.00	0.00	0
408-582-70-7107	SRF PRINCIPAL - OXFORD WTP	0.00	222,960.00	222,961.58	1.58 -	100
408-582-70-7207	SRF INTEREST - OXFORD WTP	35,017.20	33,070.00	33,068.02	1.98	100
582 Total		35,017.20	256,030.00	256,029.60	0.40	100

WATER SDC FEES Expenditure Totals		949,642.65	7,321,400.00	545,687.78	6,775,712.22	7
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<u>YTD</u>	<u>408 WATER SDC FEES</u>	<u>Prior</u>
1,378,616.25	Revenues:	1,829,189.97
545,687.78	Expenditures:	949,642.65

CITY OF WILDWOOD
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832,928.47

Net Income: 879,547.32

CITY OF WILDWOOD
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<u>Revenue Account</u>	<u>Description</u>	<u>Prior Yr Rev</u>	<u>Anticipated</u>	<u>YTD Rev</u>	<u>Excess/Deficit</u>	<u>% Real</u>
409-343-5560	WASTEWATER SDC FEES	3,981,755.98	5,979,400.00	3,919,033.20	2,060,366.80 -	66
409-361-0000	INTEREST EARNED	860.27	500.00	843.40	343.40	169
409-389-5013	CASH FORWARD	0.00	9,500,000.00	0.00	9,500,000.00 -	0
WASTEWATER SDC FEES Revenue Totals		3,982,616.25	15,479,900.00	3,919,876.60	11,560,023.40 -	25

<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
409-535-30-4900	MISC. EXPENSE & OTHER CURRENT	388.69	0.00	260.75	260.75 -	0
409-535-60-6310	MILLENIUM PARK REUSE LINE	0.00	3,000,000.00	0.00	3,000,000.00	0
409-535-60-6315	HUEY STREET SANITARY SEWER REROUTE	0.00	480,500.00	395,454.99	85,045.01	82
409-535-70-7346	WWTP FACILITY PLAN	0.31 -	11,751,660.06	673,159.40	11,078,500.66	6
409-535-70-7355	BRIDGE CROSSING PROJECT	0.00	126,477.22	126,477.22	0.00	100
535 Total		388.38	15,358,637.28	1,195,352.36	14,163,284.92	8

409-580-90-9915	CONTINGENCY - WASTEWATER SDC FUND	0.00	954,337.28 -	0.00	954,337.28 -	0
409-581-00-4020	TRANSFER TO UTILITY CAP PROJECTS FUND	0.00	1,000,000.00	1,000,000.00	0.00	100
409-581-90-9101	TRANSFER TO W/S REVENUE FUND	753,202.28	0.00	0.00	0.00	0
581 Total		753,202.28	1,000,000.00	1,000,000.00	0.00	100

409-582-70-7101	DBT SERV-SRF CRC09 FORCEMAIN DESIGN I	0.00	4,480.00	2,222.86	2,257.14	50
409-582-70-7102	DBT SRV-SRF CR209 FM CONSTRUCTION PR	0.00	69,810.00	69,809.23	0.77	100
409-582-70-7200	INTEREST EXPENSE-CR209 FM SRF CONSTF	330.51	310.00	309.57	0.43	100
409-582-70-7202	INT EXP.-SRF DESIGN LOAN-CR209 FORCEM	1,075.23	1,000.00	510.25	489.75	51
582 Total		1,405.74	75,600.00	72,851.91	2,748.09	96

WASTEWATER SDC FEES Expenditure Totals		754,996.40	15,479,900.00	2,268,204.27	13,211,695.73	15
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YTD

409 WASTEWATER SDC FEES

Prior

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3,919,876.60	Revenues:	3,982,616.25
2,268,204.27	Expenditures:	754,996.40
<u>1,651,672.33</u>	Net Income:	<u>3,227,619.85</u>

CITY OF WILDWOOD
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<u>Revenue Account</u>	<u>Description</u>	<u>Prior Yr Rev</u>	<u>Anticipated</u>	<u>YTD Rev</u>	<u>Excess/Deficit</u>	<u>% Real</u>
601-351-2000	CONFISCATED PROPERTY	0.00	1,500.00	0.00	1,500.00 -	0
601-361-0000	INTEREST	278.76	10.00	106.68	96.68	***
LAW ENFORCEMENT FUND Revenue Totals		278.76	1,510.00	106.68	1,403.32 -	7

<u>Expenditure Account</u>	<u>Description</u>	<u>Prior Yr Expd</u>	<u>Budgeted</u>	<u>YTD Expended</u>	<u>Unexpended</u>	<u>% Expd</u>
601-521-00-0000	LAW ENFORCEMENT TRUST:	0.00	0.00	0.00	0.00	0
601-580-90-9999	CONTINGENCY	0.00	53,315.00	0.00	53,315.00	0
LAW ENFORCEMENT FUND Expenditure Tota		0.00	53,315.00	0.00	53,315.00	0

<u>YTD</u>	601 LAW ENFORCEMENT FUND	<u>Prior</u>
106.68	Revenues:	278.76
0.00	Expenditures:	0.00
106.68	Net Income:	278.76

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YTD	Grand Totals	Prior
72,770,168.74	Revenues:	64,045,954.74
65,547,694.84	Expenditures:	47,196,655.50
7,222,473.90	Net Income:	16,849,299.24

CITY COMMISSION OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY

SUBJECT: SP 2312-007 Wildwood Training Center (Duke Energy)

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

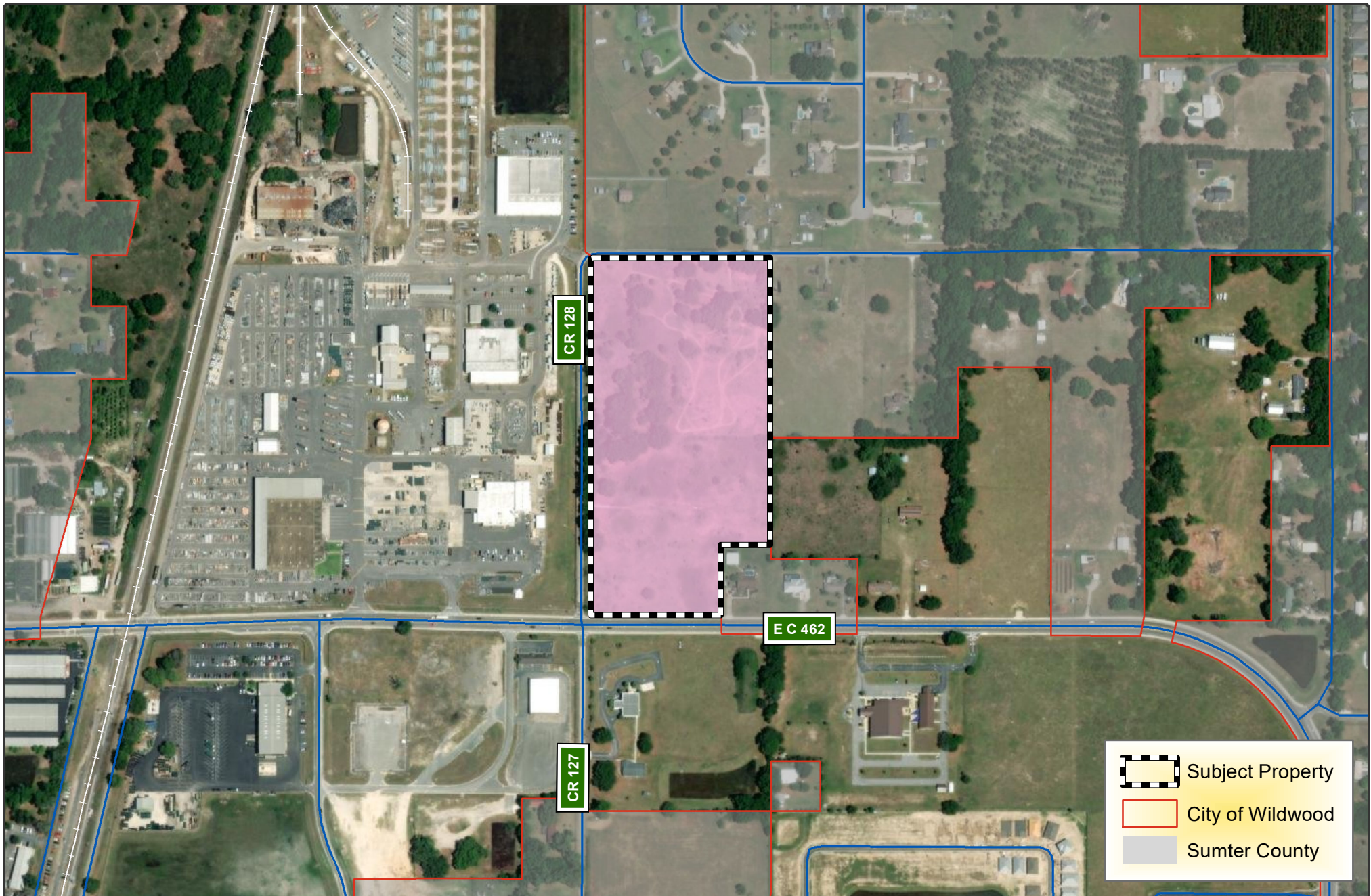
Case Number	SP 2312-007 Wildwood Training Center (Duke Energy)
Owner(s)	Duke Energy Florida, LLC
Applicant(s)	Duffey Southeast, Inc
Acreage	18.36 +/-
Property Location	The subject property is generally located at the northwest corner of E C 462 and CR 128 intersection.
Parcel(s)	D32-006, D32-012, & D32-125

The applicant is seeking approval from the City Commission for the construction of an 18,377 SF training center with a 6,950 SF attached canopy, a tower training area, a pole training area, and a future substation training area with associated infrastructure, per the attached plans. Duke energy will provide improvements to CR 128 from the east ROW of CR 462 to the northwest corner of parcel D32-012 to be submitted under a separate application.

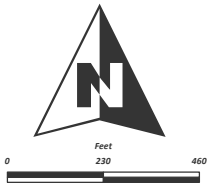
SP 2312-007 meets the criteria set forth within the land development regulations, design district standards, and is in compliance with the goals, objectives, and policies of the 2050 Comprehensive Plan.

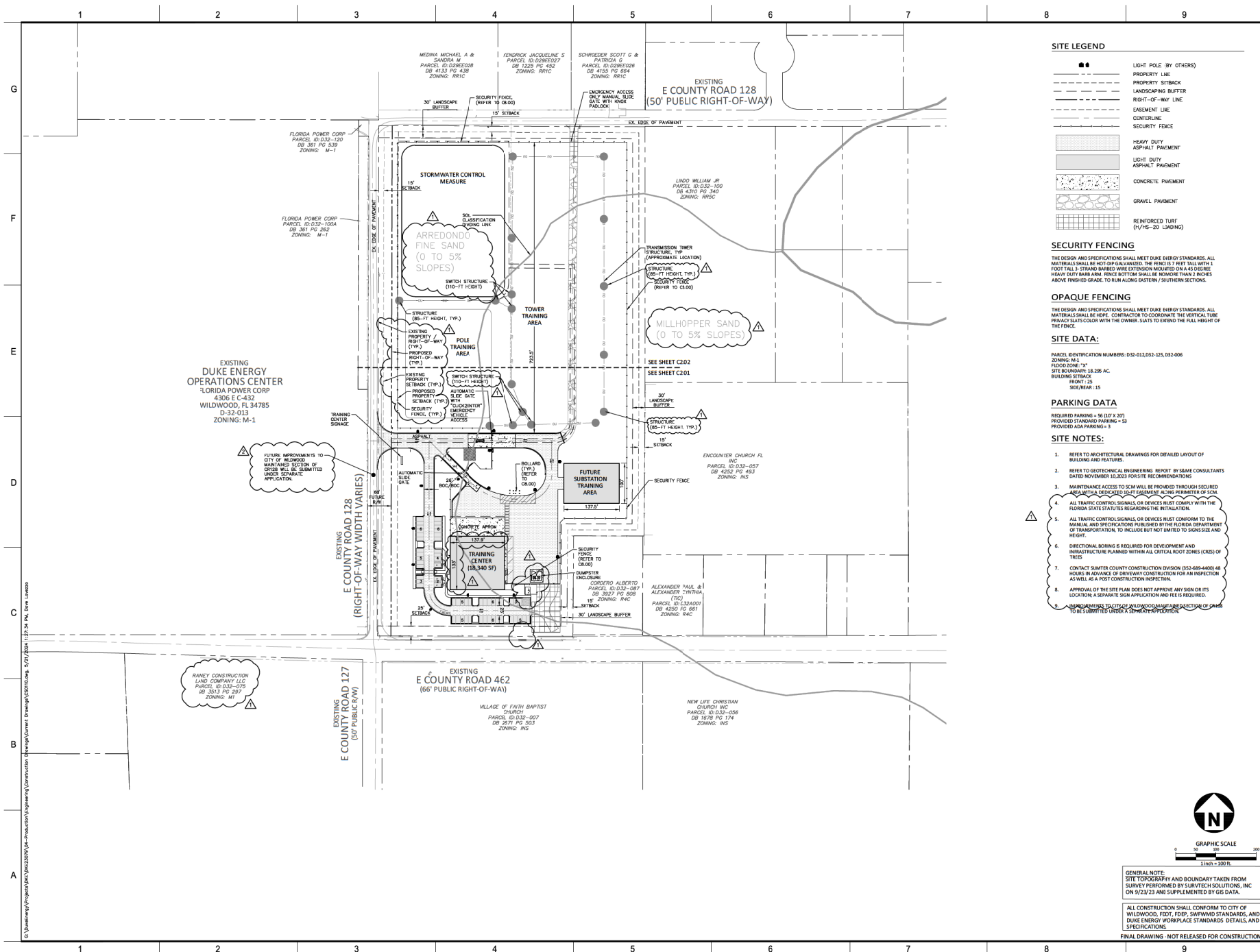


Dated: 07/10/2024
Amanda Bondi
Planner II, Development Services

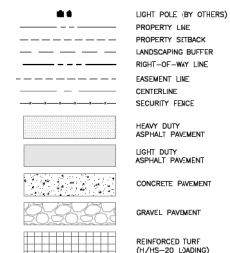


	Subject Property
	City of Wildwood
	Sumter County

 CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 0 230 460 Feet	SP 2312-007		MAP 1B
		WILDWOOD TRAINING CENTER		LOCATION MAP
		PARCELS D32-006, D32-012 & D32-125		DECEMBER 2023



SITE LEGEND



SECURITY FENCING

THE DESIGN AND SPECIFICATIONS SHALL MEET DUKE ENERGY STANDARDS. ALL MATERIALS SHALL BE HIRE. CONTRACTOR TO COORDINATE THE VERTICAL CURVE PRICING SLATS COLOR WITH THE OWNER. SLATS TO EXTEND THE FULL HEIGHT OF THE FENCE.

OPAQUE FENCING

THE DESIGN AND SPECIFICATIONS SHALL MEET DUKE ENERGY STANDARDS. ALL MATERIALS SHALL BE HIRE. CONTRACTOR TO COORDINATE THE VERTICAL CURVE PRICING SLATS COLOR WITH THE OWNER. SLATS TO EXTEND THE FULL HEIGHT OF THE FENCE.

SITE DATA:

PARCEL IDENTIFICATION NUMBERS: 032-032-032, 032-032-006
ZONING: M-1
SITE BOUNDARY: 11.226 AC.
BUILDING SETBACK: FRONT: 25' SIDE/REAR: 15'

PARKING DATA

REQUIRED PARKING = 56 (27' x 10')
PROVIDED STANDARD PARKING = 58
PROVIDED ADA PARKING = 3

SITE NOTES:

1. REFER TO ARCHITECTURAL DRAWINGS FOR DETAILED LAYOUT OF BUILDING AND FEATURES.
2. REFER TO GEOTECHNICAL ENGINEERING REPORT BY SAME CONSULTANTS DATED NOVEMBER 10, 2023 FOR SITE RECOMMENDATIONS
3. MAINTENANCE ACCESS TO SCV WILL BE PROVIDED THROUGH SECURED AREA WITH A DESIGNATED GATE ALONG PERIMETER OF SCV.
4. ALL TRAFFIC CONTROL SIGNALS OR DEVICES MUST CONFORM WITH THE FLORIDA STATE STATUTES REGARDING THE INSTALLATION.
5. ALL TRAFFIC CONTROL SIGNALS OR DEVICES MUST CONFORM TO THE MANUAL AND SPECIFICATIONS PUBLISHED BY THE FLORIDA DEPARTMENT OF TRANSPORTATION, TO INCLUDE BUT NOT LIMITED TO SIGNS AND HEIGHT.
6. DIRECTIONAL BORING IS REQUIRED FOR DEVELOPMENT AND INFRASTRUCTURE PLANNED WITHIN ALL CRITICAL ROOT ZONES (CRZ) OF TREES.
7. CONTACT SUMMIT COUNTY CONSTRUCTION DIVISION (852-468-4400) 48 HOURS IN ADVANCE OF DRIVEWAY CONSTRUCTION FOR AN INSPECTION AS WELL AS A POST CONSTRUCTION INSPECTION.
8. APPROVAL OF THIS SITE PLAN DOES NOT APPROVE ANY SIGN OR ITS LOCATION. A SEPARATE SIGN APPLICATION AND FEE IS REQUIRED.
9. BASED ON THE INFORMATION PROVIDED, THE DESIGNER HAS CONDUCTED A VISUAL INSPECTION OF THE SITE AND HAS FOUND NO OBVIOUS DEFECTS OR DEFICIENCIES.



GENERAL NOTE:
SITE TOPOGRAPHY AND BOUNDARY TAKEN FROM SURVEY PERFORMED BY SURVEY SOLUTIONS, INC. ON 5/23/23 AND SUPPLEMENTED BY GIS DATA.

ALL CONSTRUCTION SHALL CONFORM TO CITY OF WILLOWOOD, FDOT, FDEP, SWFWMD STANDARDS, AND DUKE ENERGY WORKPLACE STANDARDS, DETAILS, AND SPECIFICATIONS.

FINAL DRAWING - NOT RELEASED FOR CONSTRUCTION

DRAWING NUMBER
CFD-FL2391-CS0110-48C6D5



MAILING ADDRESS:
P.O. BOX 1007
CHARLOTTE, NC 28201

Safety Expectations:
Reduce Risk
Remove Exposures to Hazards
Reinforce Safe Behavior



Patrick Lewis Coall
State of Florida, Professional Engineer,
License No. 93118
This item has been electronically signed and sealed by Patrick Lewis Coall, PE on 05/21/2024 using a digital signature.
Printed copies of this document are not considered signed and sealed and the digital authentication code must be verified on any electronic copies.

SEAL
WILLOWOOD
TRAINING CENTER
COUNTY ROAD 128
WILLOWOOD, FLORIDA

REVISION	DATE	BY	DESCRIPTION
1	05-10-24	DM	RESPONSE TO AGENCY COMMENTS
2	05-24-24	DM	RESPONSE TO AGENCY COMMENTS
3	05-24-24	DM	FIRST SUBMITTAL

DRAWING NUMBER
PROJECT NO: 861-20478-00

CFD-FL2391-CS0110-48C6D5

ELECTRONIC FILE NAME: CS0110.DWG

DRAWN BY: DML 05/21/2024

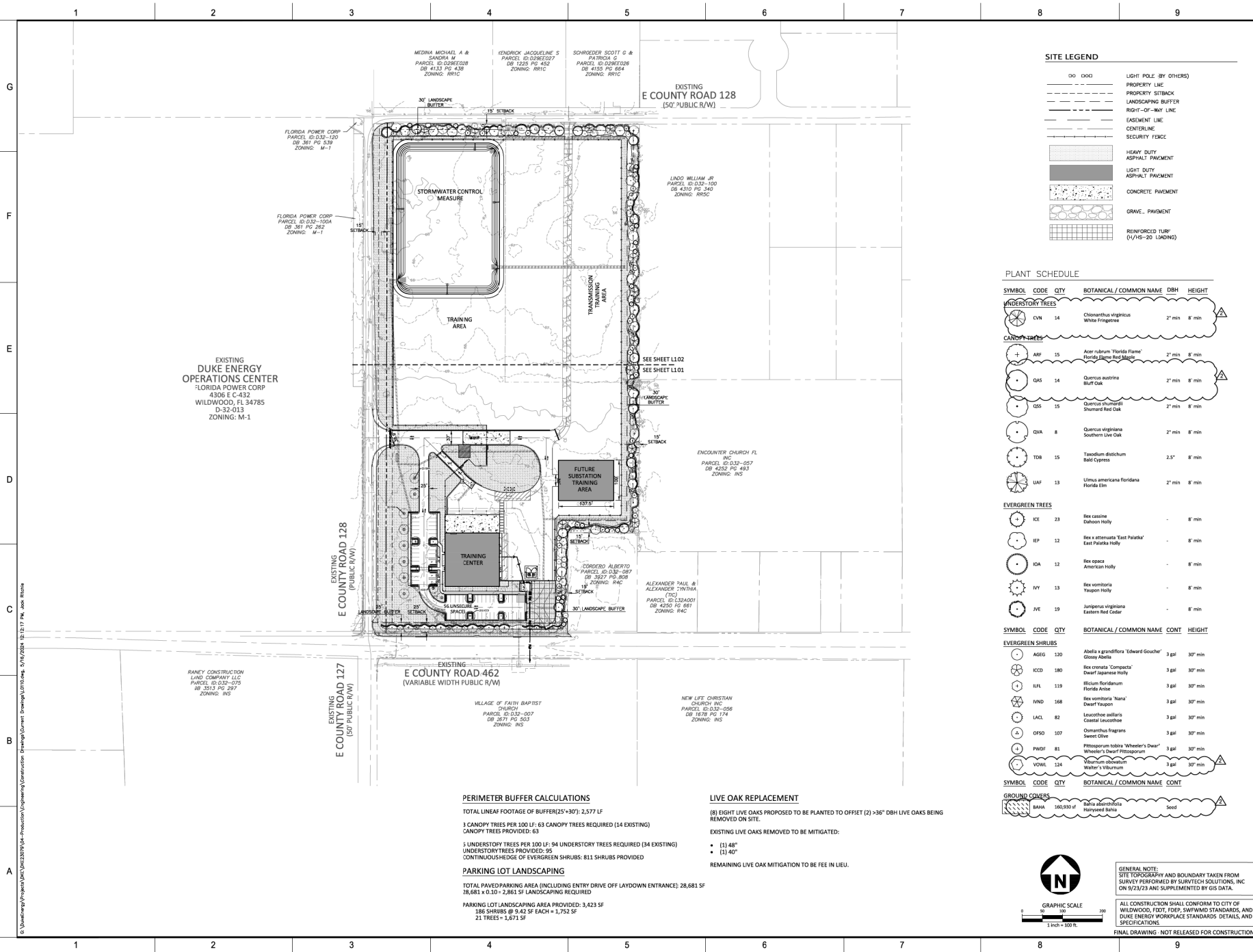
CHECKED BY: CIP

EMAIL: PRAD@RCAJAMSC.COM

THIS DESIGN IS THE PROPERTY OF RCAJAMSC. NO PART OF THIS DESIGN SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT PERMISSION IN WRITING FROM RCAJAMSC.

SHEET TITLE:
OVERALL SITE PLAN

SHEET NO.
C2.00

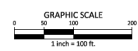


SITE LEGEND

○ ○ ○ ○	LIGHT POLE (BY OTHERS)
---	PROPERTY LINE
---	PROPERTY SETBACK
---	LANDSCAPING BUFFER
---	RIGHT-OF-WAY LINE
---	EASEMENT LINE
---	CONTING LINE
---	SECURITY FENCE
---	HEAVY DUTY ASPHALT PAVEMENT
---	LIGHT DUTY ASPHALT PAVEMENT
---	CONCRETE PAVEMENT
---	GRAVEL PAVEMENT
---	REINFORCED TURF (1/4" x 20' LANDING)

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	DBH	HEIGHT
UNDERSTORY TREES					
○	CVN	14	Chionanthus virginicus White Fringetree	2" min	8' min
CANOPY TREES					
+	ARF	15	Acer rubrum 'Florida Flame' Florida Flame Red Maple	2" min	8' min
○	QAS	14	Quercus austrina Bluff Oak	2" min	8' min
○	QSS	15	Quercus shumardii Shumard Red Oak	2" min	8' min
○	QVA	8	Quercus virginiana Southern Live Oak	2" min	8' min
○	TDB	15	Taxodium distichum Bald Cypress	2.5"	8' min
○	UAF	13	Ulmus americana floridana Florida Elm	2" min	8' min
EVERGREEN TREES					
○	ICE	23	Ilex coccinea Dahoon Holly	-	8' min
○	IEP	12	Ilex x attenuata 'East Palatka' East Palatka Holly	-	8' min
○	IOA	12	Ilex opaca American Holly	-	8' min
○	IVY	13	Ilex vomitoria Yaupon Holly	-	8' min
○	IYE	19	Juniperus virginiana Eastern Red Cedar	-	8' min
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	HEIGHT
EVERGREEN SHRUBS					
○	AGSS	120	Abelia x grandiflora 'Edward Goucher' Glossy Abelia	3 gal	30" min
○	ICDD	180	Ilex coccinea 'Compacta' Dwarf Japanese Holly	3 gal	30" min
○	IFLA	119	Illicium floridanum Florida Anise	3 gal	30" min
○	IVND	168	Ilex vomitoria 'Nana' Dwarf Yaupon	3 gal	30" min
○	LAEL	82	Leucothoe axillaris Coastal Leucothoe	3 gal	30" min
○	OFSD	107	Osmunda fragrans Sweet Olive	3 gal	30" min
○	PWDF	81	Photinia hirsuta 'Wheeler's Dwarf' Wheeler's Dwarf Photinia	3 gal	30" min
○	VOHL	124	Viburnum acerifolium Walter's Viburnum	3 gal	30" min
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	HEIGHT
GROUND COVERS					
○	BANA	160,000 SF	Bahia alternifolia Honeyseed Bahia	Seed	



GENERAL NOTE:
SITE TOPOGRAPHY AND BOUNDARY TAKEN FROM
SURVEY PERFORMED BY SURVITECH SOLUTIONS, INC.
ON 5/23/23 AND SUPPLEMENTED BY GIS DATA.

ALL CONSTRUCTION SHALL CONFORM TO CITY OF
WILLOWOOD, FDOT, FDEP, SWFWMD STANDARDS, AND
DUKE ENERGY WORKPLACE STANDARDS, DETAILS, AND
SPECIFICATIONS.

FINAL DRAWING - NOT RELEASED FOR CONSTRUCTION

PERIMETER BUFFER CALCULATIONS

TOTAL LINEAR FOOTAGE OF BUFFER (25' x 30'); 2,577 LF

3 CANOPY TREES PER 100 LF; 63 CANOPY TREES REQUIRED (14 EXISTING)
CANOPY TREES PROVIDED: 63

3 UNDERSTORY TREES PER 100 LF; 94 UNDERSTORY TREES REQUIRED (34 EXISTING)
UNDERSTORY TREES PROVIDED: 95

CONTINUOUS HEDGE OF EVERGREEN SHRUBS: 811 SHRUBS PROVIDED

PARKING LOT LANDSCAPING

TOTAL PAVED PARKING AREA (INCLUDING ENTRY DRIVE OFF LAYDOWN ENTRANCE): 28,681 SF
18,661 x 0.10' = 2,866 SF LANDSCAPING REQUIRED

PARKING LOT LANDSCAPING AREA PROVIDED: 3,423 SF
186 SHRUBS @ 9.42 SF EACH = 1,752 SF
21 TREES = 1,671 SF

LIVE OAK REPLACEMENT

(8) EIGHT LIVE OAKS PROPOSED TO BE PLANTED TO OFFSET (2) >36" DBH LIVE OAKS BEING
REMOVED ON SITE.

EXISTING LIVE OAKS REMOVED TO BE MITIGATED:

- (1) 48"
- (1) 40"

REMAINING LIVE OAK MITIGATION TO BE FEE IN LIEU.

DRAWING NUMBER
CFD-FL2391-L0110-48C6D5



MAILING ADDRESS:
P.O. BOX 1007
CHARLOTTE, NC 28201

Safety Expectations:



WILDWOOD TRAINING CENTER

COUNTY ROAD 128
WILDWOOD, FLORIDA

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March 27, 2024

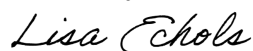
Casey Jones
City of Wildwood Public Works
743 Huey Street
Wildwood, FL 34785

Subject: Project #SP 2312-007 Wildwood Training Center

We understand that CR 128 is in poor condition and our new training facility will be adding additional traffic. Much of the traffic on this road will be personal vehicles entering onto CR 128 from CR 462 to access the training center. Larger truck traffic will be minimal. Therefore, Duke Energy will agree to provide the improvements to CR 128 and the Right of Way from east CR 462 to the Northwest corner of Parcel D32-012. The improvements will adhere to the requirements set forth by the City of Wildwood and FDOT.

In an agreement with City Manager Jason McHugh, Duke Energy will be submitting the CR 128 roadway improvements as a separate application for permit. Duke Energy is requesting the City of Wildwood to provide a Certificate of Occupancy upon completion of the Training Center without the roadway improvements in place. If the choice from the city is to grant the final Certificate of Occupancy only when the roadway improvements are complete, we request from the City of Wildwood to provide a conditional/temporary Certificate of Occupancy for the Training Center. This will allow Duke Energy to begin training classes scheduled for January 2025 with the final Certificate of Occupancy received upon completion of CR 128 roadway improvements.

Sincerely,



Lisa Echols
Real Estate Portfolio Manager
Duke Energy

Cc: Staci Bertrand, Duke Energy Government & Communications Relations
Jason McHugh, Wildwood City Manager
Marielle Souto, Project Manager
Claudia Prado, McAdams

City of Wildwood, Florida

Planning & Zoning Board/Special Magistrate

The case below was heard on Tuesday, July 9, 2024, by the Special Magistrate. The applicant is seeking a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for the construction of an 18,377 square-foot training center with a 6,950 square-foot attached canopy, a tower training area, a pole training area, and a future substation training area with associated infrastructure on 18.36 acres, MOL. The subject property is generally located at the northwest corner of E C 462 and CR 128 intersection.

Case Number: SP 2312-007 Wildwood Training Center (Duke Energy)

Applicant(s): Duffey Southeast, Inc

Owner(s): Duke Energy Florida, LLC

Parcel(s): D32-006, D32-012, & D32-125

Under Land Development Regulation (LDR) § 1.7(B)(1), the Planning and Zoning Board/Special Magistrate has a duty to make a recommendation to the City Commission on all proposed site plans.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 4.4, the Special Magistrate

☒ recommends approval.

☐ recommends approval with the following conditions:

☐ recommends denial.

Dated: July 9, 2024



Lindsay C.T. Holt

Special Magistrate, City of Wildwood

CITY COMMISSION OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY

SUBJECT: Proclaim the Month of July 2024 as National Parks and Recreation Month

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Please see the attached proclamation declaring July 2024 as National Parks and Recreation Month.



Proclamation

WHEREAS, the U.S. House of Representatives has designated July as Parks and Recreation Month, and recognizes that parks and recreation programs are an integral part of communities throughout this country, including the City of Wildwood; and,

WHEREAS, our parks and recreation programs are vitally important to establishing and maintaining the quality of life in our communities; and,

WHEREAS, parks and recreation programs build healthy, active communities that aid in the prevention of chronic disease, provide therapeutic recreation services for those who are mentally or physically disabled, and also improve the mental and emotional health of all citizens; and,

WHEREAS, parks and recreation programs increase a community's economic prosperity through increased property values, expansion of the local tax base, increased tourism, the attraction and retention of businesses, and crime reduction; and,

WHEREAS, parks and recreation areas are fundamental to the environmental well-being of our community; and,

WHEREAS, our parks and natural recreation areas ensure the ecological beauty of our community and provide a place for children and adults to connect with nature and recreate outdoors; and,

WHEREAS, the City of Wildwood recognizes the benefits derived from parks and recreation resources.

NOW, THEREFORE, BE IT RESOLVED, by the City Commission of the City of Wildwood, Florida, that the month of July 2024, be, and is hereby proclaimed as

PARKS & RECREATION MONTH

IN WITNESS WHEREOF, we have PASSED and DULY ADOPTED this 22nd day of July 2024.

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

CITY COMMISSION OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY

SUBJECT: Swear in City Staff and Public Speakers

REQUESTED ACTION:

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

CITY COMMISSION OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY

SUBJECT: CP 2309-002 Wildwood East

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval with verification of wastewater capacity. However, based on the attached analysis of the wastewater capacity, staff recommends DENIAL of the comprehensive plan amendment to change the future land use at this time.

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

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	CP 2309-002 Wildwood East
Ordinance Number	O2024-18
Applicant(s)	LPG Urban & Regional Planners, Inc
Owner(s)	Southwinds Commercial LTD
Property Location	The subject project is generally located approximately 0.12 miles east of the CR 144 and Powell Rd intersection, north along CR 144.
Parcel(s)	G04-013
Date	July 16, 2024

The applicant is seeking approval from the City of Wildwood City Commission for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Rural Residential (County) to High Density Residential (City) for the parcel listed above on 2.94 acres MOL. This request is accompanied by rezoning request RZ 2309-002 (O2024-19).

ANALYSIS: The applicant is proposing to construct a residential development and is requesting High Density Residential (HDR) land use which allows a maximum of 15 dwelling units per acre. This request is an increase in density as the current land use is within Sumter County with a maximum of 6 dwelling units for the property. With this density request it would result in a maximum of 44 dwelling units on the subject property. The project buildout is anticipated in 2026 according to the Transportation Impact Analysis.

The applicant 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 submitted their justification to the City of Wildwood for the proposed request to change the Future Land Use from Rural Residential (County) to High Density Residential (City), as supported in the 2050 Comprehensive Plan Amendment. This is in line with Policy 1.2.7., “upon annexation of properties within the JPA, the City shall amend the FLUM to include the annexed property.”

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

The applicant finds the proposed amendment is consistent with the goals, objectives, and policies of the comprehensive plan as stated with Policy 1.1.1.a for High Density Residential future land use as it is intended to accommodate multifamily residential dwelling units at a high density. The subject property is located within an area of existing development where public infrastructure, services, and utilities are already present, approximately 639 feet from the western corner of the subject property, which is in line with Policy 1.2.1., “The City shall encourage growth and development in areas where public infrastructure, services, and utilities are already present or planned to be within 3 to 5 years.”

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

This parcel is located along CR 144, a Sumter County owned and maintained minor local road with central and residential mixed use and low residential land uses surrounding the property. Objective 1.2 could be met from Policy 1.2.8., “the City shall encourage all new development and redevelopment projects to cultivate a more sustainable land development pattern,” as the properties to the north and west allow a maximum of 14 units per acre. 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. This parcel falls within the Joint Planning Area (JPA) and is in line with Policy 1.2.5., the City is using the JPA to combat urban sprawl, provide an energy-efficient land use pattern, and manage growth in an environmentally sensitive manner.

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

The applicant finds the proposed amendment will not have an adverse effect on environmentally sensitive systems. An environmental assessment was done by RES in October 2022. Onsite observations identified the following land cover classifications on the subject property: FLUCCS Code, 420 – Upland Hardwood Forest and FLUCCS Code, 213 Woodland Pasture. Tree mitigation requirements will be met at the site plan stage of the development in accordance with the Land Development Regulations (LDR) 6.10. There were no wetlands or other surface waters on the site. Although no engaged species were found during the environmental assessment, it is recommended that an updated gopher tortoise survey be conducted no more than 90 days prior to construction to allow permitting and relocation in the event tortoises are found on the subject property, using FWC guidelines. A request for concurrency from the USFWS was also recommended to ensure that surveys for the Florida scrub jay would not be necessary prior to development.

(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: A minor transportation impact analysis was done by VHB and accepted by Sumter County's Public Works Department with a condition. Access to the property is proposed from Powell Rd, a four-lane divided minor local road maintained by Sumter County through the existing right-in/right-out access to the Wildwood Preserve Apartments. A driveway connection on CR 144 is to be used as emergency access and is currently gated. Although this property will be sharing the entrance of the Wildwood Preserve Apartments, the subject property is a separate entity. Cross-access easements will need to be obtained at the site plan stage. The proposed development is projected to generate 30 AM peak hour trips and 38 PM peak hour trips with a total of 245 daily trips. A deficiency was identified at the southbound left turn lane on Powell Rd at C 44A. TIA was accepted under the condition that the southbound left-turn lane on Powell Rd at C 44A is to be extended by 220 feet for a total turn lane length of 380 feet. No right-turn lane is recommended on Powell Rd based on the guidelines in the NCHRP Report 457. At the project buildout in 2026, all intersections within the TIA are projected to operate at an acceptable LOS. Policy 2.3.3., "The City shall rely on the Level of Service Standards established in the ISBA and as follows, based on peak hour, peak direction traffic volumes, to ensure that acceptable traffic conditions are maintained."

Potable Water & Sewer: City water and sewer lines are located within 1,000 feet of the subject property and connection to city utilities is required per Policy 1.3.2., "The City shall prohibit the installation of new septic tanks within all new residential, commercial, and industrial projects within the City where wastewater is available." **BASED ON THE MOST RECENT ANALYSIS OF UTILITY CAPACITY, STAFF IS UNABLE TO VERIFY ADEQUATE WASTEWATER CAPACITY FOR NEW APPLICATIONS WHICH RESULT IN AN INCREASE IN DENSITY OR INTENSITY.** The subject property anticipates project buildout in 2026, adding an estimated 44 ERUs of potable water and sanitary sewer. Although plans to add additional capacity have been programmed, city staff has no way of ensuring that adequate wastewater capacity will be available at the time of buildout. Per Policy 4.2.3., "The City shall ensure that adequate wastewater supplies and facilities are available to serve new development no later than the date on which the City anticipates issuing a certificate of occupancy."

Schools: The residential development is anticipated to generate a total of 13 school-aged children.

STAFF RECOMMENDATION: Based on the attached analysis of the wastewater capacity, staff recommends DENIAL of the comprehensive plan amendment to change the future land use at this time.

Melanie Strickland, AICP, CPM
Development Services Director

ORDINANCE NO. O2024-18

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:

G04-013
Southwinds Commercial LTD
2.94 +/-

LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF SUMTER, STATE OF FLORIDA, AND DESCRIBED AS FOLLOWS:

THE WEST 198 FEET OF THE SE ¼ OF THE SW ¼ OF THE SW ¼ OF SECTION 4, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, LESS RIGHTS-OF-WAY.

This property is to be reclassified from Rural Residential (County) to High 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: _____

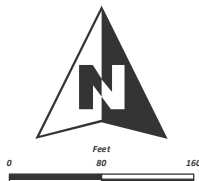
Approved as to form:

City Attorney



**CITY OF
WILDWOOD**

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

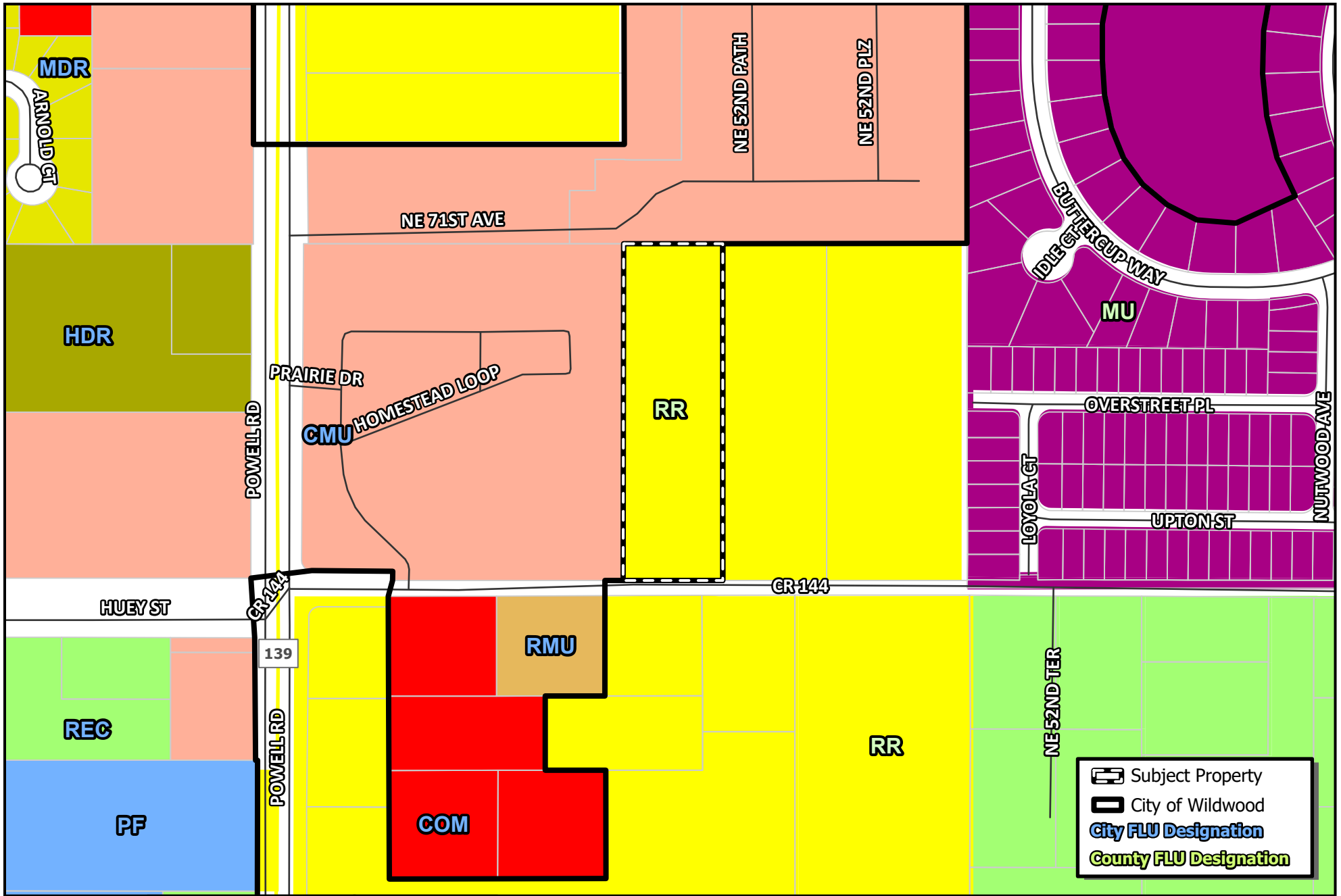


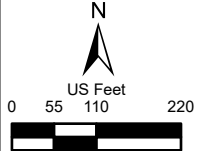
CP 2309-002
WILDWOOD EAST
PARCEL G04-013

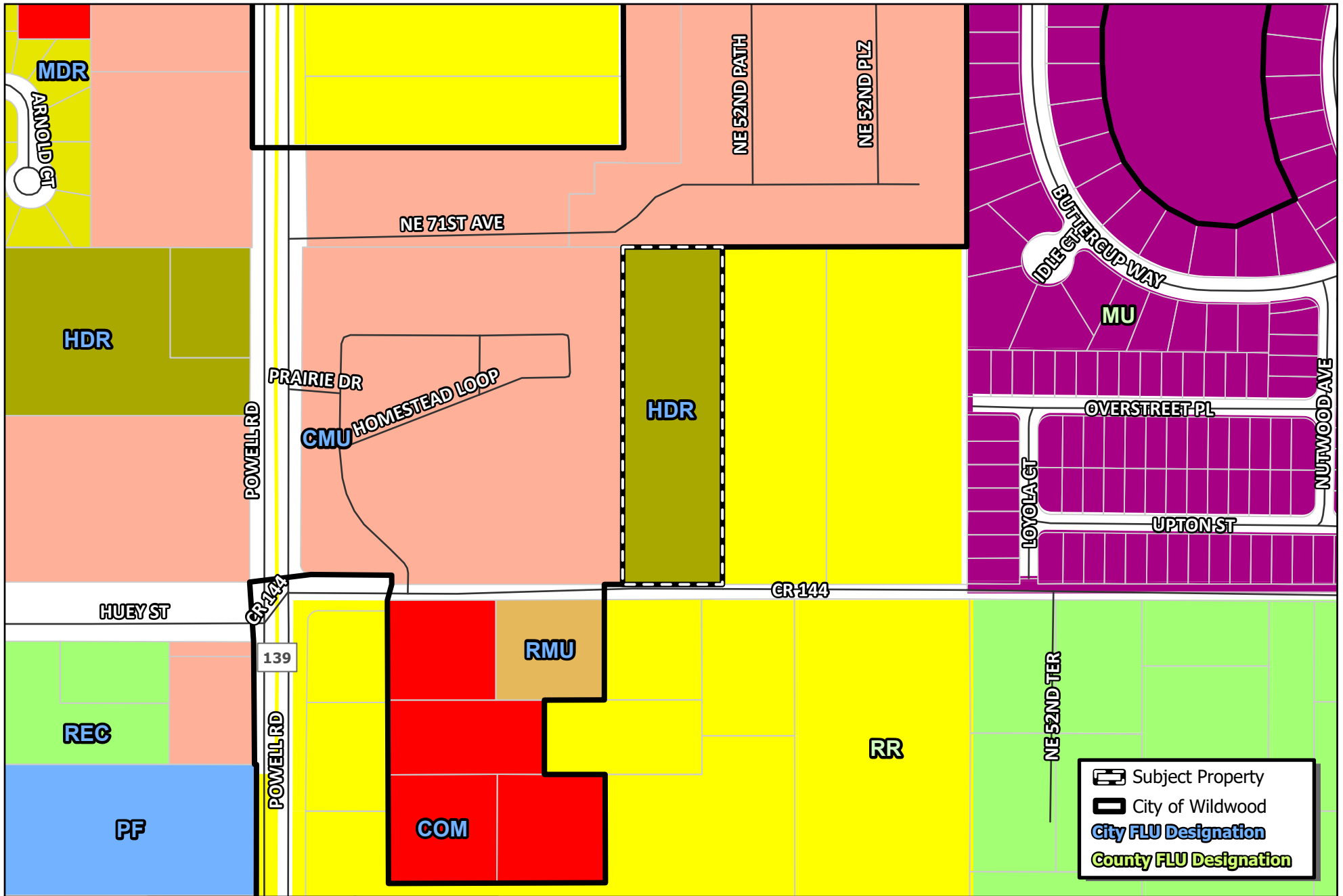
MAP 1B

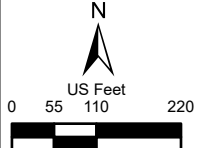
**LOCATION
MAP**

**SEPTEMBER
2023**



 CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov		CP 2309-002		MAP 2A
		WILDWOOD EAST		EXISTING LAND USE
		PARCEL G04-013		MAY 2024



 CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 N US Feet 0 55 110 220	CP 2309-002 WILDWOOD EAST PARCEL G04-013	MAP 2B
			PROPOSED LAND USE
			MAY 2024



Business Impact Estimate

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Wildwood website by the time notice of the proposed ordinance is published.

Proposed ordinance's title/reference: O2024-18

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, a business impact estimate is not required by state law¹ for the proposed ordinance. This 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.

¹ See Section 166.041(4)(c), Florida Statutes.

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

The case below was heard on Tuesday, June 11, 2024, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate as the Local Planning Agency for a Comprehensive Plan amendment to amend the FLU map designation from Rural Residential (Sumter County) to High Density Residential (City) on 2.94 acres MOL. The subject property is generally located 0.12 miles east of the Powell Rd and CR 144 intersection, north along CR 144.

Case Number: CP 2309-002 Wildwood East
Applicant(s): LPG Urban & Regional Planners, Inc
Owner(s): Southwinds Commercial LTD
Parcel(s): G04-013

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

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 1.7(D), the Special Magistrate

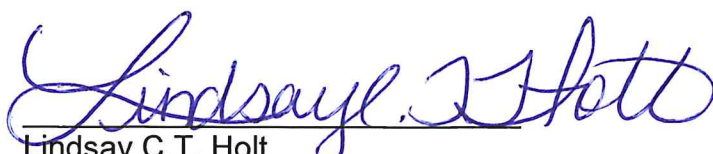
☐ recommends approval.

☒ recommends approval with the following conditions:

verification of wastewater capacity

☐ recommends denial.

Dated: June 11, 2024


Lindsay C.T. Holt
Special Magistrate City of Wildwood



City of Wildwood, Florida
 Development Services Department
 100 N. Main St., Wildwood, FL 34785
 Tel: 352.330.1334 Fax: 352.330.1338
 www.wildwood-fl.gov

Staff Use Only

Case No.: _____
 Fee Paid: _____
 Receipt No.: _____

Application for Preliminary Concurrency Determination

Applicant Name: LPG Urban & Regional Planners, LLC, Michael Rankin Phone: 352-385-1940

Address: 1162 Camp Ave., Mount Dora, FL 32757 E-mail: MichaelR@lpgurp.com

Owner Name: Southwinds Commercial LTD, Paul Missigman, Manager Phone: 407-741-8500

Address: 200 E. Canton Ave., Suite 102, Winter Park, FL 32789 E-mail: M.Gauthier@atlantichousing.com

Engineer Name: Madden, Moorhead & Stokes, Inc., David Stokes, P.E. Phone: 407-629-8330

Address: 431 E Horatio Ave., Maitland, FL 32751 E-mail: dstokes@madden-eng.com

Property Information:

PROJECT NAME*: Wildwood East

*A project name is required for all submissions. Please choose a unique name for your project.

Property Address: East of Powell Road and North of CR 144

List Parcel Number(s): G04-013

Use of Property: Single Family

Do you currently have City Utilities? ☐ Yes ☒ No Size of Property (Acres or Square Feet): 2.94 +/- acres

Required Submittal Items: All document(s) listed below can be submitted electronically in PDF format.

A.0 Application for Preliminary Concurrency Determination

Project Buildout Information:

Phasing Schedule:	Phase 1: <u>2025</u>	Phase 2: _____	Phase 3: _____	Phase 4: _____	Total: _____
Residential Units:	<u>44 MF</u>				
Retail SF:					
Office SF:					
Institutional SF:					
Industrial SF:					

Project Demand on Facilities:

Phasing Schedule:	Phase 1: <u>2025</u>	Phase 2: _____	Phase 3: _____	Phase 4: _____	Total: _____
Sewer (Avg GPD):	<u>11,000</u>				
Water (Avg GPD):	<u>13,200</u>				
Parks (Acreage):	<u>0.294</u>				
Refuse (cy/day):	<u>0.26 cy/day</u>				

Notes: _____

Signature: [Signature] Print Name: Michael Rankin Date: 19 Sept 2023

Note: If application is being submitted by any person other than the legal owner(s) of the property, the applicant **MUST** provide a notarized Authorized Agent Form from the owner to submit application.



Memorandum

To: Wildwood City Commission
From: Jason F. McHugh, AICP, CPM, City Manager
Date: May 15, 2024
Re: Wastewater Capacity

Dear Mayor and Commissioners:

Pursuant to F.S. 163.3180 (Concurrency) and Objective 4.1 of the City's Comprehensive Plan (Public Services Availability) Staff is required to monitor and forecast demands for public facilities and services including, but not limited to, potable water and sanitary sewer services. The regulations ensure adequate public facilities and services are available to meet forecasted demands from new development. Staff is also required to assess the capacity of these systems during Comprehensive Plan Amendment applications that are ultimately presented to the City Commission for consideration.

While the City's water system has plenty of capacity to meet the demands of future development, the wastewater treatment capacity requires more scrutiny. The City's wastewater treatment plants are permitted through the Florida Department of Environmental Protection (FDEP). The City's main wastewater treatment plant located at Industrial Drive has a permitted capacity of 3.55 MGD (million gallons per day). The City also owns and operates the wastewater treatment plant at Continental Country Club (CCC). The CCC plant solely serves CCC residents and treats approximately 160,000 GPD (gallons per day). The CCC plant requires major repairs and is planned to be decommissioned when practical. The City's contractor is wrapping up a multi-year capital project to decommission the CCC plant and redirect the flows to the City's main wastewater treatment plant.

The City has initiated the expansion of its wastewater treatment plant to meet forecasted wastewater demands. This multi-year project is being completed in phases and will incrementally increase the City's wastewater treatment capacity as certain milestones are reached within the

project. Upon completion of the design and execution of a construction contract, Staff anticipates the contractor will mobilize to begin the construction of Phases 1 and 2 in January 2025. The construction timeframe for Phases 1 and 2 is roughly 14-18 months and will be completed by June 2026. Once completed, the City will have a treatment capacity of 4 MGD. Staff anticipates the contractor will complete the final phase of the plant by March 2027, at which point the total treatment capacity at the wastewater plant will be 5.5 MGD.

The attached analysis demonstrates that the City will be close to reaching its wastewater capacity in the 2nd Quarter of 2026. This analysis forecasts demand from known developments. However, there are many factors to consider in this analysis including:

- 1) CCC Decommissioning: The analysis shows the CCC flows (160,000 GPD or 640 ERCs) being absorbed by the City's main treatment plant before completion of the construction of Phase 1 and 2 of the wastewater treatment plant.
- 2) Level of Service Standard: The City's Comprehensive Plan, Land Development Regulations, and Concurrency Management System establish a high level of service standard of 250 GPD of wastewater usage per Equivalent Residential Connection (ERC).
- 3) Build-For-Rent Housing: The City lacks real-time service demand data on this new housing product. The forecasted demand generated from the 1,200+ units of Build-For-Rent product may be too high.

I remain confident that the City will meet concurrency standards, stay ahead of the forecasted demands, and remain in compliance with our FDEP permit for all currently approved projects. However, we have reached a point where Staff will no longer be able to recommend approval on any new Comprehensive Plan amendment applications until we can ensure the public that our wastewater system has sufficient capacity to take on more demand.

Providing adequate infrastructure to meet the needs of our growing community remains a strategic goal for the City. Staff will continue to monitor our wastewater flows and will scrutinize demand over the next two years while the wastewater treatment plant project is finished. The concurrency analysis will be updated every quarter, and I will update the Commission as warranted.

New Known Development					New ERC's			NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs					
					2024				2025					2026					2027					2028					2029				
Project	Units	ERCs	Type	Status	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q						
Juliette Apartments	330	132	Apartments	Under construction		45	45		42																								
Wildwood Landing	101	51	Cottages	Under construction			10		10	10	10	11																					
Solamar	243	243	BFR	Under construction		50	50		50	50	43																						
Eden (fka Zora)	130	130	BFR	Under construction		30	30		30	30	10																						
Villas at Wildwood	192	192	BFR	Under construction		45	45		45	45	12																						
Wildwood Multifamily at Turkey Run	144	58	Apartments	Under review							40	18																					
Twisted Oaks SFD	734	734	SFD	Under construction					10	10	10	10		15	15	15	15		15	15	15	15		15	15	15	15						
Twisted Oaks Townhomes	248	149	SFA	Under construction					25	25	25	25		25	24																		
Twisted Oaks Multifamily	277	111	Apartments	Under construction					50	50	11																						
Townhomes at Powell	128	77	Townhomes	Under construction					25	25	27																						
Oxford BFR	154	154	BFR	Approved										25	25	25	25		25	25	4												
Highfield at Twisted Oaks	374	374	SFD	Under construction			15		10	10	10	10		15	15	15	15		15	15	15	15		15	15	15	15						
100 Oaks	411	411	SFD	Under review												15	15		15	15	15	15		15	15	15	15						
Southern Waters Capital	323	129	Apartments	Under review															50	50	29												
Sumter Springs (County)	274	274	SFD/Multi-family	Under review															10	10	10	10		10	10	10	10						
Highland Homes (County)	532	532	SFD	Under review										10	10	10	10		10	10	10	10		10	10	10	10						
The Keys at Wildwood I	190	190	BFR	Under construction					80	80	30																						
The Keys at Wildwood II	302	302	BFR	Under construction			25		50	50	50	50		50	27																		
Bellweather Multifamily	248	99	Apartments	Under construction			25		25	49																							
Casablanca at Wildwood	54	32	Townhomes	Approved										24	8																		
Evolve Apartments	248	99	Apartments	Approved								25		25	25	24																	
Wildwood Place PD	300	250	Multi-family	Under review												50	50		50	50													
Tillman Villas	180	180	SFD	Under review							15	15		15	15	15	15		15	15	15	15		15	15								
Commander's Pointe	638	255	Multifamily	Under review												25	25		50	50	50	50		5									
Oxford Crossings (Residential)	886	443	Mixed	Awaiting Submittal												25	25		25	25	25	25		25	25	25	25						
Townhomes at Peppertree (Blount)	144	86	Townhomes	Under review								25		25	25	11																	
Tillman Oaks	160	160	SFA	Under review										25	25	25	25		25	25	10			10	10	10	10						
Mateo Oaks	164	164	SFD	Under review															10	10	10	10		10	10	10	10						
Boulder (CR 213/CR 44A)	312	250	Mixed	Under review										10	10	10	10		10	10	10	10		10	10	10	10						
Wildwood III (CR 213/44A)	350	210	Mixed	Under review													10		25	25	25	25		25	25	25	25						
INFILL					5	5	5		5	5	5	5		5	5	5	5		5	5	5	5		5	5	5	5						
Subtotal	8,771	6,471			5	175	250	430	457	439	258	176	1,330	269	229	310	263	1,071	345	355	298	205	1,203	170	165	150	150	635	125	125	125	125	500
Existing Residential Developments (Additional Units)					2024			NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs					
					2025				2026					2027					2028					2029									
Project	Units	ERCs	Type	Status	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q						
Triumph South (Phase 2)	72	72	SFD	Active					5	5	5	5		5	5	5	5		5	5	5	5		5	5	2							
Simple Life Tiny Homes	134	134	Tiny Homes	Active	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2		5	5	5	5						
Beaumont	10	10	SFD	Active	2	2	2		2																								
Densan Park (Phase 1 & 2)	86	86	SFD	Active	5	5	5		5	5	5	5		5	5	5	5		5	5	5	5		5	6								
Grand Oaks Manor (Phase 1)	145	145	SFD	Dormant	0	0	0		2	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2						
The Mark at Wildwood	105	87	Apartments	Active	25	25	12																										
Sundance Trails at Beaumont	300	250	Apartments	Active	50	50	50		50	50																							
The Wilds (Phase 2 & Phase 3)	218	87	Apartments	Active	25	25	25		12																								
Subtotal	1,070	872			109	109	96	314	78	64	14	14	170	14	14	14	14	56	14	14	14	14	56	17	18	9	7	51	10	10	10	10	40
ILF/ALF Developments					2024			NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs					
					2025				2026					2027					2028					2029									
Project	ERCs		Status		2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q						
Parkview Independent Living Facility	134	74	Under review													35	39																
Trailwinds ALF	130	72	Under review								36	36																					
Subtotal	264	145			0	0	0	0	0	0	36	36	72	0	0	35	39	74	0	0	0	0	0	0	0	0	0	0	0				

City of Wildwood Wastewater Treatment Plant Flow Projections

PROJECTED FLOWS (GPD) CURRENT	PROJECTED NEW FLOW (GPD)			PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)			
	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	30,500	87,000	103,250	304,750	148,000	125,250	65,000	112,500	94,750	92,000	81,250	90,750	93,250	79,000	55,750	47,750	46,750	39,750	39,250	33,750	33,750	33,750	33,750
2,281,000	2,311,500	2,398,500	2,501,750	2,806,500	2,954,500	3,079,750	3,144,750	3,417,250	3,512,000	3,604,000	3,685,250	3,776,000	3,869,250	3,948,250	4,004,000	4,051,750	4,098,500	4,138,250	4,177,500	4,211,250	4,245,000	4,278,750	4,312,500

Notes:

Continental Country Club flow (160,000 gpd) added to City's main wastewater treatment facility in 2026

Projected growth of 200 ERCs per quarter from 2030 onward

PROJECTED CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	Column3	Column4	Column5	Column6	Column7	Column8	Column9																
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	4,000,000	4,000,000	4,000,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000

Notes:

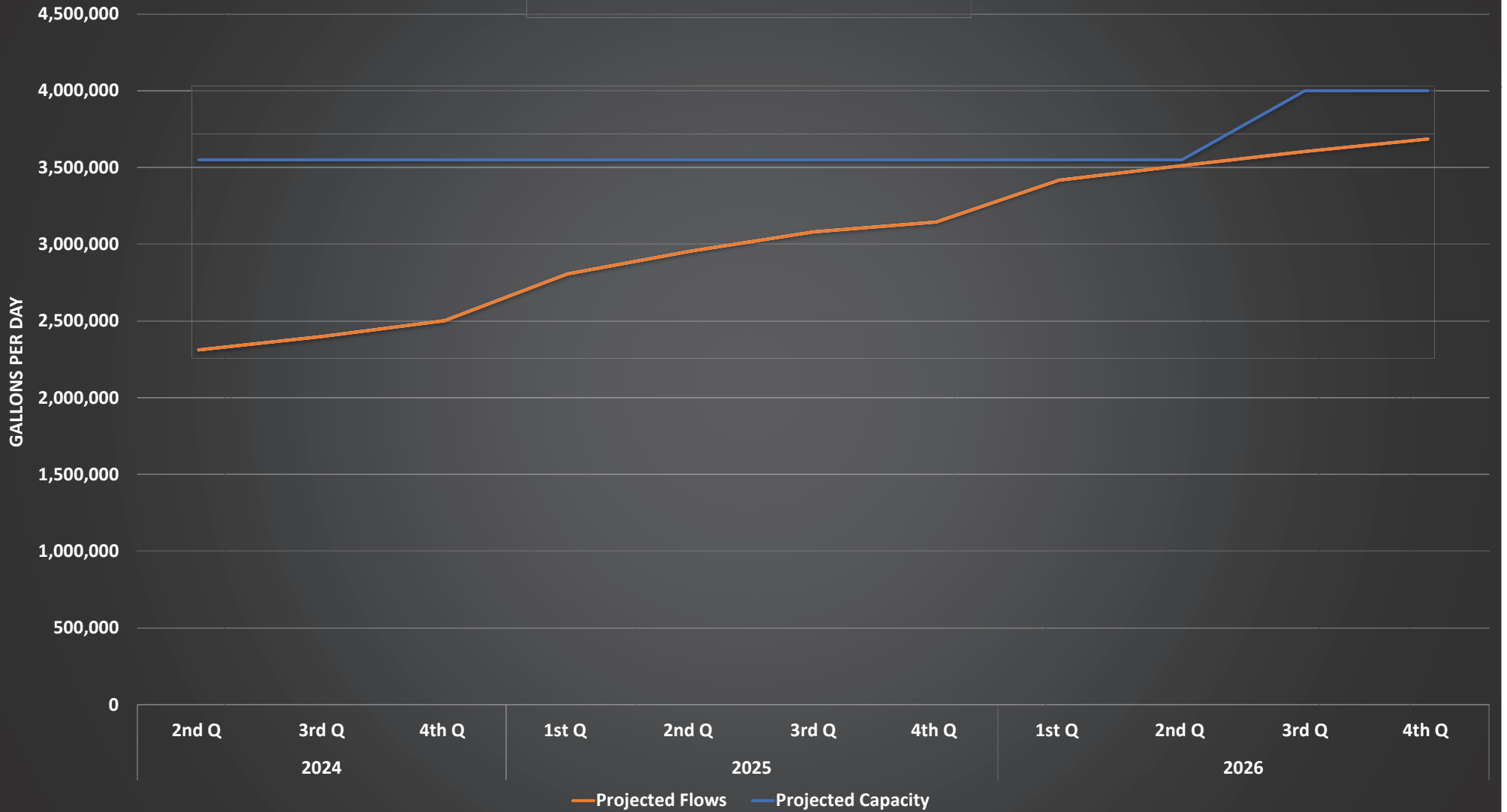
FDEP Permitted capacity is 3.55 MGD

Phase 1 and 2 completed by June 2026 to bring total capacity to 4.0 MGD

Phase 3 completed by March 2027 to increase total capacity to 5.5 MGD

PROJECTED EXCESS CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	1,238,500	1,151,500	1,048,250	743,500	595,500	470,250	405,250	132,750	38,000	396,000	314,750	224,000	1,630,750	1,551,750	1,496,000	1,448,250	1,401,500	1,361,750	1,322,500	1,288,750	1,255,000	1,221,250	1,187,500

Wastewater Flow Projections



City of Wildwood Wastewater Treatment Plant Flow Projections

PROJECTED FLOWS (GPD)	2024			PROJECTED NEW FLOW (GPD) 2025				PROJECTED NEW FLOW (GPD) 2026				PROJECTED NEW FLOW (GPD) 2027				PROJECTED NEW FLOW (GPD) 2028				PROJECTED NEW FLOW (GPD) 2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	30,500	87,000	103,250	304,750	148,000	125,250	65,000	112,500	94,750	92,000	81,250	90,750	93,250	79,000	55,750	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
	2,281,000	2,311,500	2,398,500	2,501,750	2,806,500	2,954,500	3,079,750	3,144,750	3,417,250	3,512,000	3,604,000	3,685,250	3,776,000	3,869,250	3,948,250	4,004,000	4,054,000	4,104,000	4,154,000	4,204,000	4,254,000	4,304,000	4,354,000

Notes:
Continental Country Club WWTP (160,000 gpd) decommissioned and added to City's main wastewater treatment facility in 2026
Projected growth of 200 ERCs per quarter from 2030 onward

PROJECTED CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14	Column15	Column16	Column13	Column14	Column15	Column16	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	4,000,000	4,000,000	4,000,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000

Notes:
FDEP Permitted capacity is 3.55 MGD
Phase 1 and 2 completed by June 2026 to bring total capacity to 4.0 MGD
Phase 3 completed by March 2027 to increase total capacity to 5.5 MGD

COMMITTED CAPACITY OUTSIDE OF KNOWN DEVELOPMENTS (GPD)	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250
--	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

Notes:
Capacity reserved through Developer's Agreement or Concurrency Reservation not accounted for in the flow projections

PROJECTED EXCESS CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	1,219,250	1,132,250	1,029,000	724,250	576,250	451,000	386,000	113,500	18,750	376,750	295,500	204,750	1,611,500	1,532,500	1,476,750	1,426,750	1,376,750	1,326,750	1,276,750	1,226,750	1,176,750	1,126,750	1,076,750

Threshold Margin of Error (2026 2Q)	0.53%
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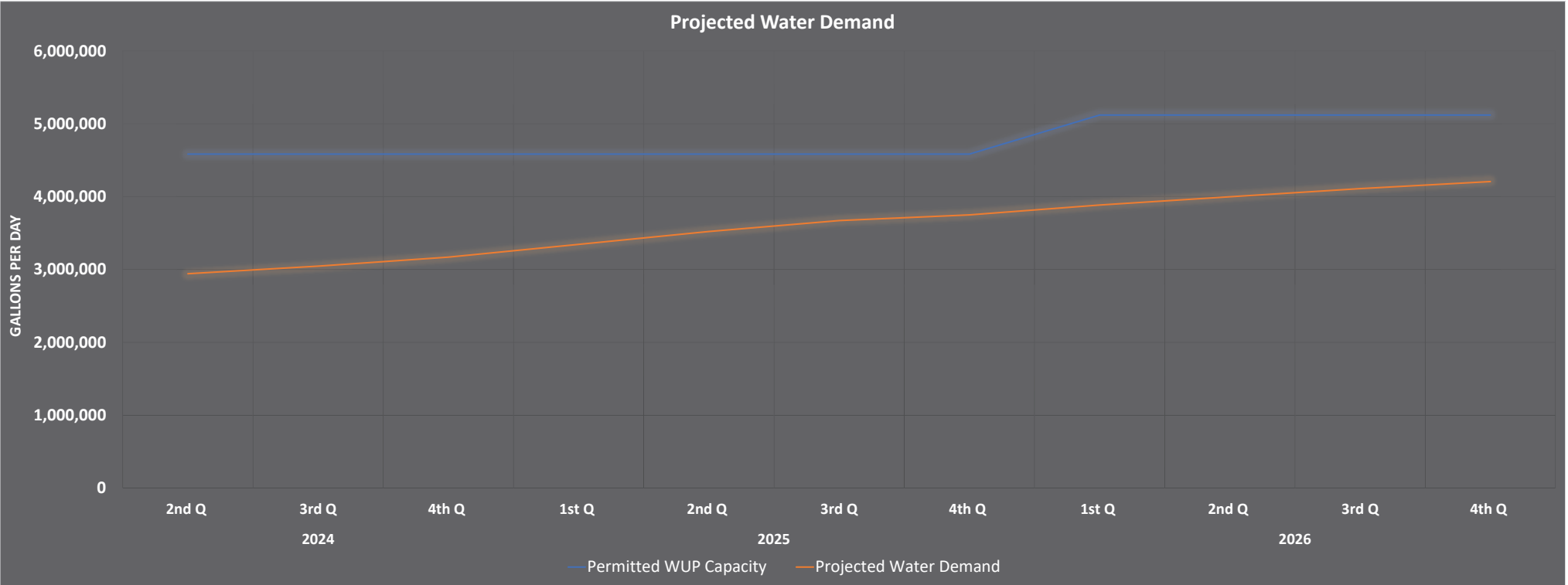
City of Wildwood Water Demand Projections

PROJECTED FLOWS (GPD)	PROJECTED NEW FLOW (GPD)			PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)			
	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	36,600	104,400	123,900	173,700	177,600	150,300	78,000	135,000	113,700	110,400	97,500	108,900	111,900	94,800	66,900	57,300	56,100	47,700	47,100	39,250	173,500	33,750	33,750
2,905,270	2,941,870	3,046,270	3,170,170	3,343,870	3,521,470	3,671,770	3,749,770	3,884,770	3,998,470	4,108,870	4,206,370	4,315,270	4,427,170	4,521,970	4,588,870	4,646,170	4,702,270	4,749,970	4,797,070	4,836,320	5,009,820	5,043,570	5,077,320

PROJECTED CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	4,583,200	4,583,200	4,583,200	4,583,200	4,583,200	4,583,200	4,583,200	5,119,200	5,119,200	5,119,200	5,119,200	5,119,200	5,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200

Notes:
CR 501 WTP expansion to 3.2 MGD online in January of 2026 (.536 MGD added capacity)
Oxford WTP expansion to 3.35 MGD online in June 2027 (1 MGD added capacity)
Water Use Permit Modification in 2025
Projected Growth of 200 ERCs per quarter from 2030 onward

PROJECTED EXCESS CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	1,641,330	1,536,930	1,413,030	1,239,330	1,061,730	911,430	833,430	1,234,430	1,120,730	1,010,330	912,830	803,930	692,030	1,597,230	1,530,330	1,473,030	1,416,930	1,369,230	1,322,130	1,282,880	1,109,380	1,075,630	1,041,880



Print

Sumter County Traffic Impact Analysis (TIA) - Submission #1267825

Date Submitted: 3/5/2024

First Name*	Last Name*	Email Address*
Joedel	Zaballero	jzaballero@vhb.com

Address

225 E Robinson St, Suite 300

City	State	Zip Code
Orlando	FL	32801

Phone	Alt Phone	Parcel Number
407.965.0510		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@sumtercoun
tyfl.gov, c=US
Date: 2024.03.22 16:46:44 -04'00'

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

- The southbound left-turn lane on Powell Road at C 44A is to be extended by 220 feet for a total turn lane length of 380 feet.

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 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 No file chosen**Please submit your TIA**

Atlantic Housing-Powell Rd TIA 2024-3-5.pdf

**Date of Methodology
Acceptance by County**

12/15/2023

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](#)

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Introduction

VHB has been retained by Atlantic Housing to conduct a traffic impact study in support of the 2.97 +/- acre Development located at 5136 CR 144 (east of CR 139/Powell Road) in the City of Wildwood, Sumter County, Florida. The project location is illustrated on **Figure 1**. The purpose of this study is to fulfill the County's concurrency requirements for annexation and rezoning for the proposed development.

The analysis quantifies both the existing traffic conditions along area roadways surrounding the parcel and the projected future traffic conditions expected for the Build condition (including development of the proposed site). This document provides a detailed description of the study methodology, analysis, and key findings.

Project Description

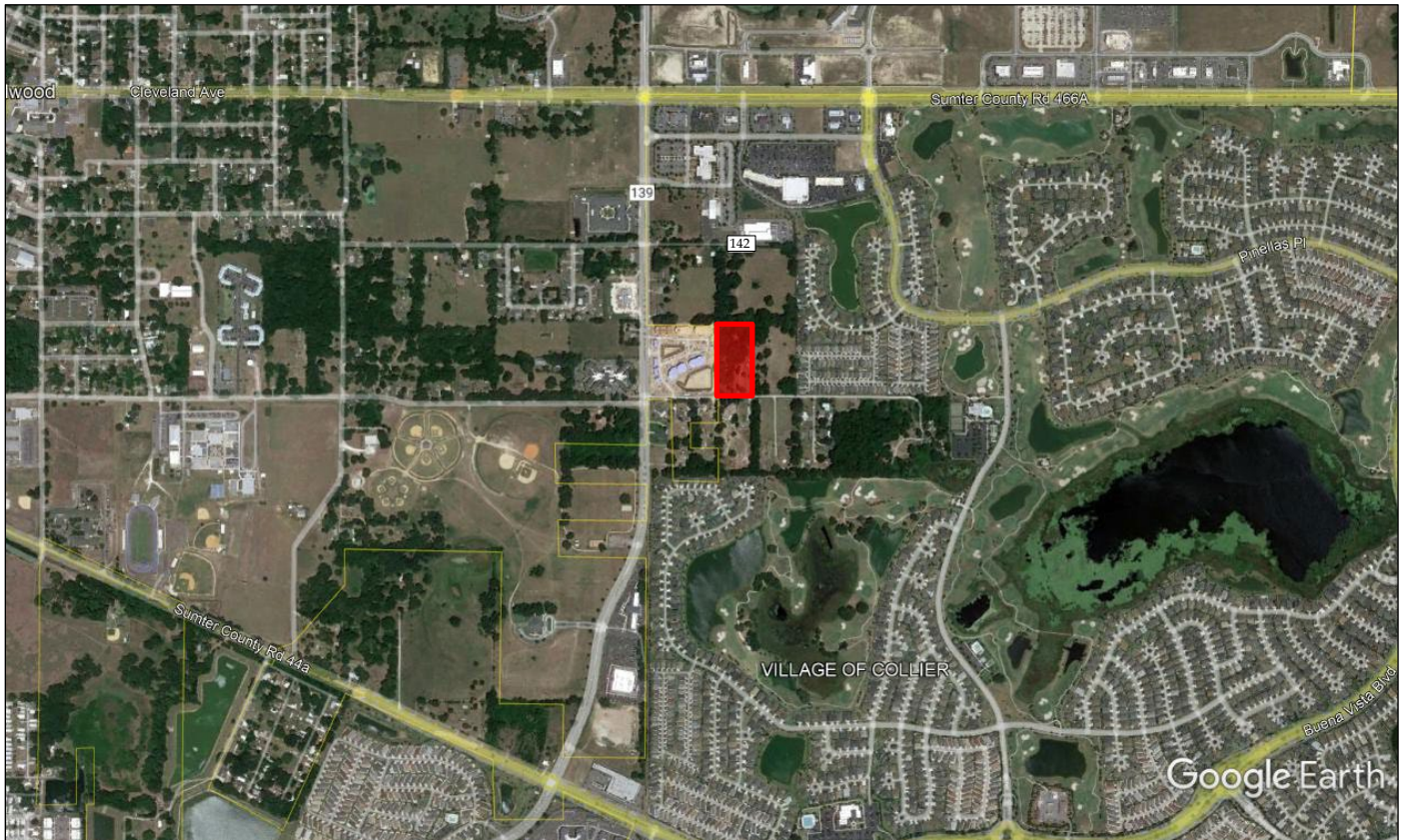
The property is generally located on the east side of Powell Road and north of CR 144, in the City of Wildwood, Sumter County, Florida as shown in **Figure 1**.

The development proposes on Powell Road via the existing right-in/right-out access for Wildwood Preserve Apartments. The subject site and the adjacent development (Wildwood Preserve Apartments) to the west of the subject property will remain as separate entities. It should be noted that a driveway connection on CR 144 is provided for emergency access only and is currently gated to prevent public access to CR 144.

For the purposes of this analysis, the proposed Development will consist of four (4) low-rise and 40 mid-rise multi-family dwelling units with a build-out year of 2025. The project will have right-in/right-out access to CR 139/Powell Road. A preliminary site plan can be found in **Appendix A**.

Project buildout is anticipated in 2026. A conceptual plan is provided as part of the methodology in **Appendix A**.

Figure 1 **Project Location Map**



 Project Location

Study Area

The analysis was conducted for a study area of 1,320 feet in radius and where the project consumes 3% or more of the adopted peak hour directional capacity. Per the approved methodology, the analysis considers the project impacts on the following roadways and intersections:

Roadway Segments:

- CR 139/Powell Road
 - CR 44A to CR 466A

In addition, the following intersections were analyzed for the existing and future AM and PM peak-hour conditions:

- CR 44A at CR 139/Powell Road (signalized)
- CR 142/Broken Oak Drive at CR 139/Powell Road
- Right-in/Right-out Project Entrance at CR 139/Powell Road
- Sumter County Road/CR 144/Huey Street at CR 139/Powell Road
- CR 466A and Powell Road (Signalized)

Trip Generation

Table 1 summarize the trip generation for the proposed development. The daily, AM peak hour and PM peak hour trips were calculated based on average rates contained in the Institute of Transportation Engineers' *Trip Generation*, 11th Edition. As shown in **Table 1**, the proposed build out condition is expected to generate 245 new daily trips, 30 new AM peak hour trips, and 38 new PM peak hour trips.

Table 1: Project Trip Generation

Land Use	ITE		Daily Trip Ends	AM Peak Period			PM Peak Period		
	Code	Intensity		In Trips	Out Trips	Total	In Trips	Out Trips	Total
Multi-Family Housing (Low-Rise)	220	4 DU	101	6	18	24	14	8	22
Multi-Family Housing (Mid-Rise)	221	40 DU	144	1	5	6	10	6	16
Total			245	7	23	30	24	14	38

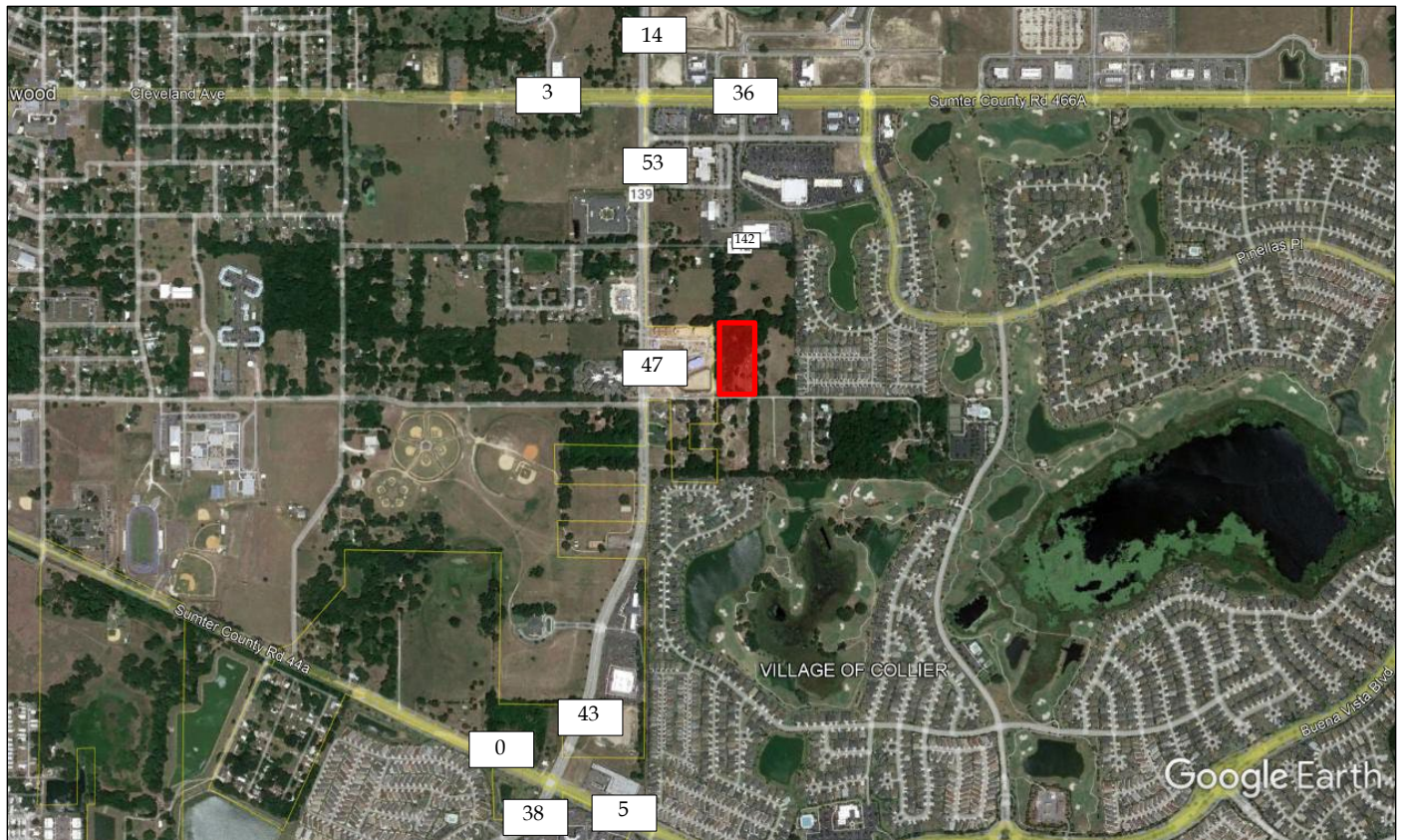
Source: ITE Trip Generation, 11th Edition

Trip Distribution and Assignment

The distribution of site generated traffic is a function of population in surrounding areas, existing travel patterns, ease of access to the site, and traffic conditions on area roadways. Project trip distribution was based on the 2025 Central Florida Regional Planning Model (CFRPM version 7.0).

Figure 2 provides a summary of the trip distribution percentages on the nearby roadway network. The percentages from the model will be utilized to calculate the actual project traffic volumes. The CFRPM travel demand model output and adjustments can be observed in the methodology statement provided in **Appendix A**.

Figure 2 – Project Trip Distribution Map



Project Location

38

Trip Distribution

2

Existing Conditions

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

Existing Roadway Capacity Analysis

VHB conducted an assessment to determine the existing level of service of the study roadways. The level of service (LOS) of a given roadway is related to prevailing traffic volumes and to capacity, which is defined as the maximum number of vehicles that can pass through a roadway section during a specified period of time. The capacity of a roadway is determined by a number of factors including composition of traffic (cars, buses, and trucks); roadway alignment; width and number of lanes; posted travel speeds and other variables.

The level of service and remaining capacity for each of the study roadways were determined based on the *Sumter County 2022 Congestion Management Plan* database. A comparison of the AM and PM peak hour directional roadway traffic volumes was made against the roadway capacities to determine the existing level of service. The existing roadway capacity analysis was performed for all roadways within the study area as shown in **Table 2**. In summary, all study roadways operate at an acceptable level of service (LOS) for the 2023 daily, AM and PM peak hour conditions.



Table 2 : Existing Roadway Conditions

AM PEAK HOUR

2023 Roadway Conditions - AM Peak Hour															
Roadway / Segment	Sta	No. of Lanes	Adopted LOS	Growth Rate	2022 AADT	2022 PHPD		2023 PHPD Volume		PHPD Capacity	v/c Ratio		Remaining Capacity		Over Capacity?
						NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	
CR 139/Powell Rd															
CR 44A to CR 466A	500	4	D	2.5%	17,456	774	654	793	670	1,549	0.51	0.43	756	879	No

PM PEAK HOUR

2022 Roadway Conditions - PM Peak Hour															
Roadway / Segment	Sta	No. of Lanes	Adopted LOS	Growth Rate	2022 AADT	2022 PHPD		2023 PHPD Volume		PHPD Capacity	v/c Ratio		Remaining Capacity		Over Capacity?
						NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	
CR 139/Powell Rd															
CR 44A to CR 466A	500	4	D	2.5%	17,456	938	597	961	612	1,549	0.62	0.40	588	937	No

Sources: Sumter County CMP Database 2022
Sumter County Annual Traffic Counts 2022
VHB, Inc.

Existing Intersection Capacity Analysis

Turning movement counts (TMC) were conducted on November 29, 2023 and December 19, 2023. The peak season factor obtained from the Florida Department of Transportation (FDOT) Florida Traffic Online peak season report was 1.0 for the November 29th counts and 1.06 for the December 19th counts. TMC information, signal timing plans and the peak season report are provided in **Appendix B**. Existing Turning movement volumes are provided in **Figure 2**.

The existing intersections were evaluated using the methodology outlined in the *Highway Capacity Manual*, 6th Edition, and using the Synchro 11 Software. The results of the intersection capacity analysis for the peak hours are shown in **Table 3**. All study intersections operate at an acceptable level of service (LOS) in the AM and PM peak analyses except for the intersection of CR 466A at Powell Road. The Synchro intersection report printouts are provided in the **Appendix C**.

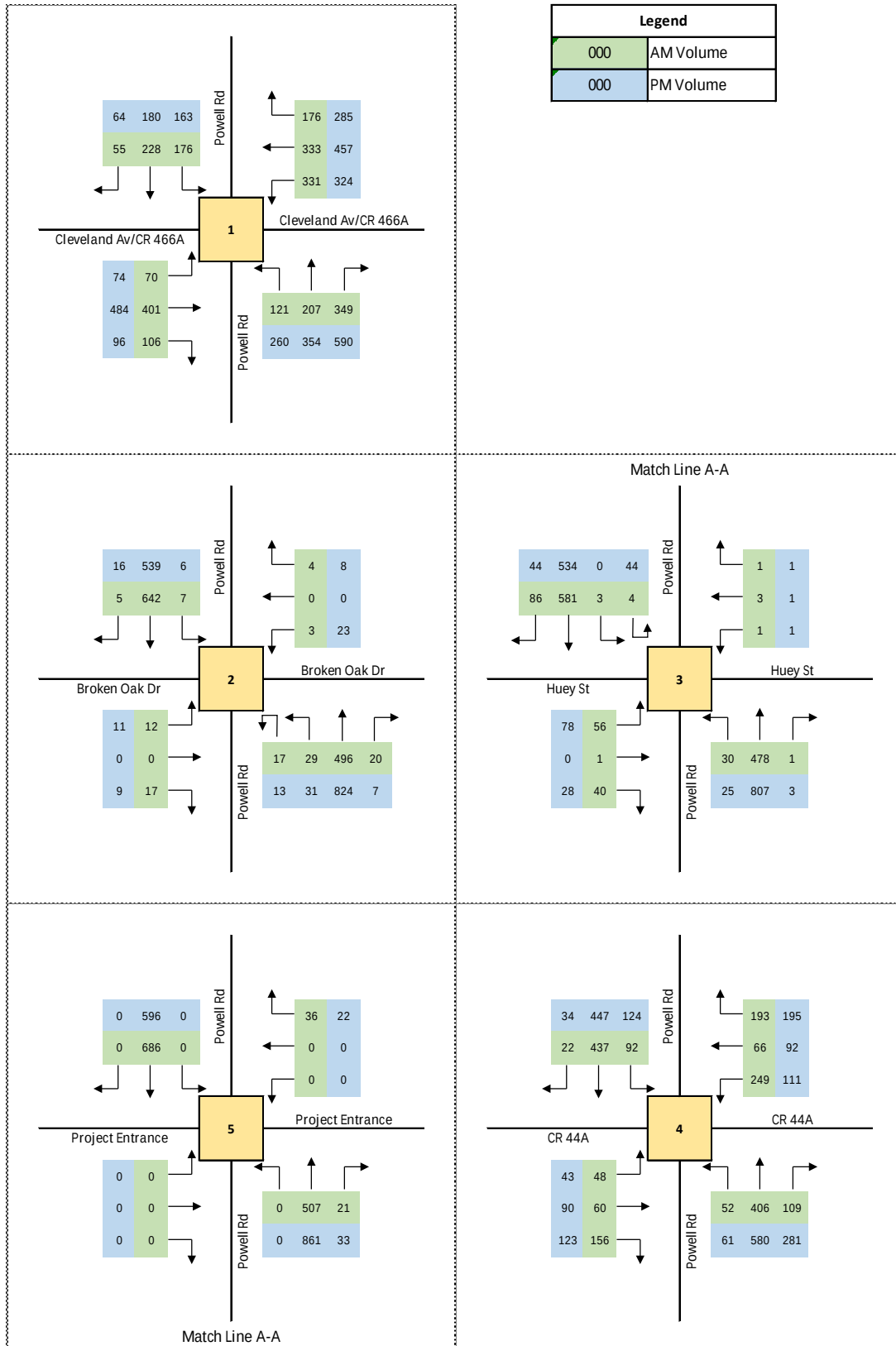
Table 3: Intersection Capacity Analysis – Existing Conditions

Intersection	Control	Approach	Existing					
			AM Peak Hour			PM Peak Hour		
			v/c	Delay	LOS	v/c	Delay	LOS
1: Powell Rd at CR 466A	Signal	EB	0.70	26.4	C	0.39	26.2	C
		WB	1.42	124.3	F	0.39	23.3	C
		NB	0.74	50.9	D	0.92	55.0	D
		SB	0.89	60.9	E	0.70	50.2	D
		Overall		71.7	E		37.8	D
2: Powell Rd at Broken Oak Dr	TWSC	EB	0.09	155.0	C	0.06	14.9	B
		WB	0.03	16.6	C	0.13	21.3	C
		NB	0.06	0.8	A	0.05	0.05	A
		SB	0.01	0.1	A	0.01	0.01	A
		Overall		0.9	A		0.9	A
3: Powell Rd at Huey St	Signal	EB	0.29	19.0	C	0.38	24.0	C
		WB	0.02	19.3	C	0.01	18.9	C
		NB	0.04	0.6	A	0.03	0.3	A
		SB	0.02	0.3	A	0.06	0.7	A
		Overall		1.9	A		2.1	A
4: Powell Rd at CR 44A	Signal	EB	0.14	18.6	B	0.10	19.6	B
		WB	0.34	14.5	B	0.18	18.7	B
		NB	0.82	66.1	E	0.84	63.8	E
		SB	0.79	65.8	E	0.66	55.1	E
		Overall		46.7	D		48.8	D
5: Powell Rd at Project Entrance	TWSC	WB	0.05	10.3	B	0.04	12.1	B
		NB	0.00	0.0	A	0.00	0.0	A
		SB	0.00	0.0	A	0.00	0.0	A
		Overall		0.3	A		0.2	A

Source:

Synchro 11.0, HCM 6th Edition

Figure 2 Existing AM and PM Peak Hour Traffic Volumes



3

Future Conditions

To determine the impacts of the site-generated traffic volumes on the surrounding study intersections and roadway segments, future traffic conditions were analyzed. The existing traffic was projected to a future year of 2026 assuming a 2.5% annual growth rate and adding committed development trips for the background analysis. Copies of the committed development traffic studies provided by the County can be found in **Appendix D**. Project traffic from this development was added to the background traffic to develop the future build out analysis. The intersection volume derivation is documented in **Appendix E**.

Future Roadway Capacity Analysis

The future capacity analysis for the study area roadways for the proposed development can be found in **Table 4** for the AM and PM peak hour condition. The analysis concludes that all study area roadways exhibit traffic volumes lower than their respective maximum service volumes.



Table 4 : Year 2026 Future Roadway Capacity Analysis

AM PEAK HOUR

Roadway	No. of Lanes	Adopted LOS	2022 AADT	PHPD Capacity	2022 PHPD Vol		Annual Growth Rate	2023 PHPD		2026 Background						Project		2024 Total							
					NB/EB	SB/WB		NB/EB	SB/WB	Volume		Committed		v/c	Deficient?	Distrib	Volume		Total Volume		Remaining Capacity			Project Deficiency?	
										NB/EB	SB/WB	NB/EB	SB/WB				NB/EB	SB/WB	NB/EB	SB/WB	v/c	NB/EB	SB/WB		Deficient?
CR 139/Powell Rd																									
CR 44A to CR 466A	4	D	17,456	1,549	774	654	2.5%	793	670	853	721	154	112	0.65	No	52.83%	12	4	1019	837	0.66	530	712	No	No

PM PEAK HOUR

Roadway	No. of Lanes	Adopted LOS	2022 AADT	PHPD Capacity	2022 PHPD Vol		Annual Growth Rate	2023 PHPD		2026 Background						Project		2024 Total								
					NB/EB	SB/WB		NB/EB	SB/WB	Volume		Committed		v/c	Deficient?	Distrib	Volume		Total Volume		Remaining Capacity		Deficient?	Project Deficiency?		
										NB/EB	SB/WB	NB/EB	SB/WB				NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB			NB/EB	SB/WB
CR 139/Powell Rd																										
CR 44A to CR 466A	4	D	17,456	1,549	938	597	2.5%	961	612	1,034	658	158	157	0.77	No	52.83%	7	13	1199	828	0.77	350	721	No	No	

Sources: Sumter County CMP Database 2022
Sumter County Annual Traffic Counts 2022
VHB, Inc.

Future Intersection Capacity Analysis

To determine the operational conditions at the study area intersections, a future conditions evaluation was conducted for the background and build future AM and PM peak hour conditions using Synchro 11 software. The results of the intersection capacity analysis for the AM and PM peak hours are shown in **Table 5**. **Figures 3 and 4** illustrate the AM and PM peak hour future traffic volumes, respectively.

The results of the intersection capacity analysis for the AM and PM peak hours are shown in **Table 6**. In the background condition, all intersections are operating at an overall acceptable LOS except for the intersection of CR 466A at Powell Road which is projected to operate at an overall LOS F with the westbound left turning movement with a v/c exceeding 1.0 during the AM Peak and the northbound right turn exceeding 1.0 during the PM Peak (overall LOS D). Background conditions include the committed construction of the eastbound left turn (to create dual left turn lanes) on CR 44A at Powell Road with signal retiming. Signal retiming at the intersection of CR 466A at Powell Road improved the overall LOS intersection to LOS D with v/c less than 1.0 for all movements. The Synchro intersection report printouts are provided in the **Appendix F**.

In the build condition, all studied intersections are projected to operate an overall acceptable LOS with no additional deficiencies beyond those identified due to background traffic conditions. The results of the intersection capacity analysis for the AM and PM peak hours are shown in **Table 6**. All studied intersections operate at an overall acceptable level of service (LOS) in the AM and PM peak analysis with v/c less than 1.0 for all movements.



Table 5 : Intersection Capacity Analysis –Future Conditions

Intersection	Control	Approach	Background						Background Improved						Project					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
1: Powell Rd at CR 466A	Signal	EB	0.83	33.6	C	0.49	30.6	C	0.83	39.6	D	0.57	37.2	D	0.83	40.3	D	0.57	37.7	D
		WB	1.77	198.9	F	0.59	27.9	C	0.89	44.5	C	0.66	33.1	C	0.89	44.9	D	0.68	33.8	C
		NB	0.82	50.0	D	1.06	74.8	E	0.89	55.9	E	0.92	46.9	D	0.89	55.7	E	0.92	46.8	D
		SB	0.91	70.4	E	0.93	70.9	E	0.90	63.3	E	0.8	50.1	D	0.89	61.2	E	0.80	49.6	D
		Overall		98.5	F		49.6	D		49.7	D		40.8	D		49.6	D		41.0	D
2: Powell Rd at Broken Oak Dr	TWSC	EB	0.14	21.1	C	0.10	20.9	C							0.15	21.9	C	0.10	21.4	C
		WB	0.53	48.6	E	0.74	68.3	F							0.57	55.3	F	0.77	75.1	F
		NB	0.08	10.1	B	0.06	0.4	A							0.10	10.2	B	0.07	9.3	A
		SB	0.09	9.6	A	0.10	1.0	A							0.09	9.7	A	0.11	11.0	B
		Overall		3.4	A		5.2	A								3.8	A		5.6	A
3: Powell Rd at Huey St	Signal	EB	0.40	26.1	D	0.55	39.0	E							0.41	27.0	B	0.58	42.7	E
		WB	0.03	24.2	C	0.02	24.3	C							0.03	24.5	D	0.02	25.0	D
		NB	0.05	10.1	B	0.04	9.4	B							0.05	0.5	C	0.04	9.5	A
		SB	0.03	9.0	A	0.10	11.3	A							0.04	0.3	A	0.12	11.5	B
		Overall		2.1	A		2.7	A								2.2	A		3.0	A
4: Powell Rd at CR 44A	Signal	EB	0.70	45.2	D	0.75	44.2	D							0.70	45.5	D	0.75	44.5	D
		WB	0.91	47.1	D	0.85	43.3	D							0.91	47.2	D	0.85	43.5	D
		NB	0.74	51.9	D	0.85	59.0	E							0.73	51.5	D	0.85	58.9	E
		SB	0.87	63.9	E	0.82	58.6	E							0.87	63.3	E	0.83	58.3	E
		Overall		53.3	D		53.7	D								53.1	D		53.6	D
5: Powell Rd at Project Entrance	TWSC	WB	0.07	11.0	B	0.06	13.6	B							0.11	11.4	B	0.09	14.2	B
		NB	0.00	0.0	A	0.00	0.0	A							0.00	0.0	A	0.00	0.0	A
		SB	0.00	0.0	A	0.00	0.0	A							0.00	0.0	A	0.00	0.0	A
		Overall		0.3	A		0.2	A								0.4	A		0.3	A

Source: Synchro 11.0, HCM 6th Edition

Figure 3 Future Turning Movement Volumes AM Peak Hour

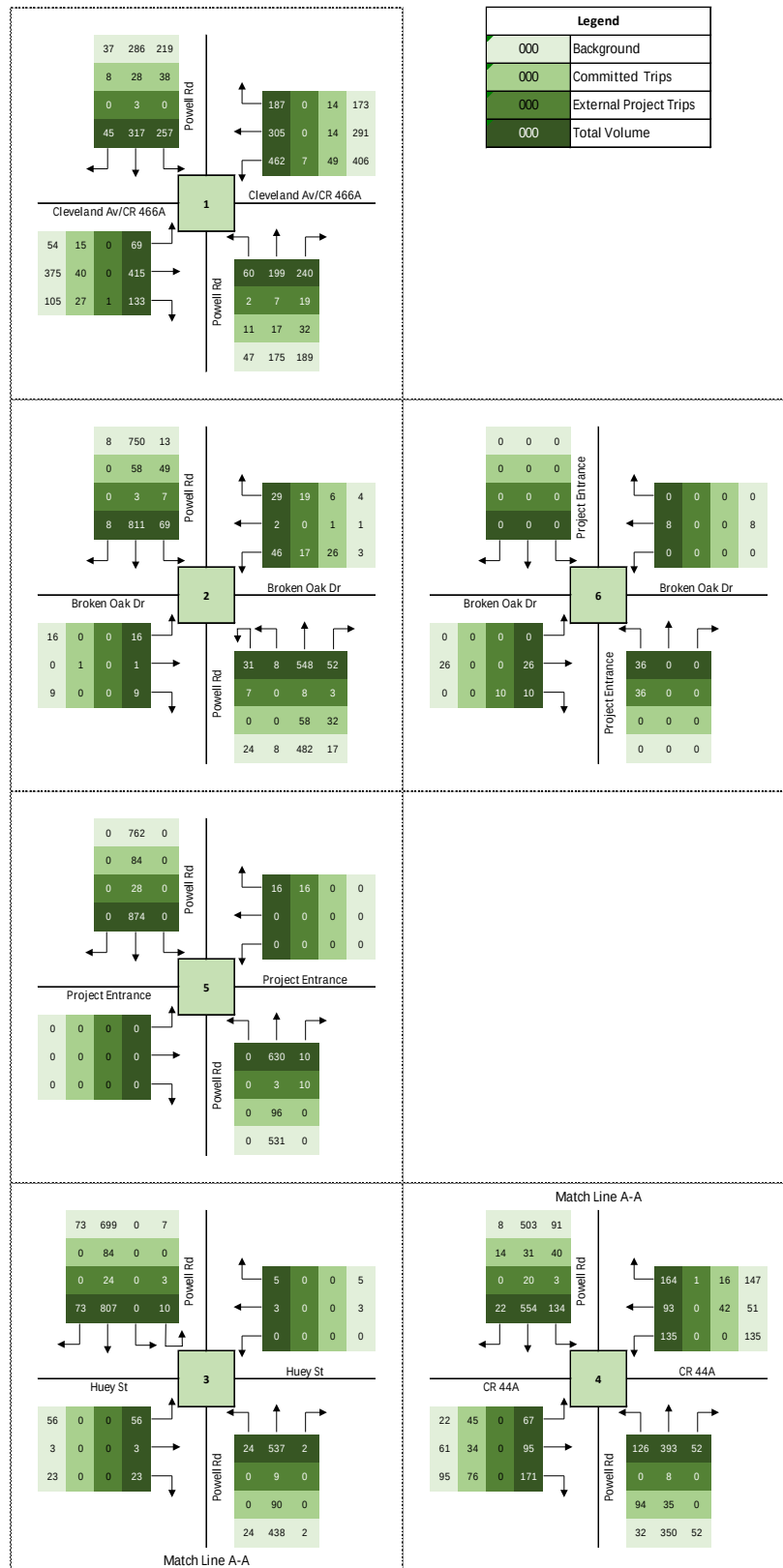
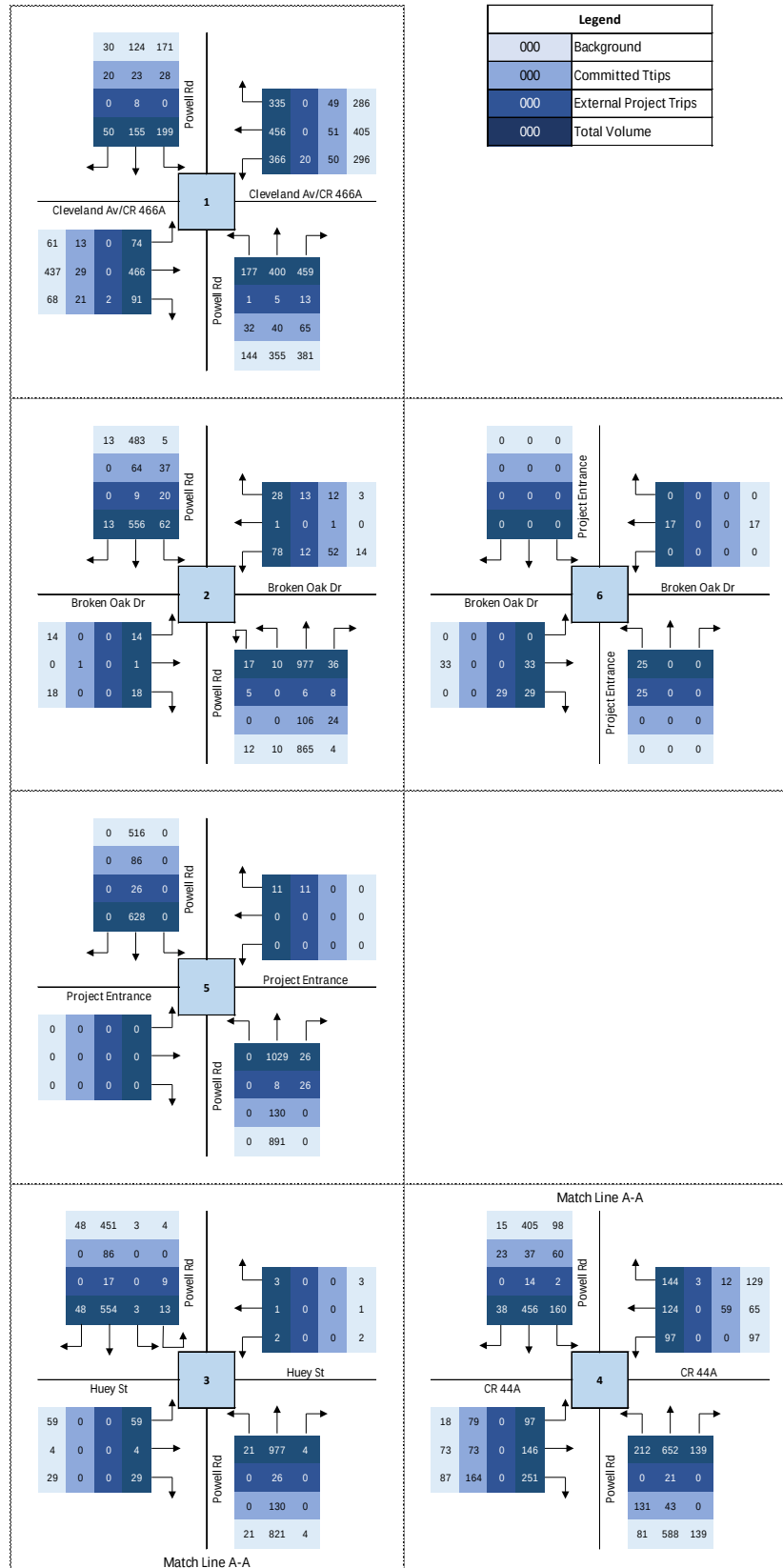


Figure 4 Future Turning Movement Volumes PM Peak Hour



Project Turn Lane Analysis

An intersection queue analysis was performed for turning movements at the study intersections where project trips are present. The analysis compares the existing storage length to the 95th percentile queues for future build conditions in the AM and PM peak periods. It should be noted that the existing conditions assumes that the planned northbound left turn lanes extension at the intersection of Powell Road at CR 466A from 335 feet to 510 feet. The Synchro movement queue printouts are provided in the **Appendix F**.

Table 6 shows a background deficiency for the southbound left on Powell Road at CR 44A; however, the deficiency is due to the background traffic. The full access median at the commercial driveway north of CR 44A does not meet spacing requirements for a full or directional access with less than 350' feet from CR 44A (measured center to center). It is recommended that the commercial full access be closed, and the left turn lane extended to the recommended 380 feet. No additional length is needed due to the project.

For the project entrance, a northbound right turn lane is not recommended on Powell Road based on the guidelines in the *NCHRP Report 457* for through lane and turning volumes. Right turn lane analysis sheets are provided in **Appendix G**.

It should be noted that deceleration lengths were based on the Florida Design Manual (FDM) Exhibit 212 using a design speed of 40 miles per hour.

Table 6: Turn Lane Queue Analysis

Intersection	Control	Movement	Existing Length (ft)	Decel Length (ft) ¹	95th %ile (Veh)	Queue Length (ft)	Total Length (ft)	Deficient Length?	95th %ile (Veh)	Queue Length (ft)	Total Length (ft)	Deficient Length?	Addl Length due to project
1: Powell Rd at CR 466A	Signal	WBL	675	155	13.2	350	505	No	13.3	350	505	No	--
		NBL ²	510	155	12.8	325	480	No	12.7	325	480	No	--
2: Powell Rd at Broken Oak Dr	TWSC	NBL	260	155	0.3	50	205	No	0.3	50	205	No	--
		SBL	260	155	0.3	50	205	No	0.5	50	205	No	--
3: Powell Rd at Huey St	TWSC	SBL	320	155	0.3	50	205	No	0.4	50	205	No	--
4: Powell Rd at CR 44A	Signal	SBL	160	155	8.1	225	380	Yes	8.1	225	380	Yes	0
		EBL	370	155	3.7	100	255	No	3.7	100	255	No	--
		WBR	1010	155	7.4	200	355	No	7.5	200	355	No	--

Notes:

¹ Deceleration (Decel) Length is based on the FDM 212

² A left turn lane extension to 510 feet is currently planned per the County

4

Conclusions

This traffic analysis has been performed to assess the impacts of the proposed Townhomes at Powell development comprised of 44 multifamily development fronting on Powell Road. The subject property is located on Powell Road north of CR 144 with a buildout year of 2026. Access is provided via Powell Road via the existing right-in/right-out access for Wildwood Preserve Apartments. The following is a summary of study findings:

- The proposed development is expected to generate 245 daily trips, 30 AM peak hour trips, and 24 PM peak hour trips.
- The existing roadway capacity analysis was performed for all roadways within the study area and were determined to operate at an acceptable Level of Service (LOS) .
- All studied intersections under existing conditions operate at an overall acceptable LOS in the AM and PM peak analysis except for the intersection of Powell Road at CR 466A which is operating at an overall LOS E with a v/c ratio exceeding 1.0 for the westbound left turning movement.
- The future roadway capacity analysis was performed for all roadways within the study area and were determined to operate at an acceptable Level of Service (LOS) with and without the proposed project.
- In the background condition, all intersections are operating at an overall acceptable LOS except for the intersection of Powell Road at CR 466A which is operating at an LOS E with a v/c ratio exceeding 1.0 for the westbound left turning movement. Retiming of the signal (due to background conditions) resulted in the intersection operating at an acceptable LOS D with v/c ratios less than 1.0 for all movements.
- In the build condition, all studied intersections are projected to operate an overall acceptable LOS and v/c less than 1.0 for all movements.
- A background deficiency was identified for the southbound left on Powell Road at CR 44A. The full access median at the commercial driveway north of CR 44A does not meet spacing requirements for a full or directional access with less than 350 feet from CR 44A (measured center to center). It is recommended that the commercial full access be closed, and the left turn lane extended to the recommended 380 feet. No additional length is needed due to the project.
- For the project entrance on Powell Road, a northbound right turn lane is not recommended on Powell Road based on the guidelines in the NCHRP Report 457.



- The proposed development does not adversely impact traffic operations in the vicinity of the site.

APPENDICES

APPENDIX A

Methodology

Print

Sumter County Traffic Impact Analysis (TIA) - Submission #71448

Date Submitted: 12/7/2023

First Name*	Last Name*	Email Address*
Joedel	Zaballero	jzaballero@vhb.com

Address

225 E Robinson St, Suite 300

City	State	Zip Code
Orlando	FL	32801

Phone	Alt Phone	Parcel Number
407.965.0510		G04-013

Sumter County Traffic Impact Analysis (TIA)

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

Purpose and Applicability

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

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

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

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

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

Methodology Statement

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

Sumter County 2022 County Annual Traffic Reports Summary Table

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

Exemption 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

64294.01_Wildwood-Atlantic Housing_Methodology.pdf

Please submit your TIA No file chosen**Date of Methodology
Acceptance by County**

Sumter County Traffic
Impact Analysis (TIA)
Methodology acceptance,
as noted:

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](#)



To: Sumter County
Public Works Department

Date: December 7, 2023

Memorandum

Project #: 64294.01

From: Joedel Zaballero, PE, PTOE

Re: Wildwood Residential Annexation & Rezone
Traffic Impact Analysis Methodology

Purpose

The purpose of this document is to outline the proposed methodology for the Traffic Impact Analysis (TIA) to be prepared in support of the 2.97 +/- acre Development located at 5136 CR 144 (east of CR 139/Powell Road) in the City of Wildwood, Sumter County, Florida. The methodology is consistent with the requirements of the City of Wildwood and Sumter County for a Minor TIA.

The project Traffic Assessment Methodology is separated into the following eight (8) sections:

- Project Description
- Primary Impact Area/Study Area
- Data Collection / Existing Conditions
- Minimum Acceptable Level of Service
- Background Traffic
- Planned and/or Programmed Improvements
- Trip Generation
- Trip Distribution
- Transportation Assessment
- Capacity Analysis
- Report

Section 1: Project Description

The property is generally located on the east side of Powell Road and north of CR 144, in the City of Wildwood, Sumter County, Florida as shown in **Figure 1**.

The development proposes on Powell Road via the existing right-in/right-out access for Wildwood Preserve Apartments. The subject site and the adjacent development (Wildwood Preserve Apartments) to the west of the subject property will remain as separate entities. It should be noted that a driveway connection on CR 144 is provided for emergency access only and is currently gated to prevent public access to CR 144.

For the purposes of this analysis, the proposed Development will consist of four (4) low-rise and 40 mid-rise multi-family dwelling units with a build-out year of 2025. The project will have right-in/right-out access to CR 139/Powell Road. A preliminary site plan can be found in **Attachment A**.

Project buildout is anticipated in 2026.

Figure 1: Location Map

Wildwood East Annexation & Rezone CR 144

FINAL | December 7, 2023



Project Location

Source: Bing Maps 20223

\\vhb.com\gb\proj\Orlando\64294.01 Atlantic-Wildwood Rezone\tech\Traffic Study\Figures

Section 2: Primary Impact Area/Study Area

Per the requirements from the Sumter County Traffic Impact Study Methodology, the primary impact area will include all roadway segments that are adjacent to the development, along with the segments where project's peak hour trips consume more than 3% of the roadway's generalized peak hour two-way maximum service volume or more than 70 peak hour two-way trips. All major intersections that are part of the impacted roadways within 1,320 feet of the site access will also be included. A summary of the roadway segment area screening is provided in **Table 2**.

Table 1: Roadway Segments Screening

Roadway Segment	Sta	No. of Lanes	Adopted LOS	% Project Distrib	Daily			PM Peak Hour Peak Direction (PHPD)						Adj to Site	Incl. in Study	Significance (Yes/No)
					Daily Cap	Project Trips	% Significance	PHPD Cap	NB/EB	Project Trips		% Significance				
										NB/EB	SB/WB	NB/EB	SB/WB			
CR 139/Powell Rd																
CR 44A to CR 466A	500	4	D	52.83%	30,780	129	0.4%	1,549	Out	7	13	0.5%	0.8%	Y	Y	No
CR 466A																
US 301 to CR 139/Powell Rd	40	2	D	2.41%	14,763	6	0.0%	713	In	1	0	0.1%	0.0%	N	N	No
CR 139/Powell Rd to Buena Vista Bv	41	4	D	35.50%	37,810	87	0.2%	1,900	Out	5	9	0.3%	0.5%	N	N	No
CR 44A																
US 301 to CR 139/Powell Rd	1120	2	D	0.00%	13,320	0	0.0%	675	In	0	0	0.0%	0.0%	N	N	No
CR 139/Powell Rd to Buena Vista Bv	9	4	D	4.57%	30,780	11	0.0%	1,549	Out	1	1	0.1%	0.1%	N	N	No

Sources: Sumter County CMP Database 2022
VHB, Inc.

The following roadway segments will be analyzed for the PM peak hour as part of this study:

- CR 139/Powell Road
 - SR 44A to CR 466A

Use AM peak hour as well per Sumter County TIA Guidelines.

The following intersections will be analyzed for the AM and PM peak hour as part of this study:

- CR 142/Broken Oak Drive at CR 139/Powell Road
- Right-in/Right-out Project Entrance at CR 139/Powell Road
- Sumter County Road/CR 144/Huey Street at CR 139/Powell Road

Include the intersections of Powell Rd/C 466A and Powell Rd/C 44A as these are major intersections that are part of the impacted roadway.

Section 3: Data Collection/Existing Conditions

The Year 2023 existing roadway conditions analysis will document the current status of the roadways and intersections identified within the primary impact area. Existing roadway counts will be identified using the latest traffic information provided by Sumter County. VHB will identify the existing intersection volumes by conducting AM and PM peak hour turning movement counts for a single weekday condition. The data will be collected from 7:00-9:00 AM and 4:00-6:00 PM. The turning movement counts (TMCs) will be provided in the report.

Section 4: Minimum Acceptable Level of Service

The level of service capacities and adopted standards used in this evaluation are proposed to be consistent with the 2022 Sumter County CMP database (see Attachment B) and/or the FDOT 2023 *Multimodal Quality/Level of Service (Q/LOS) Handbook*.

Section 5: Background Traffic

Projected traffic includes the project trips, background traffic volumes, and/or committed trips generated by approved developments within the study area, if applicable. Committed trips from the following development projects will be included as part of background traffic:

- Parkview at Brownwood
- Highfield at Twisted Oaks
- Powell Plaza
- NE 81st Blvd Subdivision
- Solamar at Wildwood (formerly known as Wildwood Residential)
- Townhomes at Powell

Below is a summary of the vested trips are provided below in **Table 3**:

Table 2: Roadway Segments – Vested Trips

Roadway	Vested Traffic													
	Parkview at Brownwood		Highfield at Twisted Oaks		Powell Plaza		NE 81st Blvd Subdivision		Solamar at Wildwood (fka Wildwood Residential)		Townhomes at Powell		Total Vested	
	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
CR 139/Powell Rd														
CR 44A to CR 466A	44	55	18	10	19	11	3	1	19	11	30	20	133	108

Sources:

Parkview at Brownwood TIA, TMC, 1/18/2021

Highfield at Twisted Oaks TIA, TMC, 1/6/2022

Powell Plaza, TEM, 10/2020

NE 81st Blvd Subdivision, MPH, 8/19/2021

Solamar at Wildwood (fka Wildwood Residential) Methodology, TMC, 2/15/2021

Townhomes at Powell Supplemental Traffic Analysis, VHB, 10/3/223

Projected background traffic for the buildout year of 2026 will be calculated using the higher volumes calculated based on the annual growth rates from the Sumter County CMP or 2.5% annual growth plus committed trips. **Table 3** summarizes the growth rate comparison and support to use a 2.5% growth rate plus committed trips.

Table 3: Growth Rate Comparison

Growth Scenario	2022 PHPD		Annual Growth Rate	2026 Background PM PHPD Volume					
	Volume			Initial BG		Committed Dev		Total Volume	
	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
6% growth (CMP)	938	597	6.0%	1,163	740	0	0	1163	740
2.5%+Committed Dev	938	597	2.5%	1,032	657	133	108	1165	765

A seasonal factor based on the 2022 FDOT Florida Traffic Online will be applied to TMC data for future background conditions at the study area intersections.

Section 6: Planned, Programmed and Committed Projects

Referencing the Sumter County Transportation Improvement Plan (TIP) and the FDOT Five Year Work program, there are no planned, programmed and/or committed roadway widening or intersection improvement projects in the proposed study roadway segment or intersections within the next three (3) years.

Section 7: Trip Generation

The project traffic volumes for the proposed development will be generated using the trip generation rates/equations outlined in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition). Internal capture and pass-by trip opportunities do not apply to this site. A summary of the trip generation is provided in **Table 4** and relevant sheets from the Trip Generation Manual are provided as **Attachment B**.

Table 4: Trip Generation Summary

Land Use	ITE Code	Intensity	Daily Trip Ends	AM Peak Period			PM Peak Period		
				In Trips	Out Trips	Total	In Trips	Out Trips	Total
Multi-Family Housing (Low-Rise)	220	4 DU	101	6	18	24	14	8	22
Multi-Family Housing (Mid-Rise)	221	40 DU	144	1	5	6	10	6	16
Total			245	7	23	30	24	14	38

Source: ITE Trip Generation, 11th Edition

Section 8: Trip Distribution

The project traffic trip distribution will be established using the Central Florida Regional Planning Model (CFRPM) version 7.0 model utilizing the 2025 network. The proposed distribution is shown in **Figure 2** and will be summarized in the final report. Raw model output is provided in **Attachment C**.

Section 9: Transportation Assessment

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 at (present) existing year 2023 and at future 2026 traffic conditions.

A roadway capacity analysis of the study roadway segments will be conducted for the PM peak hour under existing and projected conditions. The roadway capacity analysis will be based on service volumes and capacities obtained from 2022 Sumter County CMP database, the 2022 Florida Department of Transportation (FDOT) District 5 Level of Service Open Data Hub, and/or the FDOT 2023 Quality/Level of Service (Q/LOS) Handbook.

The study intersections will be analyzed for both AM and PM peak hours under existing and projected conditions using Synchro 11 based on the methodology outlined in Highway Capacity Manual (HCM), 6th Edition. The intersection analysis will include turn lane and access analyses.

Offsite and access improvements necessary to support the proposed development at buildout will be identified in the study. An intersection queue analysis will be conducted for any proposed turn lanes. The applicant is seeking approval

Include AM peak hour as well.

for the entire project. In addition, VHB will determine the necessary Mitigation Plan, if any is required, to accommodate the project.

Section 10: Report

A traffic impact analysis report detailing the methods and findings of the study, including all associated graphics, tables, calculations, and supporting information, will be prepared for submittal to the City of Wildwood and Sumter County.

Attachments:

Attachment A – Concept Plan

Attachment B – ITE Trip Generation Sheets

Attachment C – CFRPM Model Output

Figure 2: Project Trip Distribution Map

Wildwood East Annexation & Rezone CR 144

FINAL | December 7, 2023



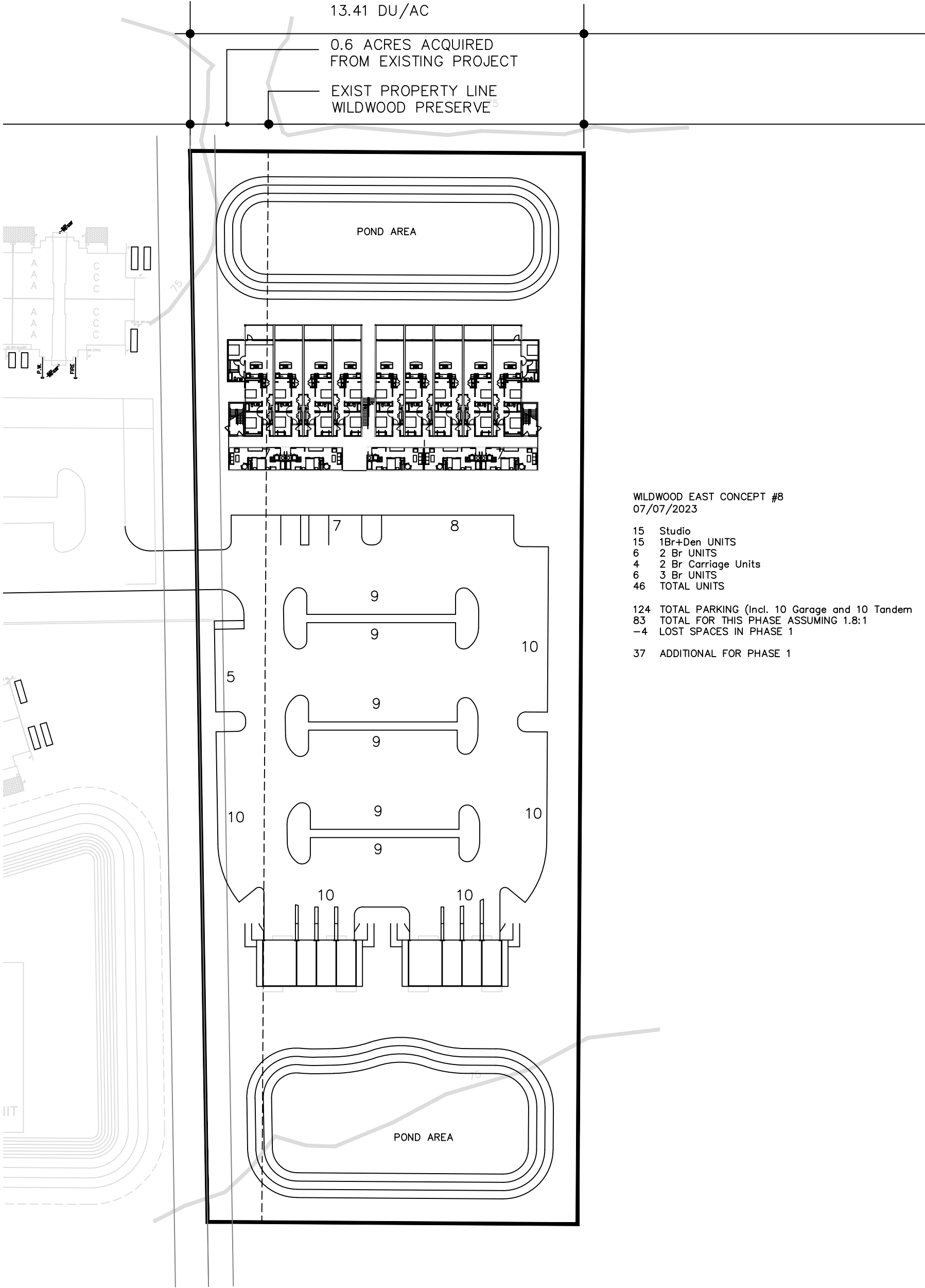
\\vhb.com\gb\proj\Orlando\64294.01 Atlantic-Wildwood Rezone\tech\Traffic Study\Figures

3.43 AC, INCLUDING 0.6 ACRES
ACQUIRED FROM EXIST PROJECT

46 UNITS
13.41 DU/AC

0.6 ACRES ACQUIRED
FROM EXISTING PROJECT

EXIST PROPERTY LINE
WILDWOOD PRESERVE⁵



WILDWOOD EAST CONCEPT #8
07/07/2023

- 15 Studio
- 15 1Br+Den UNITS
- 6 2 Br UNITS
- 4 2 Br Carriage Units
- 6 3 Br UNITS
- 46 TOTAL UNITS

124 TOTAL PARKING (Incl. 10 Garage and 10 Tandem)
83 TOTAL FOR THIS PHASE ASSUMING 1.8:1
-4 LOST SPACES IN PHASE 1

37 ADDITIONAL FOR PHASE 1

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

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

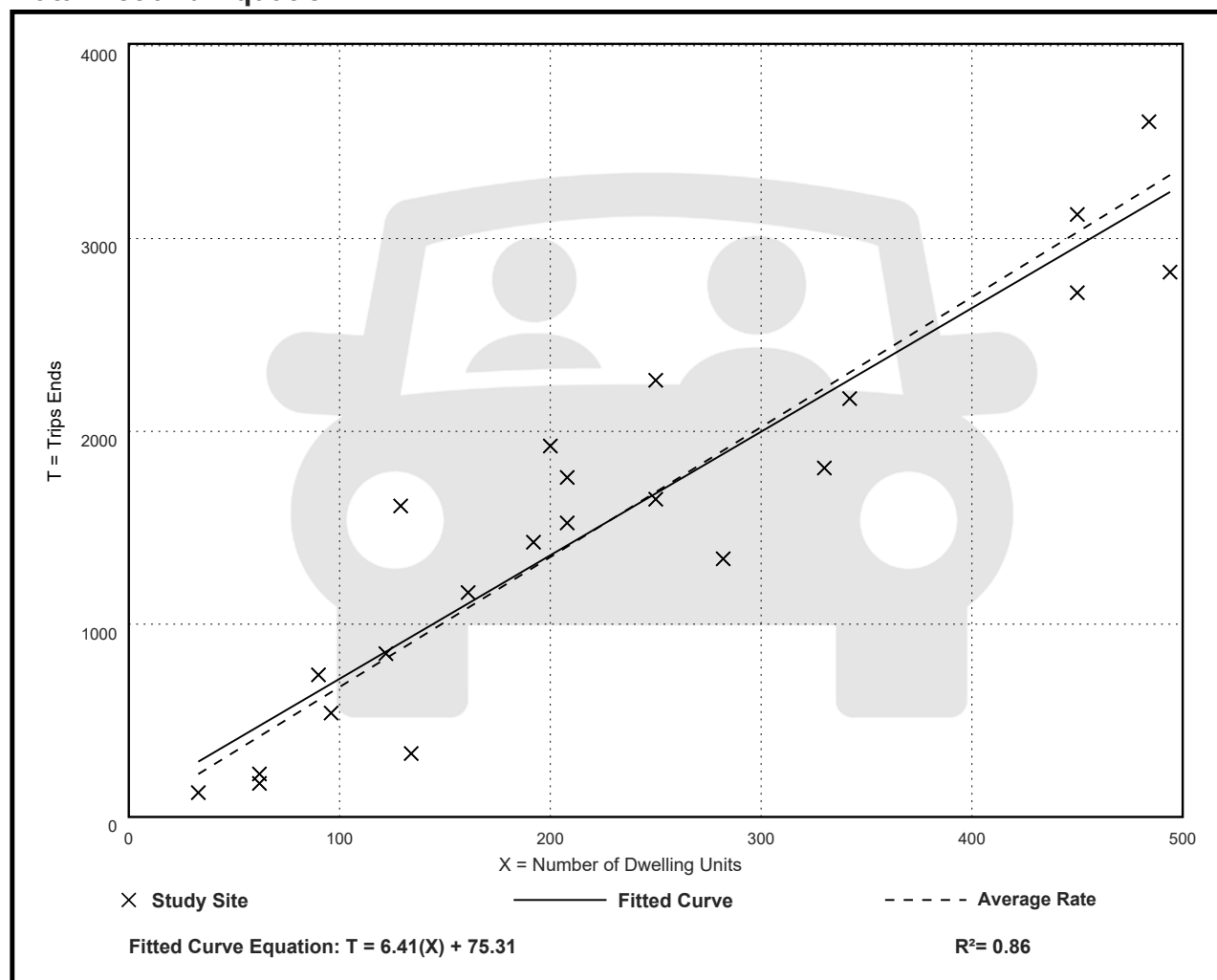
Avg. Num. of Dwelling Units: 229

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



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

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

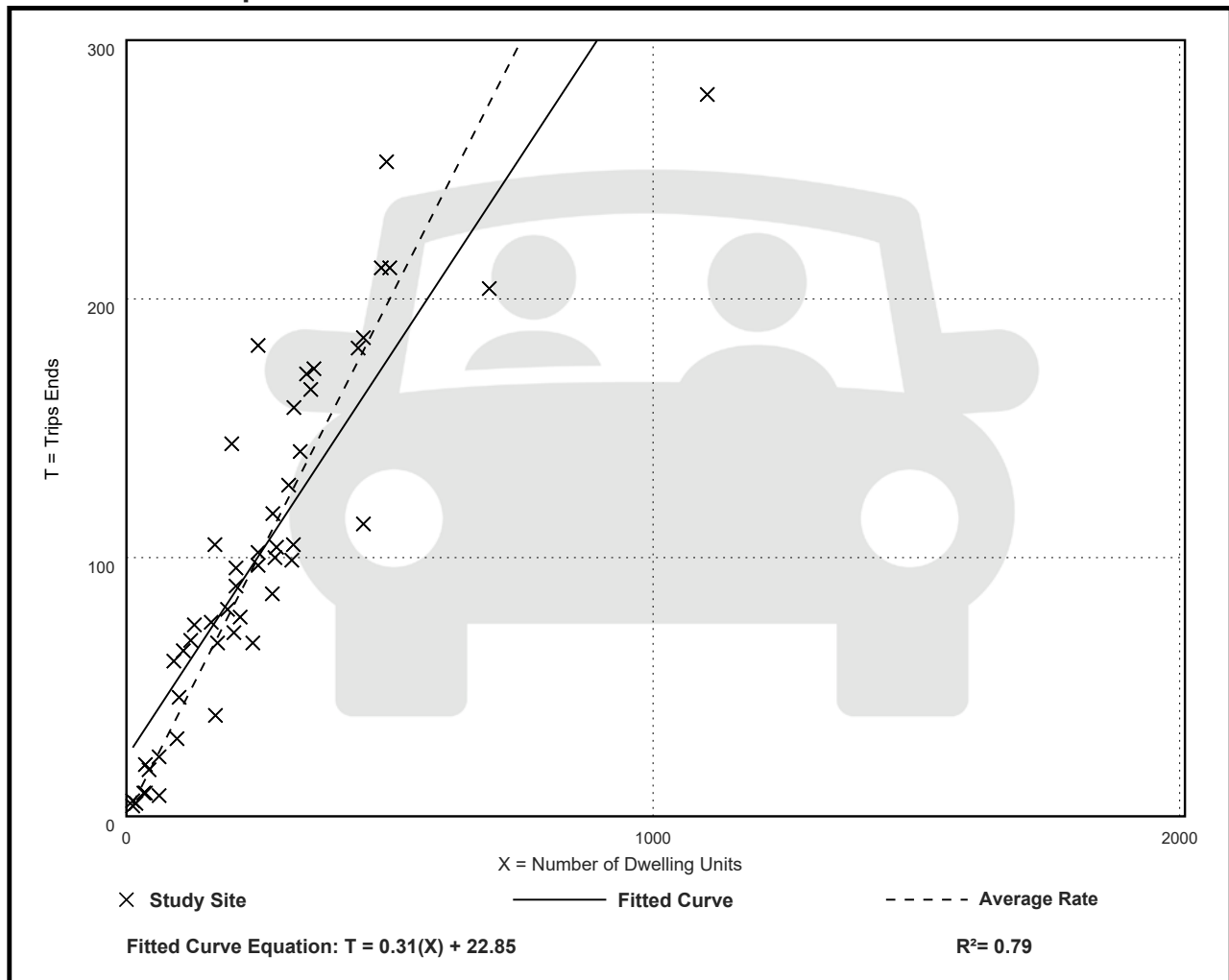
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



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

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 59

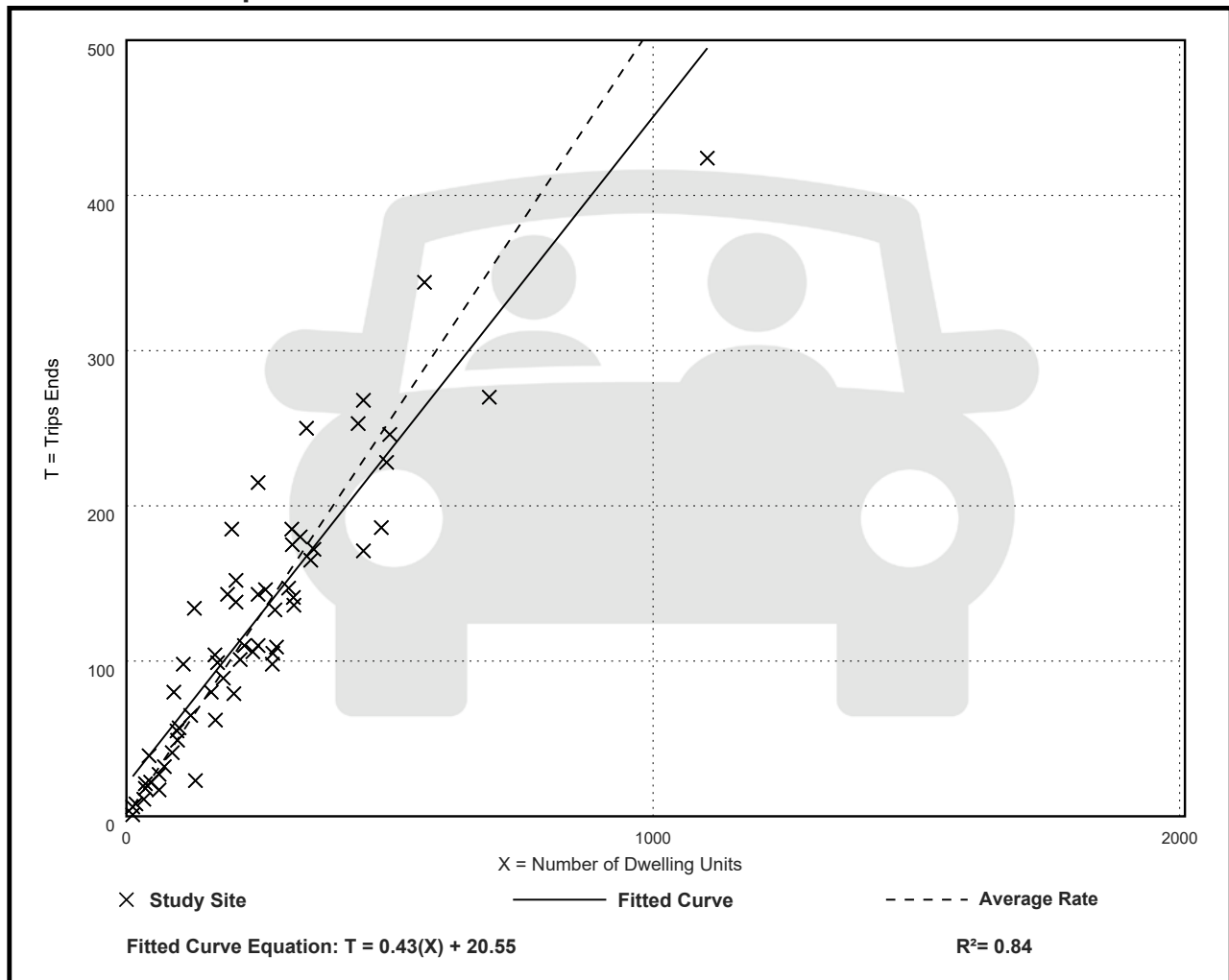
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

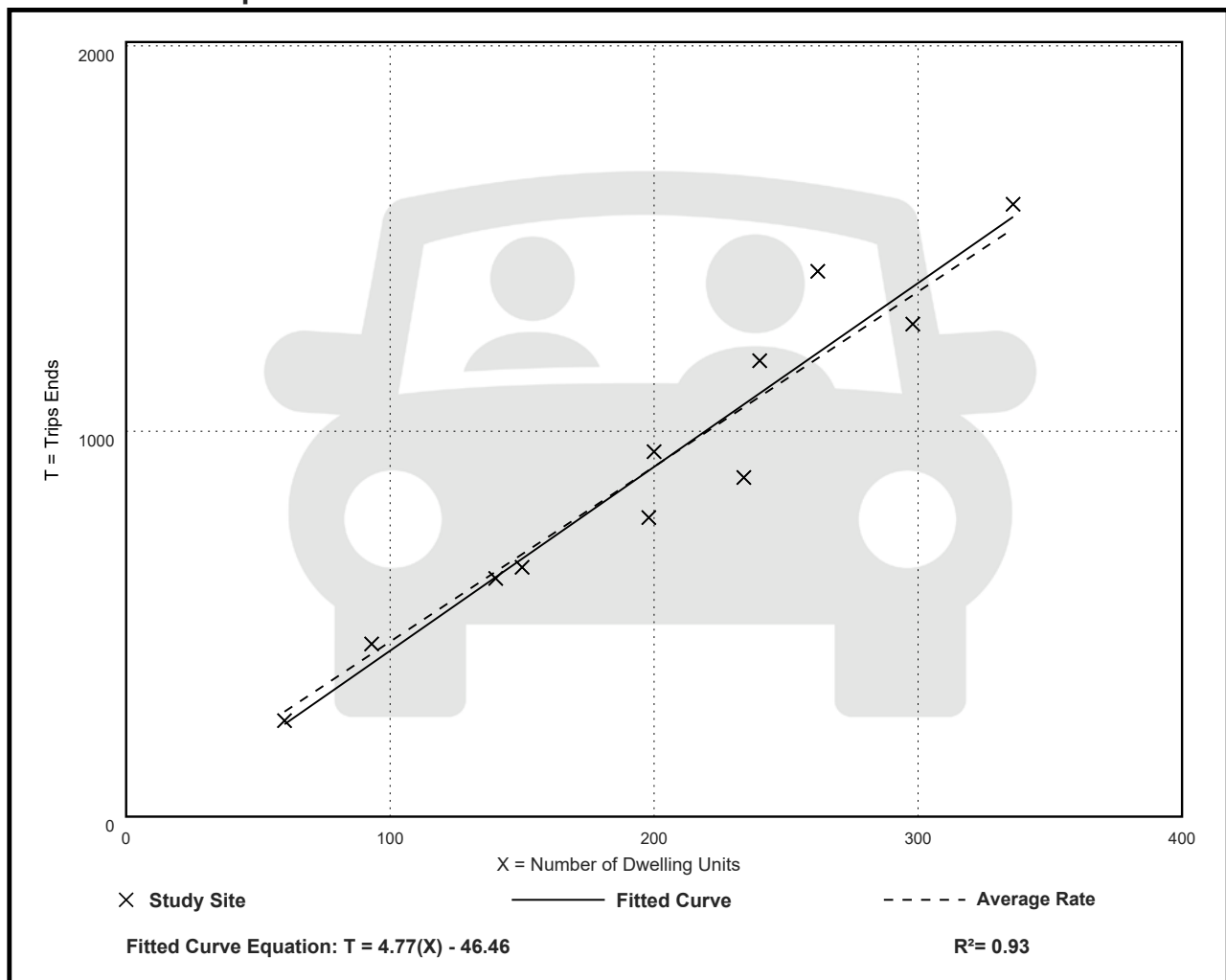
Avg. Num. of Dwelling Units: 201

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

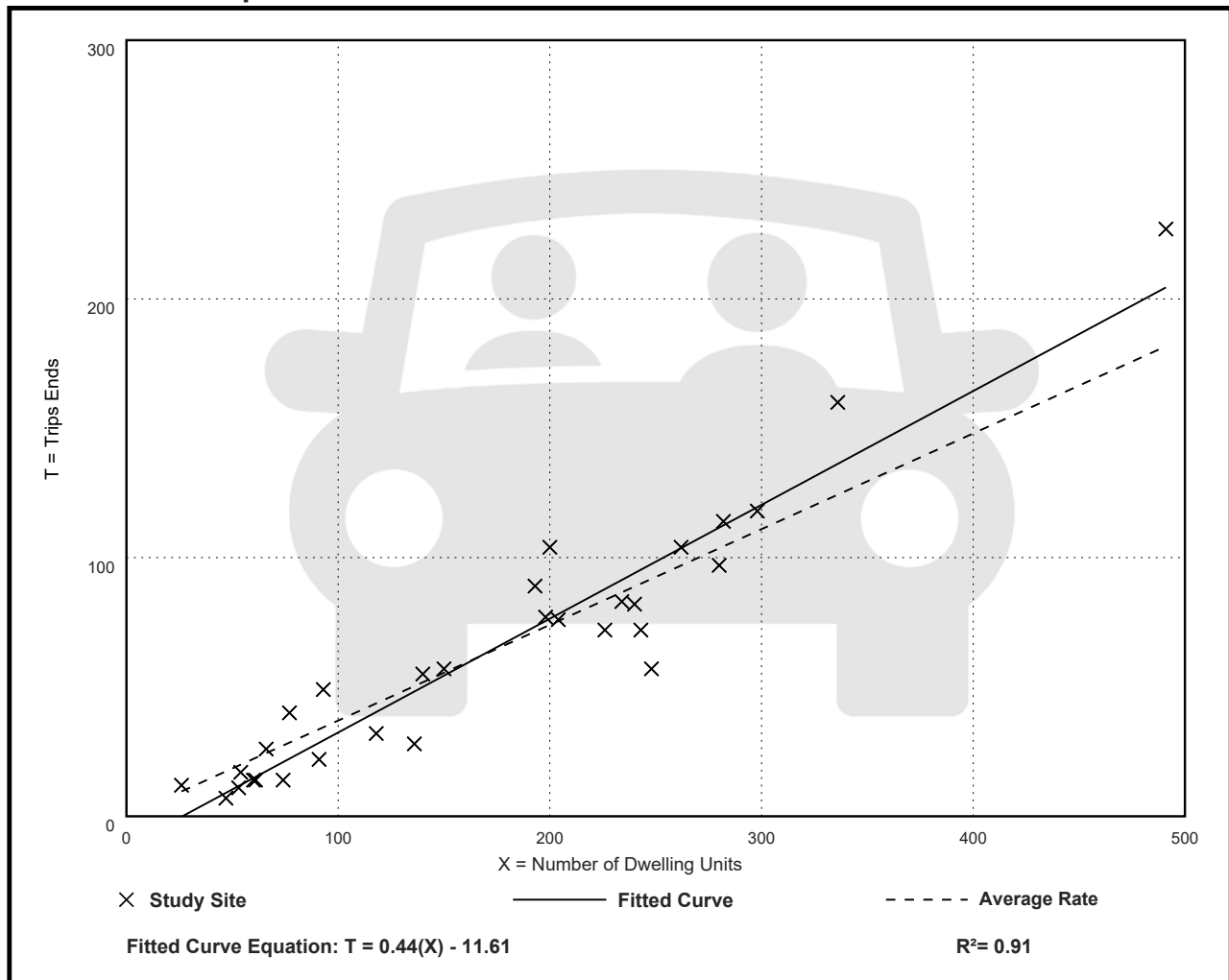
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

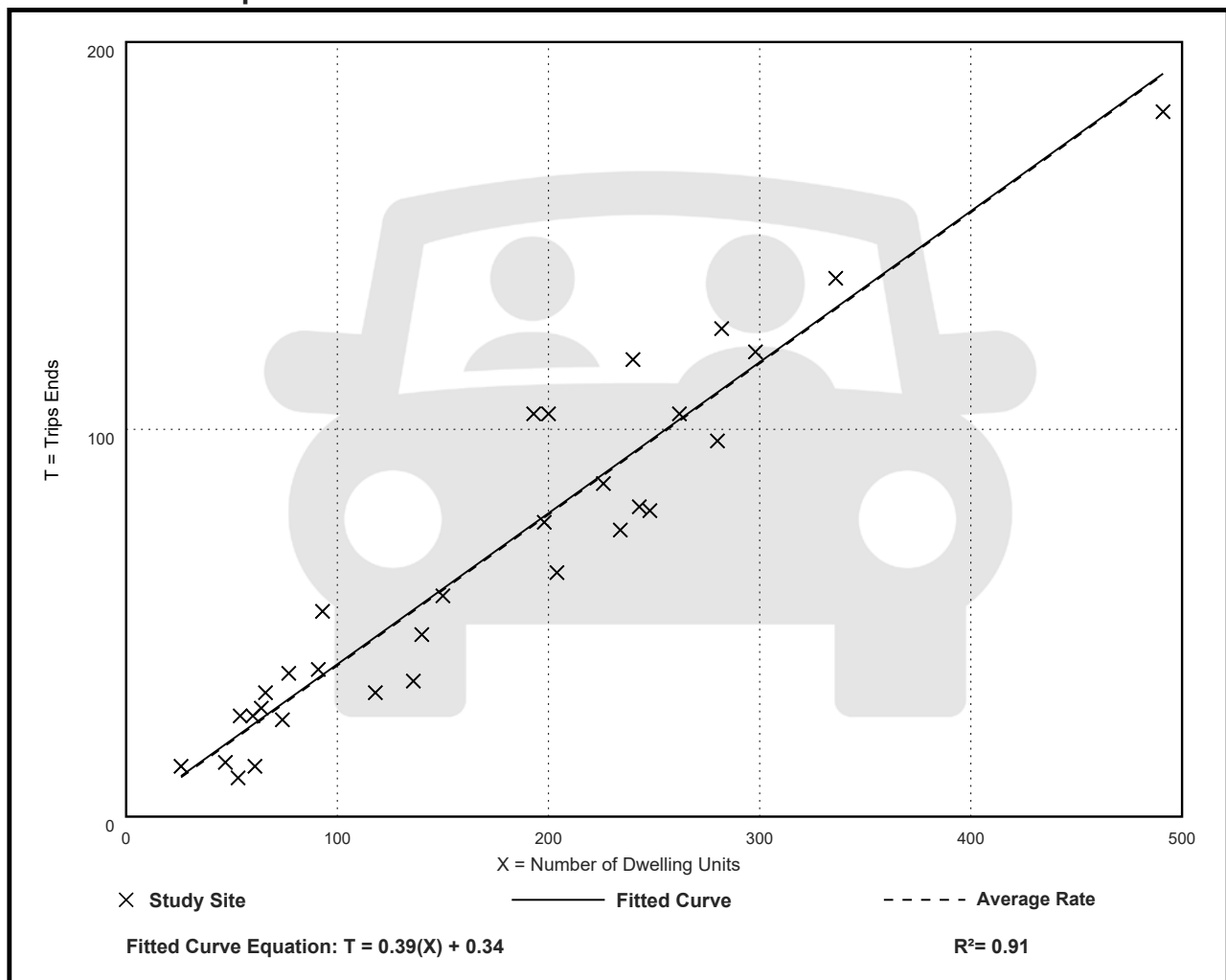
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 AADT	2022 DAILY VIC	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR NB/EB VOLUME	2022 PEAK HOUR SB/WB VOLUME	2022 PEAK HOUR VIC	2022 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2027)	2027 AADT	2027 DAILY VIC	2027 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	2027 PEAK HOUR NB/EB VOLUME	2027 PEAK HOUR SB/WB VOLUME	2027 PEAK HOUR VIC	2027 PEAK HOUR LOS
4000	177		SUMTER	20	1.61	ST. CHARLES	BUENA VISTA BLVD	AMBERJACK TERR	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	4,638	0.35	C	675	264	259	0.39	C	1.00%	13,320	4,875	0.37	C	675	277	272	0.41	C
4010	176		SUMTER	20	0.66	ST. CHARLES	AMBERJACK TERR	BAILEY TRL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	8,132	0.61	D	675	463	403	0.69	D	1.00%	13,320	8,547	0.64	D	675	487	424	0.72	D
4020	178		SUMTER	20	0.83	ST. CHARLES	BAILEY TRL	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	11,586	0.87	D	675	627	519	0.93	D	1.50%	13,320	12,481	0.94	D	675	675	559	1.00	D
4030	183		SUMTER	20	0.55	TAMARIND GROVE RUN	DIVIDING CREEK PATH	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,339	0.32	C	525	143	169	0.32	C	1.00%	10,360	3,509	0.34	C	525	150	178	0.34	C
4040	11		SUMTER	20	0.71	HARDING PATH	BUTTONWOOD RUN	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	5,707	0.55	D	525	280	340	0.65	D	1.00%	10,360	5,998	0.58	D	525	294	357	0.68	D
4050	148		SUMTER	20	0.57	PENNECAMP DR	MEADOWLARK AVE	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	4,706	0.45	C	525	240	252	0.48	C	1.00%	10,360	4,946	0.48	C	525	252	285	0.50	D
4060	181		SUMTER	20	0.57	STILLWATER TRL	MORSE BLVD	LOCKHART AVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	5,533	0.53	D	525	294	253	0.56	D	1.00%	10,360	5,815	0.56	D	525	309	266	0.59	D
4070	2020-270		SUMTER	20	1.08	STILLWATER TRL	LOCKHART AVE	ODELL CIRCLE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	2,965	0.29	C	525	144	184	0.35	C	1.00%	10,360	3,116	0.30	C	525	151	193	0.37	C
4830	129		SUMTER	30	1.18	HILLSBOROUGH TRL	BUENA VISTA BLVD	ANNA MARIA AVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	12,224	0.92	D	675	507	580	0.86	D	3.75%	13,320	14,694	1.10	F	675	609	697	1.03	E
4835	130		SUMTER	55	1.34	HILLSBOROUGH TRL	ANNA MARIA AVE	MORSE BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	15,930	7,338	0.46	C	792	415	341	0.52	C	1.00%	15,930	7,712	0.48	C	792	436	358	0.55	C
4860	1		SUMTER	35	0.60	ANNA MARIA AVE	HILLSBOROUGH TRL	PINELLAS PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,976	0.38	C	525	199	197	0.38	C	1.00%	10,360	4,179	0.40	C	525	209	207	0.40	C
4870	88		SUMTER	35	0.85	CHARLOTTE CRT	HILLSBOROUGH TRL	PINELLAS PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,349	0.32	C	525	153	181	0.34	C	4.00%	10,360	4,075	0.39	C	525	186	220	0.42	C
4880	149		SUMTER	35	0.90	PINELLAS PL	BUENA VISTA BLVD	ANNA MARIA AVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	9,148	0.69	D	675	432	494	0.73	D	1.00%	13,320	9,615	0.72	D	675	454	519	0.77	D
4885	150		SUMTER	35	1.52	PINELLAS PL	ANNA MARIA AVE	MORSE BLVD	2	3	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	12,534	0.94	D	675	609	594	0.90	D	5.00%	13,320	15,997	1.20	F	675	777	758	1.15	F
4890	182		SUMTER	35	1.84	TALLEY RIDGE DR	BUENA VISTA BLVD	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,958	0.38	C	525	242	175	0.46	C	1.00%	10,360	4,160	0.40	C	525	254	184	0.48	C
4910	2020-491		NO COUNT	35	0.82	OAK FOREST DR	SOUTHERN TRACE	TALLEY RIDGE RD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	-	-	-	525	-	-	-	-	-	10,360	-	-	-	525	-	-	-	-
4915	172		SUMTER	35	0.83	SOUTHERN TRACE	CR 466	BUENA VISTA BLVD	2	3	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	5,995	0.58	D	525	318	303	0.61	D	5.00%	10,360	7,651	0.74	D	525	406	387	0.77	D
4920	147		SUMTER	35	0.79	PARR DR	BELVEDERE BLVD	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	3,876	0.29	C	675	258	195	0.38	C	1.00%	13,320	4,074	0.31	C	675	271	205	0.40	C
4930	2020-493		SUMTER	35	0.53	TRIGGERFISH RUN	BUTTONWOOD RUN	PENNECAMP DR	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	1,339	0.13	C	525	59	69	0.13	C	6.25%	10,360	1,814	0.18	C	525	80	93	0.18	C
5000	2		SUMTER	25	0.93	BUENA VISTA BLVD N	BAILEY TRL	SUNSET RIDGE DR	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	8,045	0.60	D	675	389	400	0.59	D	1.00%	13,320	8,455	0.63	D	675	409	420	0.62	D
5010	3		SUMTER	30	0.39	BAILEY TRL	SUNSET RIDGE DR	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	9,416	0.71	D	675	492	435	0.73	D	1.00%	13,320	9,896	0.74	D	675	517	457	0.77	D
5020	4		SUMTER	20	0.50	BAILEY TRL	ST. CHARLES PL	BASSINGER CRT	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	3,848	0.29	C	675	192	187	0.28	C	1.00%	13,320	4,044	0.30	C	675	202	197	0.30	C
5030	5		SUMTER	20	0.39	BAILEY TRL	BASSINGER CRT	BUENA VISTA BLVD S	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	4,706	0.35	C	675	241	258	0.38	C	1.00%	13,320	4,946	0.37	C	675	253	271	0.40	C
5080	102	-	SUMTER	35	1.00	CR 209	CR 232	CR 462 E	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	610	0.06	C	525	42	33	0.08	C	1.00%	10,360	641	0.06	C	525	44	35	0.08	C
6000	104	-	SUMTER	30	1.26	CR 213 (WALKER RD)	SR 44	CR 44A	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	13,320	505	0.04	C	675	34	20	0.05	C	2.75%	13,320	578	0.04	C	675	39	23	0.06	C
12500	184		SUMTER	55	0.76	WOODRIDGE DR	CR 103	CR 101	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	15,930	4,177	0.26	C	792	253	190	0.32	C	1.00%	15,930	4,390	0.28	C	792	266	200	0.34	C
325310	180122	180122	FDOT	60	2.73	US 301/SR 35	CR 656	CR 478	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	5,770	0.67	C	450	191	259	0.58	C	1.25%	8,600	6,140	0.71	C	450	203	276	0.61	C
3221000	99	-	SUMTER	25	1.40	CR 156	US 301/SR 35	SR 44	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	1,396	0.13	C	525	59	57	0.11	C	5.50%	10,360	1,825	0.18	C	525	77	74	0.15	C
3223000	113		SUMTER	45	3.53	CR 673	CR 673-75	CR 674	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	15,700	3,508	0.22	B	820	130	168	0.20	B	5.50%	15,700	4,585	0.29	B	820	170	220	0.27	B
3224000	96		SUMTER	30	1.37	CR 121	CR 462	CR 114	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	4,174	0.40	C	525	257	155	0.49	C	6.00%	10,360	5,586	0.54	D	525	344	207	0.66	D
3229000	120		SUMTER	35	2.08	CR 727	SR 50	CR 721	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	9,030	245	0.03	C	469	19	10	0.04	C	5.00%	9,030	313	0.03	C	469	24	13	0.05	C
3231000	121	118009	FDOT	35	0.83	CR 728	CR 469	LAKE COUNTY BOUNDARY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	611	0.06	C	525	31	40	0.08	C	1.00%	10,360	642	0.06	C	525	33	42	0.08	C
3245100	105	-	SUMTER	45	1.56	CR 229	SR 44	CR 462	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	12,390	4,654	0.38	C	616	210	217	0.35	C	5.00%	15,930	5,940	0.37	C	792	268	277	0.35	C
3245110	106	-	SUMTER	45	2.26	CR 229	CR 462	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	3,893	0.16	B	1,200	190	179	0.16	B	4.00%	24,200	4,736	0.20	B	1,200	231	218	0.19	B
3248000	90		SUMTER	35	0.29	CR 101	CR 466	WOODRIDGE DR	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	29,160	7,098	0.24	C	1,467	376	317	0.26	C	1.00%	29,160	7,460	0.26	C	1,467	395	333	0.27	C
3248102	101	-	SUMTER	35	1.25	CR 209	CR 216	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	1,363	0.13	C	525	109	80	0.21	C	5.00%	10,360	1,740	0.17	C	525	139	102	0.26	C
3248105	100	-	SUMTER	45	1.51	CR 209	CR 462 E	CR 216	2	2	URBAN	UNDIVIDED	WILDWOOD	UNINCORPORATED SUMTER COUNTY	D	12,390	2,491	0.20	C	616	266	220	0.43	C	5.00%	12,390	3,179	0.26	C	616	339	281	0.55	C
3248110	103		SUMTER	35	1.26	CR 209	CR 466	CR 202	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	1,272	0.12	C	525	191	40	0.36	C	1.00%	10,360	1,337	0.13	C	525	201	42	0.38	C
3248400	94		SUMTER	35	1.31	CR 104	US 301/SR 35	CR 101	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	5,110	3,208	0.63	C	259	108	242	0.93	C	2.75%	5,110	3,674	0.72	C	259	124	277	1.07	D
3253100	85307	85307	FDOT	60	0.61	US 301/SR 35	HERNANDO COUNTY BOUNDARY	CR 656	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	4,560	0.53	B	450	188	222	0.49	B	1.00%	8,600	4,793	0.56	C	450	198	233	0.52	B
3253110	180042	180042	FDOT	30	0.18	US 301/SR 35 (NOBLE AVE)	CR 48 (FLORIDA ST)	CR 476 (NOBLE AVE)	2	2	RURAL	UNDIVIDED	STATE	BUSHNELL	C	10,320	3,770	0.37	C	536	190	168	0.35	C	1.00%	10,320	3,962	0.38	C	536	200	177	0.37	C
3253130	180117	180117	FDOT	30	0.13	US 301/SR 35 (NOBLE AVE)	SR 48 (MAIN ST)	CR 48 (FLORIDA ST)	2	2	URBAN	UNDIVIDED	STATE	BUSHNELL	D	11,840	8,820	0.74	D	600	3													

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 AADT	2022 DAILY V/C	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR NB/EB VOLUME	2022 PEAK HOUR SB/WB VOLUME	2022 PEAK HOUR V/C	2022 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2027)	2027 AADT	2027 DAILY V/C	2027 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	2027 PEAK HOUR NB/EB VOLUME	2027 PEAK HOUR SB/WB VOLUME	2027 PEAK HOUR V/C	2027 PEAK HOUR LOS
3542100	16		SUMTER	45	2.01	CR 462	CR 475	CR 229	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	844	0.03	B	1,200	19	72	0.06	B	1.00%	24,200	887	0.04	B	1,200	20	76	0.06	B
3542120	21		SUMTER	45	1.05	CR 462	CR 229	CR 223	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	1,651	0.07	B	1,200	66	104	0.09	B	1.00%	24,200	1,735	0.07	B	1,200	69	109	0.09	B
3542130	17		SUMTER	45	1.34	CR 462	CR 223	CR 209	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	2,842	0.12	B	1,200	111	250	0.21	B	3.00%	24,200	3,295	0.14	B	1,200	129	290	0.24	B
3542150	18		SUMTER	55	1.01	CR 462	CR 209	US 301/SR 35	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	24,200	3,348	0.14	B	1,200	112	286	0.24	B	1.00%	24,200	3,519	0.15	B	1,200	118	301	0.25	B
3543100	46		SUMTER	35	0.75	CR 472	US 301/SR 35	CR 117	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	14,060	6,086	0.43	C	713	329	218	0.46	C	3.25%	14,060	7,141	0.51	D	713	386	256	0.54	D
3545100	972210	972210	FDOT	70	3.35	SR 91/FLORIDAS TURNPIKE	SR 931-75	US 301/SR 35	4	4	RURAL	FREEWAY	STATE	WILDWOOD	C	48,000	42,410	0.88	C	2,770	2,654	1,799	0.96	C	1.00%	48,000	44,573	0.93	C	2,770	2,789	1,891	1.01	D
3545110	972200	972200	FDOT	70	7.32	SR 91/FLORIDAS TURNPIKE	US 301/SR 35	LAKE COUNTY BOUNDARY	4	4	RURAL	FREEWAY	STATE	WILDWOOD	C	48,000	46,882	0.98	C	2,770	2,609	2,314	0.94	C	1.00%	48,000	49,273	1.03	D	2,770	2,742	2,432	0.99	C
3546100	180208	180208	FDOT	70	1.78	SR 931-75	HERNANDO COUNTY BOUNDARY	CR 673	6	6	RURAL	FREEWAY	STATE	UNINCORPORATED SUMTER COUNTY	C	69,000	53,169	0.77	C	3,990	1,870	2,044	0.51	B	1.00%	69,000	55,881	0.81	C	3,990	1,965	2,148	0.54	B
3546120	180194	180194	FDOT	70	5.91	SR 931-75	CR 673	CR 48	6	6	RURAL	FREEWAY	STATE	BUSHNELL	C	69,000	53,464	0.77	C	3,990	2,508	2,378	0.63	B	1.25%	69,000	56,890	0.82	C	3,990	2,668	2,530	0.87	B
3546130	180358	180358	FDOT	70	6.43	SR 931-75	CR 48 (FLORIDA ST)	CR 470 E	6	6	RURAL	FREEWAY	STATE	BUSHNELL	C	69,000	55,771	0.81	C	3,990	3,145	2,711	0.79	C	2.75%	69,000	63,874	0.93	C	3,990	3,602	3,105	0.90	C
3546140	189920	189920	FDOT	70	7.71	SR 931-75	CR 470 E	SR 91/FLORIDAS TURNPIKE	6	6	RURAL	FREEWAY	STATE	UNINCORPORATED SUMTER COUNTY	C	69,000	54,359	0.79	C	3,990	3,054	2,654	0.77	C	1.00%	69,000	57,132	0.83	C	3,990	3,210	2,789	0.80	C
3546150	180186	180186	FDOT	70	0.82	SR 931-75	SR 91/FLORIDAS TURNPIKE	SR 44	6	6	RURAL	FREEWAY	STATE	UNINCORPORATED SUMTER COUNTY	C	69,000	91,014	1.32	E	3,990	5,122	4,434	1.28	E	1.00%	69,000	95,657	1.39	F	3,990	5,383	4,660	1.35	E
3546180	180188	180188	FDOT	70	6.37	SR 931-75	SR 44	MARION COUNTY BOUNDARY	6	6	RURAL	FREEWAY	STATE	UNINCORPORATED SUMTER COUNTY	C	69,000	70,250	1.02	D	3,990	3,954	3,423	0.99	C	1.00%	69,000	73,833	1.07	D	3,990	4,156	3,598	1.04	D
3547105	180209	180209	FDOT	45	0.51	US 27/US 441/SR 500	MARION COUNTY BOUNDARY	BUENOS AIRES BLVD	6	6	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	59,900	37,300	0.62	C	3,020	1,301	1,757	0.58	C	1.00%	59,900	39,203	0.65	C	3,020	1,367	1,847	0.61	C
3547120	180209	180209	FDOT	45	0.51	US 27/US 441/SR 500	BUENOS AIRES BLVD	MORSE BLVD	6	6	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	59,900	37,300	0.62	C	3,020	1,301	1,757	0.58	C	1.00%	59,900	39,203	0.65	C	3,020	1,367	1,847	0.61	C
3549100	60		SUMTER	55	1.34	CR 476 W	HERNANDO COUNTY BOUNDARY	CR 575	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	18,000	5,028	0.28	B	890	168	250	0.28	B	4.25%	18,000	6,191	0.34	B	890	207	308	0.35	B
3549110	61		SUMTER	45	2.01	CR 476 W	CR 575	CR 476B	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	18,000	5,905	0.33	B	890	180	310	0.35	B	3.25%	18,000	6,929	0.38	B	890	211	364	0.41	B
3549120	62		SUMTER	45	1.55	CR 476 W	CR 476B	CR 625	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	18,000	5,405	0.30	B	890	173	290	0.33	B	2.25%	18,000	6,041	0.34	B	890	193	324	0.36	B
3549130	56		SUMTER	45	1.82	CR 476 W	CR 625	CR 616	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	5,802	0.24	B	1,200	186	327	0.27	B	1.75%	24,200	6,328	0.26	B	1,200	203	357	0.30	B
3549140	63		SUMTER	45	2.34	CR 476 W	CR 616	US 301/SR 35	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	5,572	0.23	B	1,200	223	328	0.27	B	4.00%	24,200	6,779	0.28	B	1,200	271	399	0.33	B
3549160	54		SUMTER	30	0.27	CR 476 (SEMINOLE AVE)	US 301/SR 35	CR 48	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	10,360	5,832	0.56	D	525	220	355	0.68	D	5.00%	10,360	7,443	0.72	D	525	281	453	0.86	D
3550100	43		SUMTER	45	2.90	CR 470 N	CR 416 N	CR 479	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	6,930	0.29	B	1,200	405	198	0.34	B	1.00%	24,200	7,283	0.30	B	1,200	426	208	0.36	B
3550110	39		SUMTER	55	2.48	CR 470 E	SR 931-75	US 301/SR 35	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	17,029	0.70	C	1,200	685	685	0.57	C	1.50%	24,200	18,345	0.76	D	1,200	738	738	0.82	C
3551100	180201	180201	FDOT	45	1.15	SR 44	US 301/SR 35	CR 139	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	41,790	17,810	0.43	C	2,100	692	941	0.45	C	1.00%	41,790	18,718	0.45	C	2,100	727	989	0.47	C
3551130	180102	180102	FDOT	45	2.59	SR 44	CR 44A	US 301/SR 35	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	41,790	18,510	0.44	C	2,100	662	988	0.47	C	1.00%	41,790	19,454	0.47	C	2,100	696	1,038	0.49	C
3552100	180203	180203	FDOT	60	2.92	SR 44	CITRUS COUNTY BOUNDARY	CR 470 N	4	4	RURAL	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	44,900	12,640	0.28	B	2,350	636	564	0.27	B	1.00%	44,900	13,285	0.30	B	2,350	668	593	0.28	B
3552110	180203: 180202	180203: 180202	FDOT	60	3.67	SR 44	CR 470 N	CR 475	4	4	RURAL	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	44,900	11,690	0.26	B	2,350	589	522	0.25	B	1.00%	44,900	12,286	0.27	B	2,350	619	549	0.26	B
3552120	180202	180202	FDOT	60	1.73	SR 44	CR 475	SR 931-75	4	4	RURAL	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	44,900	10,740	0.24	B	2,350	541	480	0.23	B	1.00%	44,900	11,288	0.25	B	2,350	569	504	0.24	B
3552130	180102	180102	FDOT	45	1.00	SR 44	SR 931-75	CR 44A	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	66,200	18,510	0.28	B	3,280	662	988	0.30	B	1.00%	66,200	19,454	0.29	B	3,280	696	1,038	0.32	B
3553100	2020-378		SUMTER	35	0.27	CR 48	CR 478 (VIRGINIA AVE)	CR 469	2	2	RURAL	UNDIVIDED	COUNTY	CENTER HILL	D	21,300	6,975	0.33	B	1,110	188	333	0.30	B	2.00%	21,300	7,701	0.36	B	1,110	208	368	0.33	B
3553130	71		SUMTER	30	0.51	CR 48 (FLORIDA ST)	US 301/SR 35 (NOBLE AVE)	CR 476 W	2	2	URBAN	UNDIVIDED	BUSHNELL	BUSHNELL	D	10,360	3,626	0.35	C	525	164	219	0.42	C	1.25%	10,360	3,858	0.37	C	525	175	233	0.44	C
3553140	37		SUMTER	55	2.75	CR 469	CR 728	CR 48 E	2	2	RURAL	UNDIVIDED	COUNTY	CENTER HILL	D	9,940	4,863	0.49	C	518	193	166	0.37	C	4.50%	9,940	6,060	0.61	C	518	241	207	0.47	C
3553150	38		SUMTER	55	2.90	CR 469	SR 50	CR 728	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	12,390	4,567	0.37	C	616	192	160	0.31	C	5.00%	12,390	5,829	0.47	C	616	245	204	0.40	C
3553160	72		SUMTER	35	0.59	CR 48	CR 473 W	CR 557	2	2	RURAL	UNDIVIDED	COUNTY	BUSHNELL	D	21,300	8,713	0.41	B	1,110	388	460	0.41	B	4.50%	21,300	10,858	0.51	C	1,110	484	573	0.52	C
3553170	75	187001	SUMTER	55	1.75	CR 48	CR 557	CR 747	2	2	RURAL	UNDIVIDED	COUNTY	BUSHNELL	D	21,300	8,341	0.39	B	1,110	399	452	0.41	B	4.00%	21,300	10,148	0.48	B	1,110	412	550	0.50	C
3553180	73	187001	SUMTER	45	1.26	CR 48	CR 747	SR 471	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	7,301	0.30	B	1,200	308	346	0.29	B	3.50%	24,200	8,671	0.36	B	1,200	366	411	0.34	B
3553190	76		SUMTER	55	1.45	CR 48	SR 471	CR 567	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	7,340	0.30	B	1,200	310	336	0.28	B	4.50%	24,200	9,147	0.38	B	1,200	386	419	0.35	B
3553200	77		SUMTER	55	1.82	CR 48	CR 567	CR 569 (NORTH AVE)	2	2	RURAL	UNDIVIDED	COUNTY	CENTER HILL	D	21,300	8,608	0.40	B	1,110	350	381	0.34	B	4.25%	21,300	10,599	0.50	C	1,110	431	469	0.42	B
3553210	77		ADJACENT	55	1.82	CR 48	CR 569 (NORTH AVE)	CR 478 (VIRGINIA AVE)	2	2	RURAL	UNDIVIDED	COUNTY	CENTER HILL	D	21,300	8,608	0.40	B	1,110	350	381	0.34	B	4.25%	21,300	10,599	0.50	C	1,110	431	469	0.42	B
3554120	180016: 180009	180016: 180009	FDOT	40	1.00	SR 48 (CR 48 W)	CR 609	CR 311 (N WEST ST)	4	4	RURAL	DIVIDED	STATE	BUSHNELL	D	30,400	12,																	

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 AADT	2022 DAILY V/C	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR NB/EB VOLUME	2022 PEAK HOUR SB/WB VOLUME	2022 PEAK HOUR V/C	2022 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2027)	2027 AADT	2027 DAILY V/C	2027 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	2027 PEAK HOUR NB/EB VOLUME	2027 PEAK HOUR SB/WB VOLUME	2027 PEAK HOUR V/C	2027 PEAK HOUR LOS	
6000065	85		SUMTER	30	0.97	CANAL ST	BONITA BLVD	ODELL CIR (N)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	6,251	0.47	C	675	287	332	0.49	C	1.50%	13,320	6,734	0.51	D	675	309	358	0.53	D	
6000070	2020-198		SUMTER	35	0.76	CANAL ST	ODELL CIR N	STILLWATER TRL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	5,804	0.44	C	675	258	274	0.41	C	2.50%	13,320	6,567	0.49	C	675	292	310	0.46	C	
6000080	0		NO COUNT	25	0.62	CHURCHILL DOWNS	BELVEDERE BLVD	MORVEN PARKWAY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	-	-	-	675	-	-	-	-	-	-	13,320	-	-	-	675	-	-	-	-
6000085	89		SUMTER	35	2.00	NE 90TH ST (CR 100)	TERMINUS (LAKE ELLA RD)	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,382	0.32	C	525	137	162	0.31	C	7.25%	10,360	4,771	0.46	C	525	194	230	0.44	C	
6000090	188040	188040	FDOT	35	0.23	LYNNHAVEN LN	CR 472	CHURCHILL DOWNS	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	1,920	0.14	C	675	164	149	0.24	C	1.00%	13,320	2,018	0.15	C	675	172	157	0.25	C	
6000095	0		NO COUNT	35	0.30	LYNNHAVEN LN	CHURCHILL DOWNS	BELVEDERE BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	-	-	-	675	-	-	-	-	-	-	13,320	-	-	-	675	-	-	-	-
6000100	145		SUMTER	25	0.44	ODELL CIR	BUENA VISTA BLVD S	BACKWATER WAY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	6,500	0.49	C	675	296	396	0.59	D	1.00%	13,320	6,832	0.51	D	675	311	416	0.62	D	
6000105	143		SUMTER	35	0.38	ODELL CIR	CANAL ST	ARVIN LN	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	7,015	0.53	D	675	379	366	0.56	D	1.00%	13,320	7,373	0.55	D	675	398	385	0.59	D	
6000110	141		SUMTER	25	0.51	ODELL CIR	MORSE BLVD N (S)	STILLWATER TRL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	6,191	0.46	C	675	278	352	0.52	D	1.00%	13,320	6,507	0.49	C	675	292	370	0.55	D	
6000115	146		SUMTER	30	1.55	ODELL CIR	STILLWATER TRL	MORSE BLVD N (N)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	11,040	0.83	D	675	574	578	0.86	D	1.75%	13,320	12,040	0.90	D	675	626	630	0.93	D	
6000120	140		SUMTER	30	0.31	ODELL CIR	MORSE BLVD N	CANAL ST (N)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	5,173	0.39	C	675	293	256	0.43	C	1.00%	13,320	5,437	0.41	C	675	308	269	0.46	C	
6000125	139		SUMTER	30	0.36	ODELL CIR	CANAL ST	BUENA VISTA BLVD (N)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	4,669	0.35	C	675	265	268	0.40	C	1.00%	13,320	4,907	0.37	C	675	279	282	0.42	C	
6000130	180		SUMTER	20	0.39	STILLWATER TRL	CANAL ST	MORSE BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	10,488	0.36	C	1,467	459	539	0.37	C	1.00%	29,160	11,023	0.38	C	1,467	482	566	0.39	C	
6000135	179		SUMTER	35	0.35	STILLWATER TRL	BUENA VISTA BLVD	CANAL ST	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	10,322	0.35	C	1,467	459	516	0.35	C	1.00%	29,160	10,849	0.37	C	1,467	482	542	0.37	C	
6000145	98		SUMTER	35	0.51	CR 139 (POWELL RD)	SR 44	CR 44A	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	30,780	12,446	0.40	C	1,549	482	629	0.41	C	4.50%	30,780	15,510	0.50	D	1,549	601	784	0.51	D	
32230001	114		SUMTER	40	0.63	CR 673	CR 674	US 301/SR 35	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	15,700	2,532	0.16	B	820	103	125	0.15	B	3.00%	15,700	2,935	0.19	B	820	119	145	0.18	B	
32531601	180088	180088	FDOT	50	5.60	US 301/SR 35	CR 542	CR 470 E (S)	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	24,200	4,850	0.20	B	1,200	244	217	0.20	B	1.00%	24,200	5,097	0.21	B	1,200	256	228	0.21	B	
32531602	180001 180042	180001 180042	FDOT	55	1.36	US 301/SR 35	CR 476 (NOBLE AVE)	CR 542	2	2	URBAN	UNDIVIDED	STATE	BUSHNELL	D	14,160	4,160	0.29	C	704	210	186	0.30	C	1.00%	14,160	4,372	0.31	C	704	220	195	0.31	C	
32532601	185008	185008	FDOT	40	1.28	US 301/SR 35	CR 466A (CLEVELAND AVE)	CR 462 (S)	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	30,650	0.77	C	2,000	1,249	1,093	0.62	C	7.25%	39,800	43,493	1.09	F	2,000	1,772	1,551	0.89	C	
32533001	180210	180210	FDOT	45	1.26	US 301/SR 35	CR 472	CR 466	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	41,790	31,100	0.74	C	2,100	1,311	1,013	0.62	C	1.00%	41,790	35,618	0.85	C	2,100	1,501	1,160	0.71	C	
32533101	180100	180100	FDOT	45	0.75	US 301/SR 35	CR 466	CR 204	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	19,580	0.49	C	2,000	1,173	729	0.59	C	1.00%	39,800	20,579	0.52	C	2,000	1,233	766	0.62	C	
32533102	180100	180100	FDOT	45	1.52	US 301/SR 35	CR 204	MARION COUNTY BOUNDARY	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	19,580	0.49	C	2,000	1,173	729	0.59	C	1.00%	39,800	20,579	0.52	C	2,000	1,233	766	0.62	C	
33000001	163		SUMTER	20	0.33	BUENA VISTA BLVD	BELVEDERE BLVD	TALL TREES LN	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	18,280	0.63	D	1,467	955	845	0.65	D	1.00%	29,160	19,212	0.66	D	1,467	1,004	888	0.68	D	
33000002	162		SUMTER	35	0.23	BUENA VISTA BLVD	TALL TREES LN	LAUREL MANOR DR	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	18,301	0.63	D	1,467	914	814	0.62	D	1.50%	29,160	19,715	0.68	D	1,467	985	877	0.67	D	
33000003	156		SUMTER	35	0.15	BUENA VISTA BLVD	LAUREL MANOR DR	CR 466	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	15,658	0.54	D	1,467	725	729	0.50	D	1.00%	29,160	16,457	0.56	D	1,467	762	766	0.52	D	
35270001	188014	188014	FDOT	55	2.45	CR 470 E	US 301/SR 35	NE 50TH WAY	2	0	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	8,380	0.35	B	1,200	422	374	0.35	B	2.25%	0	9,366	-	-	0	472	418	-	-	
35270002	40		SUMTER	55	1.49	CR 470 E	NE 50TH WAY	CR 501	2	0	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	24,200	15,678	0.65	C	1,200	647	465	0.54	C	5.50%	0	20,491	-	-	0	846	608	-	-	
35270003	41		SUMTER	55	2.56	CR 470 E	CR 501	LAKE COUNTY BOUNDARY	2	0	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	24,200	15,563	0.64	C	1,200	691	529	0.58	C	5.50%	0	20,340	-	-	0	903	691	-	-	
35281102	12		SUMTER	35	1.54	CR 44A	SR 44 W	CR 213	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	1,599	0.07	B	1,200	65	103	0.09	B	7.50%	24,200	2,296	0.09	B	1,200	93	148	0.12	B	
35281103	2020-1100		WILDWOOD	35	1.13	CR 44A	CR 213	US 301/SR 35	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	24,200	16,341	0.68	C	1,200	406	725	0.60	C	8.00%	24,200	24,010	0.99	D	1,200	597	1,065	0.89	D	
35281301	13	-	SUMTER	35	0.52	CR 44A	CR 139	BUENA VISTA BLVD	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	30,780	7,627	0.25	C	1,549	307	374	0.24	C	1.00%	30,780	8,226	0.27	C	1,549	323	393	0.25	C	
35281302	14		SUMTER	25	2.80	CR 44A	BUENA VISTA BLVD	SR 44 (E)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	3,155	0.13	B	1,200	119	174	0.15	B	9.25%	24,200	4,910	0.20	B	1,200	185	271	0.23	B	
35310001	187006	187006	SUMTER	35	0.43	CR 475 S (MAIN STREET)	SR 48 W	JUMPER DR S	4	4	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	30,780	6,470	0.21	C	1,549	326	289	0.21	C	1.00%	30,780	6,800	0.22	C	1,549	343	304	0.22	C	
35310002	52		SUMTER	45	0.57	CR 475 S (MAIN STREET)	JUMPER DR S	CR 542 W	4	4	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	37,810	5,951	0.16	C	1,900	286	258	0.15	C	1.00%	37,810	6,255	0.17	C	1,900	301	271	0.16	C	
35310003	51	-	CONSTRUCTION	55	1.27	CR 475 S (MAIN STREET)	CR 542 W	CR 532 W	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	5,681	0.23	B	1,200	308	223	0.26	B	2.25%	24,200	6,350	0.26	B	1,200	344	249	0.29	B	
35310004	50	-	CONSTRUCTION	55	3.69	CR 475 S (MAIN STREET)	CR 532 W	CR 470 E	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	5,297	0.22	B	1,200	314	214	0.26	B	2.25%	24,200	5,920	0.24	B	1,200	351	239	0.29	B	
35320001	84	188011	FDOT	55	1.60	CR 575	CR 476	CR 663	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	15,700	1,053	0.07	B	820	42	61	0.07	B	1.00%	15,700	1,107	0.07	B	820	44	64	0.08	B	
35331101	29		SUMTER	45	0.75	CR 466A	CR 462/CR 139	CR 133 (NE 57TH Dr)	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	37,810	26,935	0.71	C	1,900	1,095	1,277	0.67	C	4.50%	37,810	33,566	0.89	C	1,900	1,365	1,591	0.84	C	
35331102	30		SUMTER	45	0.68	CR 466A	CR 133 (NE 57TH DR)	BUENA VISTA BLVD	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	37,810	28,605	0.76	C	1,900	1,270	1,305	0.69	C	3.75%	37,810	34,386	0.91	C	1,900	1,527	1,569	0.83	C	
35331103	31		ADJACENT	45	1.07	CR 466A	BUENA VISTA BLVD	CANAL ST	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	37,810	19,155	0.51	C	1,900	879	858	0.46	C	1.00%	37,810	20,132	0.53	C	1,900	924	902	0.49	C	
35331104	31		SUMTER	45	1.07	CR 466A	CANAL ST	MORSE BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	37,810																			

APPENDIX B

Turning Movement County, Signal Timing Plans, Peak Season Report

VEHICLE TURNING MOVEMENT COUNT																											
SECTION: 64294.01							CITY: Wildwood							COUNTY: Sumter													
STATE ROUTE: CR 139-Powell Road							INTERSECTING ROUTE: CR 466A							MILEPOST: 3.982													
OBSERVER: VHB							DATE OF COUNT: 1/0/00							COMPLETED BY: VV													
WEATHER: Good							ROAD CONDITION: Good							DATE COMPLETED: 12/12/23													
							COUNT PERIODS:																				
ALL VEHICLES / ALL MOVEMENTS																											
Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	2	11	25	19	18	75	0	22	68	9	0	99	174	0	17	51	15	0	83	0	56	56	18	8	138	221	395
7:15 AM	1	5	40	12	19	77	0	33	72	8	1	114	191	0	13	62	26	6	107	2	78	64	18	17	179	286	477
7:30 AM	0	15	46	20	29	110	0	29	72	10	1	112	222	0	23	76	24	0	123	0	92	41	21	10	164	287	509
7:45 AM	1	13	69	31	17	131	0	39	67	7	0	113	244	0	25	100	27	0	152	0	84	64	29	24	201	353	597
Total	4	44	180	82	83	393	0	123	279	34	2	438	831	0	78	289	92	6	465	2	310	225	86	59	682	1,147	1,978
8:00 AM	0	19	42	28	26	115	0	31	45	8	0	84	199	0	20	64	23	3	110	0	59	64	17	4	144	254	453
8:15 AM	2	25	44	14	26	111	0	37	49	11	0	97	208	0	18	107	32	3	160	0	96	85	18	14	213	373	581
8:30 AM	4	18	53	24	36	135	0	52	64	9	4	129	264	0	14	103	11	0	128	0	72	77	24	14	187	315	579
8:45 AM	6	28	56	21	33	144	0	46	57	14	1	118	262	0	14	104	16	3	137	0	85	88	23	10	206	343	605
Total	12	90	195	87	121	505	0	166	215	42	5	428	933	0	66	378	82	9	535	0	312	314	82	42	750	1,285	2,218
4:00 PM	15	39	65	38	61	218	0	54	42	12	2	110	328	0	15	125	19	0	159	0	83	83	44	6	216	375	703
4:15 PM	9	49	85	33	57	233	0	42	41	9	1	93	326	0	21	136	22	0	179	0	75	125	26	11	237	416	742
4:30 PM	7	51	78	26	45	207	0	41	49	17	2	109	316	0	16	117	22	1	156	0	85	94	58	7	244	400	716
4:45 PM	8	29	78	28	64	207	0	41	35	11	3	90	297	0	20	105	20	0	145	1	65	113	37	11	227	372	669
Total	39	168	306	125	227	865	0	178	167	49	8	402	1,267	0	72	483	83	1	639	1	308	415	165	35	924	1,563	2,830
5:00 PM	8	52	93	62	38	253	1	28	45	11	0	85	338	0	13	99	17	4	133	1	77	99	26	32	235	368	706
5:15 PM	5	34	79	36	31	185	0	42	35	10	1	88	273	1	11	87	15	2	116	3	78	92	27	27	227	343	616
5:30 PM	5	24	79	25	33	166	0	38	40	13	3	94	260	0	17	90	10	3	120	0	56	120	23	32	231	351	611
5:45 PM	6	31	59	31	31	158	0	34	33	12	1	80	238	0	15	81	8	6	110	0	46	91	17	14	168	278	516
Total	24	141	310	154	133	762	1	142	153	46	5	347	1,109	1	56	357	50	15	479	4	257	402	93	105	861	1,340	2,449
AM	12	102	195	208	121	505	0	166	215	47	5	428	933	0	66	378	91	9	535	0	312	314	124	42	750	1285	0.91652893
AM Truck	0	4	9	5	5	23	0	7	15	4	0	26	49	0	12	15	3	0	30	0	9	9	1	1	20	50	
AM Truck %	0.0%	3.9%	4.6%	2.4%	4.1%	4.6%	0.0%	4.2%	7.0%	8.5%	0.0%	6.1%	5.3%	0.0%	18.2%	4.0%	3.3%	0.0%	5.6%	0.0%	2.9%	2.9%	0.8%	2.4%	2.7%	3.9%	0.9545148
PM	32	213	334	353	204	900	1	153	170	54	6	377	1277	0	70	457	86	5	613	2	304	431	208	61	943	1556	
PM Truck	0	0	10	1	2	13	0	0	6	1	0	7	20	0	5	4	2	0	11	0	1	7	3	0	11	22	
PM Truck %	0.0%	0.0%	3.0%	0.3%	1.0%	1.4%	0.0%	0.0%	3.5%	1.9%	0.0%	1.9%	1.6%	0.0%	7.1%	0.9%	2.3%	0.0%	1.8%	0.0%	0.3%	1.6%	1.4%	0.0%	1.2%	1.4%	

VEHICLE TURNING MOVEMENT COUNT																											
SECTION: 64294.01							CITY: Wildwood							COUNTY: Sumter													
STATE ROUTE: CR 139-Powell Road							INTERSECTING ROUTE: CR 466A							MILEPOST: 3.982													
OBSERVER: VHB							DATE OF COUNT: 1/0/00							COMPLETED BY: VV													
WEATHER: Good							ROAD CONDITION: Good							DATE COMPLETED: 12/12/23													
COUNT PERIODS:																											
HEAVY VEHICLES (TRUCKS + BUSES)																											
Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	1	3	2	1	7	0	0	3	0	0	3	10	0	5	1	0	0	6	0	2	1	1	0	4	10	20
7:15 AM	0	0	1	2	1	4	0	0	0	1	0	1	5	0	0	2	1	0	3	0	4	3	0	0	7	10	15
7:30 AM	0	2	3	1	0	6	0	2	2	0	0	4	10	0	1	1	0	0	2	0	1	0	0	0	1	3	13
7:45 AM	0	0	3	0	0	3	0	1	5	2	0	8	11	0	2	5	1	0	8	0	2	2	2	2	8	16	27
Total	0	3	10	5	2	20	0	3	10	3	0	16	36	0	8	9	2	0	19	0	9	6	3	2	20	39	75
8:00 AM	0	2	0	2	3	7	0	1	3	0	0	4	11	0	1	3	1	0	5	0	2	2	0	0	4	9	20
8:15 AM	0	1	2	0	0	3	0	3	4	2	0	9	12	0	2	3	0	0	5	0	3	3	1	0	7	12	24
8:30 AM	0	0	3	1	2	6	0	2	4	0	0	6	12	0	4	4	0	0	8	0	1	2	0	0	3	11	23
8:45 AM	0	1	4	2	0	7	0	1	4	2	0	7	14	0	5	5	2	0	12	0	3	2	0	1	6	18	32
Total	0	4	9	5	5	23	0	7	15	4	0	26	49	0	12	15	3	0	30	0	9	9	1	1	20	50	99
4:00 PM	0	1	1	1	0	3	0	0	1	0	0	1	4	0	0	3	0	0	3	0	0	0	1	0	1	4	8
4:15 PM	0	0	1	0	2	3	0	0	1	0	0	1	4	0	0	2	0	0	2	0	0	3	0	0	3	5	9
4:30 PM	0	0	5	0	0	5	0	0	2	1	0	3	8	0	2	0	1	0	3	0	1	0	2	0	3	6	14
4:45 PM	0	0	4	0	0	4	0	0	1	0	0	1	5	0	3	1	1	0	5	0	0	0	0	0	0	5	10
Total	0	1	11	1	2	15	0	0	5	1	0	6	21	0	5	6	2	0	13	0	1	3	3	0	7	20	41
5:00 PM	0	0	0	1	0	1	0	0	2	0	0	2	3	0	0	1	0	0	1	0	0	4	1	0	5	6	9
5:15 PM	0	0	1	0	0	1	0	1	1	0	0	2	3	0	1	0	0	0	1	0	2	1	0	0	3	4	7
5:30 PM	0	0	2	1	0	3	0	2	0	0	0	2	5	0	0	1	0	0	1	0	0	2	0	1	3	4	9
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	1	0	1	1	0	1	3	4	5
Total	0	0	3	2	0	5	0	4	3	0	0	7	12	0	1	3	0	0	4	0	3	8	1	2	14	18	30

**FLORIDA DEPARTMENT OF TRANSPORTATION
PEDESTRIANS & BICYCLES COMBINED**

SECTION 64294.01
STATE ROUTE CR 139-Powell Road
OBSERVER VHB
COUNTY Sumter
MILEPOST 3.982
COUNT HOURS

CITY Wildwood
INTERSECTING ROUTE CR 466A
DATE OF COUNT 1/0/00
WEATHER Good
COMPLETED BY VV
DATE 12/12/23

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	0	0	0
8-9	1	0	1
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	1	1
17-18	0	0	0
18-19	0	0	0
19-20	0	0	0
20-21	0	0	0
21-22	0	0	0
22-23	0	0	0
23-24	0	0	0
Total	1	1	2

WEST APPROACH
CR 139-Powell Road

NORTH APPROACH
CR 139-Powell Road

CR 139-Powell Road
SOUTH APPROACH

CR 466A
EAST APPROACH

12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	0	0	0
8-9	0	1	1
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
18-19	0	0	0
19-20	0	0	0
20-21	0	0	0
21-22	0	0	0
22-23	0	0	0
23-24	0	0	0
Total	0	1	1

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

VEHICLE TURNING MOVEMENT COUNT																											
SECTION:		64294.01						CITY:		Wildwood						COUNTY:		Sumter									
STATE ROUTE:		CR 139-Powell Road						INTERSECTING ROUTE:		CR 142						MILEPOST:		3.982									
OBSERVER:		VHB						DATE OF COUNT:		1/0/00						COMPLETED BY:		VV									
WEATHER:		Good						ROAD CONDITION:		Good						DATE COMPLETED:		11/29/23									
COUNT PERIODS:																											
ALL VEHICLES / ALL MOVEMENTS																											
Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	3	4	80	3	0	90	0	0	153	1	0	154	244	0	4	0	4	0	8	0	3	0	1	0	4	12	256
7:15 AM	6	2	92	2	0	102	0	1	162	0	0	163	265	0	4	0	4	0	8	0	0	0	0	0	0	8	273
7:30 AM	4	4	135	4	0	147	0	0	160	0	0	160	307	0	4	0	7	0	11	0	0	0	1	0	1	12	319
7:45 AM	3	5	146	12	0	166	0	3	178	2	0	183	349	0	2	0	1	0	3	0	3	0	2	0	5	8	357
Total	16	15	453	21	0	505	0	4	653	3	0	660	1,165	0	14	0	16	0	30	0	6	0	4	0	10	40	1,205
8:00 AM	4	1	123	2	0	130	1	1	142	3	0	147	277	0	2	0	5	0	7	0	0	0	1	0	1	8	285
8:15 AM	5	1	100	1	0	107	1	2	144	1	0	148	255	0	2	0	3	0	5	0	1	0	0	0	1	6	261
8:30 AM	4	3	138	3	0	148	1	0	144	2	0	147	295	0	1	0	3	0	4	0	0	0	1	0	1	5	300
8:45 AM	2	2	139	1	0	144	0	3	148	0	0	151	295	0	4	0	4	0	8	0	1	0	0	0	1	9	304
Total	15	7	500	7	0	529	3	6	578	6	0	593	1,122	0	9	0	15	0	24	0	2	0	2	0	4	28	1,150
4:00 PM	2	0	192	0	0	194	0	0	142	0	0	142	336	0	3	0	5	0	8	0	1	0	0	0	1	9	345
4:15 PM	2	8	197	3	0	210	1	1	136	5	0	143	353	0	5	0	3	0	8	0	5	0	2	0	7	15	368
4:30 PM	6	5	202	0	0	213	0	1	139	5	0	145	358	0	0	0	4	0	4	1	5	0	2	0	8	12	370
4:45 PM	2	2	193	2	0	199	1	0	141	1	0	143	342	0	4	0	0	0	4	0	5	0	2	0	7	11	353
Total	12	15	784	5	0	816	2	2	558	11	0	573	1,389	0	12	0	12	0	24	1	16	0	6	0	23	47	1,436
5:00 PM	3	3	232	2	0	240	0	0	123	5	0	128	368	0	2	0	2	0	4	0	6	0	2	0	8	12	380
5:15 PM	2	5	189	2	0	198	1	1	141	2	0	145	343	0	5	0	1	0	6	0	3	0	1	0	4	10	353
5:30 PM	2	0	183	1	0	186	1	3	146	6	0	156	342	0	5	0	0	0	5	0	3	0	1	0	4	9	351
5:45 PM	0	2	118	0	0	120	0	1	135	3	0	139	259	0	2	0	2	0	4	0	1	1	1	0	3	7	266
Total	7	10	722	5	0	744	2	5	545	16	0	568	1,312	0	14	0	5	0	19	0	13	1	5	0	19	38	1,350
AM	17	29	496	20	0	545	1	6	642	5	0	653	1198	0	12	0	17	0	29	0	3	0	4	0	7	36	0.86414566
AM Truck	0	0	17	0	0	17	0	0	25	0	0	25	42	0	1	0	0	0	1	0	2	0	0	0	2	3	
AM Truck %	0.0%	0.0%	3.4%	0.0%	0.0%	3.1%	0.0%	0.0%	3.9%	0.0%	0.0%	3.8%	3.5%	0.0%	8.3%	0.0%	0.0%	0.0%	3.4%	0.0%	66.7%	0.0%	0.0%	0.0%	28.6%	8.3%	0.9677632
PM	13	31	824	7	0	862	2	4	539	16	0	559	1421	0	11	0	9	0	20	1	22	0	8	0	30	50	
PM Truck	0	0	14	0	0	14	0	0	10	0	0	10	24	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Truck %	0.0%	0.0%	1.7%	0.0%	0.0%	1.6%	0.0%	0.0%	1.9%	0.0%	0.0%	1.8%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

VEHICLE TURNING MOVEMENT COUNT																											
SECTION:		64294.01						CITY:		Wildwood						COUNTY:		Sumter									
STATE ROUTE:		CR 139-Powell Road						INTERSECTING ROUTE:		CR 142						MILEPOST:		3.982									
OBSERVER:		VHB						DATE OF COUNT:		1/0/00						COMPLETED BY:		VV									
WEATHER:		Good						ROAD CONDITION:		Good						DATE COMPLETED:		11/29/23									
COUNT PERIODS:																											
HEAVY VEHICLES (TRUCKS + BUSES)																											
Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	1	5	1	0	7	0	0	8	0	0	8	15	0	1	0	0	0	1	0	0	0	0	0	0	1	16
7:15 AM	0	0	3	0	0	3	0	0	8	0	0	8	11	0	1	0	0	0	1	0	0	0	0	0	0	1	12
7:30 AM	0	0	6	0	0	6	0	0	3	0	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:45 AM	0	0	4	0	0	4	0	0	8	0	0	8	12	0	0	0	0	0	0	0	2	0	0	0	2	2	14
Total	0	1	18	1	0	20	0	0	27	0	0	27	47	0	2	0	0	0	2	0	2	0	0	0	2	4	51
8:00 AM	0	0	4	0	0	4	0	0	6	0	0	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:15 AM	0	0	3	0	0	3	0	0	3	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:30 AM	1	0	4	0	0	5	0	0	3	1	0	4	9	0	1	0	0	0	1	0	0	0	0	0	0	1	10
8:45 AM	0	1	7	0	0	8	0	0	4	0	0	4	12	0	1	0	1	0	2	0	0	0	0	0	0	2	14
Total	1	1	18	0	0	20	0	0	16	1	0	17	37	0	2	0	1	0	3	0	0	0	0	0	0	3	40
4:00 PM	0	0	1	0	0	1	0	0	4	0	0	4	5	0	0	0	1	0	1	0	0	0	0	0	0	1	6
4:15 PM	0	0	2	0	0	2	0	0	4	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:30 PM	0	0	3	0	0	3	0	0	3	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:45 PM	0	0	9	0	0	9	0	0	2	0	0	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	0	0	15	0	0	15	0	0	13	0	0	13	28	0	0	0	1	0	1	0	0	0	0	0	0	1	29
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	1	0	0	2	0	0	3	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	0	1	0	0	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	1	0	0	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	3	0	0	4	0	0	6	0	0	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10

FLORIDA DEPARTMENT OF TRANSPORTATION
PEDESTRIANS & BICYCLES COMBINED

SECTION 64294.01
STATE ROUTE CR 139-Powell Road
OBSERVER VHB
COUNTY Sumter
MILEPOST 3.982
COUNT HOURS

CITY Wildwood
INTERSECTING ROUTE CR 142
DATE OF COUNT 1/0/00
WEATHER Good
COMPLETED BY VV
DATE 11/29/23

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	0	0	0
8-9	0	0	0
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	1	6	7
17-18	1	2	3
18-19	0	0	0
19-20	0	0	0
20-21	0	0	0
21-22	0	0	0
22-23	0	0	0
23-24	0	0	0
Total	2	8	10

WEST APPROACH
CR 139-Powell Road

NORTH APPROACH
CR 139-Powell Road

CR 139-Powell Road
SOUTH APPROACH

CR 142
EAST APPROACH

12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	0	0	0
8-9	0	0	0
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
18-19	0	0	0
19-20	0	0	0
20-21	0	0	0
21-22	0	0	0
22-23	0	0	0
23-24	0	0	0
Total	0	0	0

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

VEHICLE TURNING MOVEMENT COUNT																											
SECTION:		64294.01						CITY:		Wildwood						COUNTY:		Sumter									
STATE ROUTE:		CR 139-Powell Road						INTERSECTING ROUTE:		CR 144 Huey St						MILEPOST:		3.982									
OBSERVER:		VHB						DATE OF COUNT:		1/0/00						COMPLETED BY:		VV									
WEATHER:		Good						ROAD CONDITION:		Good						DATE COMPLETED:		11/29/23									
COUNT PERIODS:																											
ALL VEHICLES / ALL MOVEMENTS																											
Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	3	79	0	0	82	3	1	134	24	0	162	244	0	6	0	5	0	11	0	2	1	0	0	3	14	258
7:15 AM	0	4	82	0	0	86	4	0	141	24	0	169	255	0	13	0	10	0	23	0	2	1	1	0	4	27	282
7:30 AM	0	10	126	0	0	136	3	0	156	17	0	176	312	0	16	1	6	0	23	0	0	0	0	0	0	23	335
7:45 AM	0	9	140	0	0	149	1	0	168	14	0	183	332	0	12	0	9	0	21	0	0	0	0	0	0	21	353
Total	0	26	427	0	0	453	11	1	599	79	0	690	1,143	0	47	1	30	0	78	0	4	2	1	0	7	85	1,228
8:00 AM	0	5	122	0	0	127	5	1	137	22	0	165	292	0	7	0	10	0	17	0	0	0	0	0	0	17	309
8:15 AM	0	6	90	1	0	97	1	0	120	33	0	154	251	0	21	0	15	0	36	0	1	3	1	0	5	41	292
8:30 AM	0	7	114	0	0	121	1	1	128	25	0	155	276	0	33	0	11	0	44	0	0	0	1	0	1	45	321
8:45 AM	0	7	139	0	0	146	0	1	151	11	0	163	309	0	8	0	9	0	17	0	1	0	0	0	1	18	327
Total	0	25	465	1	0	491	7	3	536	91	0	637	1,128	0	69	0	45	0	114	0	2	3	2	0	7	121	1,249
4:00 PM	0	11	193	1	0	205	1	1	128	22	0	152	357	0	13	0	11	0	24	0	0	3	1	0	4	28	385
4:15 PM	0	5	177	0	0	182	5	0	131	12	0	148	330	0	38	0	15	0	53	0	0	0	0	0	0	53	383
4:30 PM	0	5	189	0	0	194	5	2	144	15	0	166	360	0	22	0	2	0	24	0	1	0	0	0	1	25	385
4:45 PM	0	8	177	1	0	186	4	0	141	5	0	150	336	0	12	0	6	0	18	0	0	0	1	0	1	19	355
Total	0	29	736	2	0	767	15	3	544	54	0	616	1,383	0	85	0	34	0	119	0	1	3	2	0	6	125	1,508
5:00 PM	0	7	264	2	0	273	7	0	118	12	0	137	410	0	6	0	5	0	11	0	0	1	0	0	1	12	422
5:15 PM	0	7	197	1	0	205	3	1	132	13	0	149	354	0	15	0	7	0	22	0	0	2	0	0	2	24	378
5:30 PM	0	7	168	2	0	177	5	1	133	14	0	153	330	0	15	0	11	0	26	0	2	0	2	0	4	30	360
5:45 PM	0	9	111	2	0	122	4	2	118	15	0	139	261	0	10	0	5	0	15	0	1	1	0	0	2	17	278
Total	0	30	740	7	0	777	19	4	501	54	0	578	1,355	0	46	0	28	0	74	0	3	4	2	0	9	83	1,438
AM	0	30	478	1	0	509	10	11	581	86	0	678	1187	0	56	1	40	0	97	0	1	3	1	0	5	102	0.91288952
AM Truck	0	1	14	0	0	15	0	0	19	5	0	24	39	0	0	0	1	0	1	0	0	1	0	0	1	2	
AM Truck %	0.0%	3.3%	2.9%	0.0%	0.0%	2.9%	0.0%	0.0%	3.3%	5.8%	0.0%	3.5%	3.3%	0.0%	0.0%	0.0%	2.5%	0.0%	1.0%	0.0%	0.0%	33.3%	0.0%	0.0%	20.0%	2.0%	0.9152844
PM	0	25	807	3	0	835	21	23	534	44	0	601	1436	0	78	0	28	0	106	0	1	1	1	0	3	109	
PM Truck	0	0	16	0	0	16	0	0	7	3	0	10	26	0	1	0	1	0	2	0	0	0	0	0	0	2	
PM Truck %	0.0%	0.0%	2.0%	0.0%	0.0%	1.9%	0.0%	0.0%	1.3%	6.8%	0.0%	1.7%	1.8%	0.0%	1.3%	0.0%	3.6%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	

SECTION:

STATE ROUTE:

OBSERVER:

WEATHER:

64294.01
CR 139-Powell Road
VHB
Good

CITY:

INTERSECTING ROUTE:

DATE OF COUNT:

ROAD CONDITION:

COUNT PERIODS:

Wildwood
CR 144 Huey St
1/0/00
Good

COUNTY:

MILEPOST:

COMPLETED BY:

DATE COMPLETED:

Sumter
3.982
VV
11/29/23

VEHICLE TURNING MOVEMENT COUNT

HEAVY VEHICLES (TRUCKS + BUSES)

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	0	6	0	0	6	0	0	7	1	0	8	14	0	0	0	0	0	0	0	0	0	0	0	0	14	
7:15 AM	0	0	4	0	0	4	0	0	7	0	0	7	11	0	0	0	0	0	0	0	0	0	0	0	0	11	
7:30 AM	0	0	6	0	0	6	0	0	3	1	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	10	
7:45 AM	0	0	2	0	0	2	0	0	9	1	0	10	12	0	0	0	0	0	0	0	0	0	0	0	0	12	
Total	0	0	18	0	0	18	0	0	26	3	0	29	47	0	0	0	0	0	0	0	0	0	0	0	0	47	
8:00 AM	0	0	3	0	0	3	0	0	5	1	0	6	9	0	0	0	0	0	0	0	0	0	0	0	0	9	
8:15 AM	0	1	3	0	0	4	0	0	2	2	0	4	8	0	0	0	1	0	1	0	0	1	0	0	1	10	
8:30 AM	0	1	6	0	0	7	0	1	5	0	0	6	13	0	0	0	0	0	0	0	0	1	0	1	1	14	
8:45 AM	0	0	9	0	0	9	0	0	6	0	0	6	15	0	2	0	0	0	2	0	0	0	0	0	2	17	
Total	0	2	21	0	0	23	0	1	18	3	0	22	45	0	2	0	1	0	3	0	0	1	1	0	2	5	50
4:00 PM	0	0	2	0	0	2	0	0	3	2	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	7	
4:15 PM	0	0	5	0	0	5	0	0	4	0	0	4	9	0	0	0	0	0	0	0	0	0	0	0	0	9	
4:30 PM	0	0	4	0	0	4	0	0	2	1	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	7	
4:45 PM	0	0	6	0	0	6	0	0	1	1	0	2	8	0	1	0	1	0	2	0	0	0	0	0	2	10	
Total	0	0	17	0	0	17	0	0	10	4	0	14	31	0	1	0	1	0	2	0	0	0	0	0	2	33	
5:00 PM	0	0	1	0	0	1	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:15 PM	0	0	2	0	0	2	0	0	2	1	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	5	
5:30 PM	0	0	1	0	0	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:45 PM	0	1	1	0	0	2	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
Total	0	1	5	0	0	6	0	0	4	2	0	6	12	0	0	0	0	0	0	0	0	0	0	0	0	12	

FLORIDA DEPARTMENT OF TRANSPORTATION
PEDESTRIANS & BICYCLES COMBINED

SECTION 64294.01
STATE ROUTE CR 139-Powell Road
OBSERVER VHB
COUNTY Sumter
MILEPOST 3.982
COUNT HOURS

CITY Wildwood
INTERSECTING ROUTE CR 144 Huey St
DATE OF COUNT 1/0/00
WEATHER Good
COMPLETED BY VV
DATE 11/29/23

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2

12-1	1-2	2-3	3-4
0	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	0	0	0
8-9	0	0	0
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	2	2
17-18	0	1	1
18-19	0	0	0
19-20	0	0	0
20-21	0	0	0
21-22	0	0	0
22-23	0	0	0
23-24	0	0	0
Total	0	3	3

WEST APPROACH
CR 139-Powell Road

NORTH APPROACH
CR 139-Powell Road

CR 139-Powell Road
SOUTH APPROACH

CR 144 Huey St
EAST APPROACH

12-1	1-2	2-3	3-4
0	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	0	0	0
8-9	0	0	0
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
18-19	0	0	0
19-20	0	0	0
20-21	0	0	0
21-22	0	0	0
22-23	0	0	0
23-24	0	0	0
Total	0	0	0

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

VEHICLE TURNING MOVEMENT COUNT																											
SECTION: 64294.01							CITY: Wildwood							COUNTY: Sumter													
STATE ROUTE: CR 139-Powell Road							INTERSECTING ROUTE: CR 44A							MILEPOST: 3.982													
OBSERVER: VHB							DATE OF COUNT: 1/0/00							COMPLETED BY: VV													
WEATHER: Good							ROAD CONDITION: Good							DATE COMPLETED: 12/19/23													
							COUNT PERIODS:																				
ALL VEHICLES / ALL MOVEMENTS																											
Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	2	9	72	8	1	92	0	19	105	5	0	129	221	0	10	7	0	10	27	0	22	14	9	14	59	86	307
7:15 AM	0	6	85	11	1	103	0	21	106	3	0	130	233	0	4	17	6	22	49	1	22	17	10	7	57	106	339
7:30 AM	0	12	86	13	0	111	0	20	108	5	1	134	245	0	13	24	10	16	63	1	34	9	25	7	76	139	384
7:45 AM	0	11	117	8	3	139	0	16	118	8	0	142	281	0	20	12	22	18	72	2	52	11	29	18	112	184	465
Total	2	38	360	40	5	445	0	76	437	21	1	535	980	0	47	60	38	66	211	4	130	51	73	46	304	515	1,495
8:00 AM	3	11	97	7	6	124	0	20	93	2	2	117	241	0	11	16	11	13	51	2	55	19	24	9	109	160	401
8:15 AM	1	11	84	13	9	118	1	21	109	5	0	136	254	0	7	12	7	10	36	1	60	15	22	7	105	141	395
8:30 AM	0	8	85	13	13	119	0	28	92	2	0	122	241	0	7	17	11	7	42	0	58	17	21	9	105	147	388
8:45 AM	2	11	92	13	16	134	0	16	137	6	2	161	295	0	6	14	9	8	37	1	58	18	15	10	102	139	434
Total	6	41	358	46	44	495	1	85	431	15	4	536	1,031	0	31	59	38	38	166	4	231	69	82	35	421	587	1,618
4:00 PM	0	21	135	29	22	207	0	33	114	4	1	152	359	0	13	20	7	16	56	1	30	21	22	12	86	142	501
4:15 PM	0	13	134	36	26	209	0	31	94	8	0	133	342	0	12	31	10	11	64	1	20	28	27	16	92	156	498
4:30 PM	0	7	147	23	15	192	0	27	125	8	1	161	353	0	8	21	7	9	45	4	18	20	15	11	68	113	466
4:45 PM	0	17	131	19	16	183	0	26	89	8	0	123	306	0	8	13	6	7	34	2	21	18	14	14	69	103	409
Total	0	58	547	107	79	791	0	117	422	28	2	569	1,360	0	41	85	30	43	199	8	89	87	78	53	315	514	1,874
5:00 PM	2	37	129	23	19	210	0	50	128	10	4	192	402	0	4	5	8	16	33	3	16	15	7	22	63	96	498
5:15 PM	0	18	120	16	8	162	0	20	100	9	2	131	293	0	7	18	11	7	43	3	27	13	24	17	84	127	420
5:30 PM	1	14	102	17	8	142	0	35	79	3	0	117	259	0	4	16	11	10	41	1	27	18	21	15	82	123	382
5:45 PM	0	12	105	14	3	134	0	24	70	3	0	97	231	0	10	6	7	6	29	0	12	19	11	21	63	92	323
Total	3	81	456	70	38	648	0	129	377	25	6	537	1,185	0	25	45	37	39	146	7	82	65	63	75	292	438	1,623
AM	4	45	383	72	31	500	1	86	412	19	2	517	1017	0	45	57	99	48	201	5	230	62	139	43	431	632	0.88655914
AM Truck	0	0	44	8	0	52	0	5	31	0	0	36	88	0	0	0	0	0	0	0	19	0	1	2	22	22	
AM Truck %	0.0%	0.0%	11.5%	11.1%	0.0%	10.4%	0.0%	5.8%	7.5%	0.0%	0.0%	7.0%	8.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	0.7%	4.7%	5.1%	3.5%	0.9351297
PM	0	58	547	186	79	791	0	117	422	30	2	569	1360	0	41	85	73	43	199	8	97	87	131	53	315	514	
PM Truck	0	0	7	9	1	17	0	2	20	0	0	22	39	0	0	0	0	0	0	0	5	0	0	0	5	5	
PM Truck %	0.0%	0.0%	1.3%	4.8%	1.3%	2.1%	0.0%	1.7%	4.7%	0.0%	0.0%	3.9%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.2%	0.0%	0.0%	0.0%	1.6%	1.0%	

SECTION:

STATE ROUTE:

OBSERVER:

WEATHER:

64294.01
CR 139-Powell Road
VHB
Good

CITY:

INTERSECTING ROUTE:

DATE OF COUNT:

ROAD CONDITION:

COUNT PERIODS:

Wildwood
CR 44A
1/0/00
Good

COUNTY:

MILEPOST:

COMPLETED BY:

DATE COMPLETED:

Sumter
3.982
VV
12/19/23

VEHICLE TURNING MOVEMENT COUNT

HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	1	5	0	0	6	0	1	2	0	0	3	9	0	1	0	0	0	1	0	0	0	1	0	1	2	11
7:15 AM	0	0	2	0	0	2	0	1	1	0	0	2	4	0	0	1	0	0	1	0	1	0	1	0	2	3	7
7:30 AM	0	0	3	0	0	3	0	1	2	0	0	3	6	0	1	0	0	0	1	0	0	0	1	0	1	2	8
7:45 AM	0	0	2	0	0	2	0	0	4	2	0	6	8	0	1	0	0	0	1	0	0	0	0	0	0	1	9
Total	0	1	12	0	0	13	0	3	9	2	0	14	27	0	3	1	0	0	4	0	1	0	3	0	4	8	35
8:00 AM	0	1	4	0	0	5	0	1	2	0	0	3	8	0	0	0	0	0	0	0	1	1	1	0	3	3	11
8:15 AM	0	0	1	0	0	1	0	1	4	0	0	5	6	0	0	0	0	0	0	0	0	0	1	0	1	1	7
8:30 AM	0	0	6	0	0	6	0	0	4	0	0	4	10	0	0	0	0	0	0	0	2	0	0	0	2	2	12
8:45 AM	0	0	3	0	0	3	0	1	7	0	0	8	11	0	0	0	0	0	0	0	1	0	1	0	2	2	13
Total	0	1	14	0	0	15	0	3	17	0	0	20	35	0	0	0	0	0	0	0	4	1	3	0	8	8	43
4:00 PM	0	0	2	0	0	2	0	1	1	0	0	2	4	0	0	1	1	0	2	0	1	0	0	0	1	3	7
4:15 PM	0	0	1	0	0	1	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	1	0	1	1	3
4:30 PM	0	0	2	0	0	2	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	1	1	2	2	5
4:45 PM	0	1	1	0	0	2	0	0	1	0	0	1	3	0	1	0	0	0	1	0	0	1	1	0	2	3	6
Total	0	1	6	0	0	7	0	1	3	1	0	5	12	0	1	1	1	0	3	0	1	1	3	1	6	9	21
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	1	2
5:15 PM	0	0	2	0	0	2	0	0	2	0	0	2	4	0	0	1	0	0	1	0	0	0	0	0	0	1	5
5:30 PM	0	0	2	0	0	2	0	0	0	1	0	1	3	0	0	1	0	0	1	0	1	1	1	1	4	5	8
5:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	1	2	3
Total	0	0	5	0	0	5	0	0	3	1	0	4	9	0	0	3	0	0	3	0	2	2	1	1	6	9	18
6:00 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	0	0	0
6:15 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	0	0	0
6:30 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	0	0	0
6:45 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	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FLORIDA DEPARTMENT OF TRANSPORTATION
PEDESTRIANS & BICYCLES COMBINED

SECTION 64294.01
STATE ROUTE CR 139-Powell Road
OBSERVER VHB
COUNTY Sumter
MILEPOST 3.982
COUNT HOURS

CITY Wildwood
INTERSECTING ROUTE CR 44A
DATE OF COUNT 1/0/00
WEATHER Good
COMPLETED BY VV
DATE 12/19/23

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	1	0	1
8-9	0	1	1
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	1	1
18-19	0	0	0
19-20	0	0	0
20-21	0	0	0
21-22	0	0	0
22-23	0	0	0
23-24	0	0	0
Total	1	2	3

WEST APPROACH
CR 139-Powell Road

NORTH APPROACH
CR 139-Powell Road

CR 139-Powell Road
SOUTH APPROACH

CR 44A
EAST APPROACH

12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	0	0	0
8-9	0	0	0
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
18-19	0	0	0
19-20	0	0	0
20-21	0	0	0
21-22	0	0	0
22-23	0	0	0
23-24	0	0	0
Total	0	0	0

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

VEHICLE TURNING MOVEMENT COUNT																											
SECTION:		64294.01						CITY:		Wildwood						COUNTY:		Sumter									
STATE ROUTE:		CR 139-Powell Road						INTERSECTING ROUTE:		Project Entrance						MILEPOST:		3.982									
OBSERVER:		VHB						DATE OF COUNT:		1/0/00						COMPLETED BY:		VV									
WEATHER:		Good						ROAD CONDITION:		Good						DATE COMPLETED:		11/29/23									

VEHICLE TURNING MOVEMENT COUNT																											
SECTION:		64294.01						CITY:		Wildwood						COUNTY:		Sumter									
STATE ROUTE:		CR 139-Powell Road						INTERSECTING ROUTE:		Project Entrance						MILEPOST:		3.982									
OBSERVER:		VHB						DATE OF COUNT:		1/0/00						COMPLETED BY:		VV									
WEATHER:		Good						ROAD CONDITION:		Good						DATE COMPLETED:		11/29/23									
		</																									

FLORIDA DEPARTMENT OF TRANSPORTATION
PEDESTRIANS & BICYCLES COMBINED

SECTION 64294.01
STATE ROUTE CR 139-Powell Road
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COUNT HOURS

CITY Wildwood
INTERSECTING ROUTE Project Entrance
DATE OF COUNT 1/0/00
WEATHER Good
COMPLETED BY VV
DATE 11/29/23

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2

12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	0	0	0
8-9	0	0	0
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
18-19	0	0	0
19-20	0	0	0
20-21	0	0	0
21-22	0	0	0
22-23	0	0	0
23-24	0	0	0
Total	0	0	0

WEST APPROACH
CR 139-Powell Road

NORTH APPROACH
CR 139-Powell Road

CR 139-Powell Road
SOUTH APPROACH

Project Entrance
EAST APPROACH

12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	0	0	0
8-9	0	0	0
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
18-19	0	0	0
19-20	0	0	0
20-21	0	0	0
21-22	0	0	0
22-23	0	0	0
23-24	0	0	0
Total	0	0	0

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Duration	Yearly ADT						ADT (+/-) Change	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
52	S C 475	100' South of CR 542	02/17/22	24-HR	6000	5396	3502	5130	-	5951	16%	11:00 AM	456	228	228	0.08	0.50	3:30 PM	544	286	258	0.09	0.53
53	C 476A (Dr Martin Luther King Jr Ave)	W of S Justice St	02/24/22	24-HR	-	-	-	-	-	849	-	7:45 AM	67	32	35	0.08	0.52	6:15 PM	88	45	43	0.10	0.51
54	W C 476 (W Seminole Ave)	W of S Roland St	02/17/22	24-HR	4919	4325	4545	5216	-	5832	12%	7:00 AM	433	234	199	0.07	0.54	4:15 PM	575	220	355	0.10	0.62
55	E C 476 (E Noble Ave)	E of Flanner Ave	02/10/22	24-HR	2806	2448	2528	2877	-	3187	11%	7:30 AM	288	99	189	0.09	0.66	4:00 PM	337	175	162	0.11	0.52
56	W C 476	W of CR 616	02/17/22	24-HR	4705	4871	4955	4962	-	5802	17%	7:00 AM	382	264	118	0.07	0.69	4:30 PM	513	186	327	0.09	0.64
57	C 476A (S Jasper St)	2000' S of E C 476	03/15/22	24-HR	623	-	-	611	-	390	-36%	7:45 AM	31	20	11	0.08	0.65	3:45 PM	46	23	23	0.12	0.50
58	C 476B	1500' N of SW 95th Ave	03/15/22	24-HR	2037	1934	1942	1817	-	2299	27%	7:00 AM	195	74	121	0.08	0.62	4:00 PM	211	141	70	0.09	0.67
59	E C 476	500' E of C 476A (S Jasper St)	02/10/22	24-HR	2595	-	-	-	-	2755	-	7:30 AM	255	91	164	0.09	0.64	4:00 PM	290	147	143	0.11	0.51
60	W C 476	500' W of C 575	02/17/22	24-HR	3145	3848	3753	4308	-	5028	17%	9:15 AM	331	167	164	0.07	0.50	4:00 PM	418	168	250	0.08	0.60
61	W C 476	100' W of C 476B	02/17/22	24-HR	4393	4360	4710	4598	-	5905	28%	9:45 AM	388	197	191	0.07	0.51	4:30 PM	490	180	310	0.08	0.63
62	W C 476	100' E of C 476B	02/17/22	24-HR	4897	4227	4353	4192	-	5405	29%	8:30 AM	353	182	171	0.07	0.52	4:30 PM	463	173	290	0.09	0.63
63	W C 476	500' W of CR 603	02/17/22	24-HR	5058	4657	4730	5421	-	5572	3%	7:00 AM	458	286	172	0.08	0.62	4:00 PM	551	223	328	0.10	0.60
64	C 478A	500' W of SR 471	02/17/22	24-HR	756	731	755	680	-	801	18%	7:00 AM	81	57	24	0.10	0.70	5:30 PM	86	34	52	0.11	0.60
65	CR 647	100' N of W C 476	02/17/22	24-HR	-	-	-	-	-	658	-	10:15 AM	47	16	31	0.07	0.66	5:00 PM	60	40	20	0.09	0.67
66	E C 478	1 Mi S of E C 48	02/10/22	24-HR	1124	943	1021	1016	-	1224	20%	6:45 AM	112	64	48	0.09	0.57	4:45 PM	119	38	81	0.10	0.68
67	E C 478	200' E of NE 9th St	03/15/22	24-HR	1779	1584	1596	1539	-	2048	33%	7:15 AM	147	71	76	0.07	0.52	5:00 PM	192	95	97	0.09	0.51
68	C 478A	200' W of CR 755	02/24/22	24-HR	-	-	-	-	-	375	-	6:45 AM	37	13	24	0.10	0.65	3:15 PM	53	35	18	0.14	0.66
69	CR 614	500' S of W C 476	03/15/22	24-HR	1768	1600	1779	1752	-	685	-61%	7:15 AM	57	42	15	0.08	0.74	4:15 PM	82	30	52	0.12	0.63
70	W C 478	1 Mile E of US 301	02/17/22	24-HR	2662	2109	2092	2146	-	2816	31%	7:15 AM	224	117	107	0.08	0.52	4:00 PM	247	119	128	0.09	0.52
71	E C 48 (N Florida St)	S of E Joe P Strickland Jr Ave	02/10/22	24-HR	4014	3543	3545	3758	-	3626	-4%	8:00 AM	287	200	87	0.08	0.70	4:30 PM	383	164	219	0.11	0.57
72	E C 48	E of S Justice St	02/10/22	24-HR	7189	6475	7150	7721	-	8713	13%	7:45 AM	657	252	405	0.08	0.62	4:15 PM	848	388	460	0.10	0.54
73	E C 48	E of SE 26th Dr	02/10/22	24-HR	5699	5490	5666	5962	-	7301	22%	7:00 AM	577	287	290	0.08	0.50	4:15 PM	654	308	346	0.09	0.53
74	W C 48	W of CR 625	02/17/22	24-HR	4494	4167	4222	4153	-	5671	37%	10:45 AM	365	207	158	0.06	0.57	1:30 PM	497	283	214	0.09	0.57
75	E C 48	500' W of CR 747	02/10/22	24-HR	6857	6162	6667	7088	-	8341	18%	7:45 AM	641	249	392	0.08	0.61	4:00 PM	791	339	452	0.09	0.57
76	E C 48	300' E of CR 747	02/10/22	24-HR	5673	5172	5767	6024	-	7340	22%	7:00 AM	571	255	316	0.08	0.55	4:15 PM	646	310	336	0.09	0.52
77	E C 48	300' W of Old RR Tracks (W Jefferson St)	02/10/22	24-HR	6084	5709	6051	6211	-	8608	39%	6:30 AM	653	338	315	0.08	0.52	4:15 PM	731	350	381	0.08	0.52
78	E C 48	500' W of CR 702	02/10/22	24-HR	3825	4221	4023	3775	-	5600	48%	7:00 AM	479	290	189	0.09	0.61	4:00 PM	473	174	299	0.08	0.63
79	E C 48	50' NE of CR 558	02/10/22	24-HR	2775	3105	4303	3422	-	4221	23%	6:45 AM	353	222	131	0.08	0.63	4:45 PM	349	118	231	0.08	0.66
80	W C 48	100' W of C 575	02/17/22	24-HR	3970	3864	3792	3458	-	4814	39%	10:45 AM	336	179	157	0.07	0.53	4:30 PM	397	158	239	0.08	0.60
81	W C 48	400' W of CR 616	02/17/22	24-HR	5632	5344	5407	5778	-	6286	9%	10:45 AM	451	249	202	0.07	0.55	4:15 PM	551	231	320	0.09	0.58
82	W C 48	150' E of CR 313	02/17/22	24-HR	8657	11082	10439	12396	-	18941	53%	11:00 AM	1221	607	614	0.06	0.50	1:30 PM	1269	641	628	0.07	0.51
83	C 575	1.5 Mi S of W C 48	02/17/22	24-HR	632	581	690	639	-	836	31%	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	61	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%	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

Sumter County Annual Traffic Counts

2022 Volumes Summary



EAGLE EPAC TIMING SHEET

COORDINATION SETTINGS

CONTROLLER SETTINGS

Mvmt.	Timing Function	Min Initial	Green Passage	Max I	Green II	Yellow Clear	All Red	NA NA		Recall	Det. Func.	Dial 1	Dial	Dial
								Walk	F.D.W.			AVC	2/AM	3/PM
1		5	4.0	25	30	4.0	2.8				Lock	Split Sec	Split Sec	Split Sec
2		15	5.0	20	50	4.0	2.0	.	8	min	Non Lock			
3		5	4.0	25	30	4.0	2.8				Lock			
4		5	5.0	35	50	4.0	2.0		8		Non Lock			
5		5	4.0	8	30	4.0	2.8				Lock			
6		15	5.0	35	50	4.0	2.0		8	min	Non Lock			
7		5	4.0	25	30	4.0	2.8				Lock			
8		5	5.0	35	50	4.0	2.0		8		Non Lock			
											Off Set			

5018
INTERSECTION:

CR44A & Powell Rd / CR139

DATE: June 2019



EAGLE EPAC TIMING SHEET

COORDINATION SETTINGS

CONTROLLER SETTINGS

Mvmt.	Timing Function	Min	Green	Max	Green	Yellow	All	Walk	F.D.W.	Recall	Det. Func.	Dial 1	Dial	Dial	
		Initial	Passage	I	II	Clear	Red					AVC	2/AM	3/PM	
1		10	3.0	15		4.0	1.0				Lock	Split Sec	Split Sec	Split Sec	
2		20	3.0	30		4.0	1.0	7	33	min	Non Lock				
3		10	3.0	26		4.0	1.0				Lock				
4		10	3.0	25		4.0	1.0	7	33		Non Lock				
5		10	3.0	19		4.0	1.0				Lock				
6		20	3.0	30		4.0	1.0	7	33	min	Non Lock				
7		10	3.0	15		4.0	1.0				Lock				
8		10	3.0	36		4.0	1.0	7	33		Non Lock				
5020 INTERSECTION: CR466A & Powell Rd / CR462E												Off Set			
DATE: June 2019															

APPENDIX C

Synchro – Existing Conditions

HCM 6th Signalized Intersection Summary

1: Powell Rd & CR 466A/Cleveland Av/CR 466A

Wildwood - Atlantic Housing
Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	401	106	331	333	176	121	207	349	176	228	55
Future Volume (veh/h)	70	401	106	331	333	176	121	207	349	176	228	55
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	1633	1841	1856	1856	1856	1885	1841	1826	1856	1841	1796	1781
Adj Flow Rate, veh/h	76	436	103	360	362	139	132	225	229	191	248	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	18	4	3	3	3	1	4	5	3	4	7	8
Cap, veh/h	109	1425	334	254	1802	817	213	359	309	261	278	62
Arrive On Green	0.07	0.51	0.51	0.07	0.51	0.51	0.08	0.20	0.20	0.07	0.20	0.20
Sat Flow, veh/h	1555	2812	659	3428	3526	1598	1753	1826	1572	1753	1424	316
Grp Volume(v), veh/h	76	270	269	360	362	139	132	225	229	191	0	303
Grp Sat Flow(s),veh/h/ln	1555	1749	1722	1714	1763	1598	1753	1826	1572	1753	0	1739
Q Serve(g_s), s	6.5	12.1	12.3	10.0	7.6	6.3	8.0	15.2	18.5	10.0	0.0	22.9
Cycle Q Clear(g_c), s	6.5	12.1	12.3	10.0	7.6	6.3	8.0	15.2	18.5	10.0	0.0	22.9
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	109	886	873	254	1802	817	213	359	309	261	0	340
V/C Ratio(X)	0.70	0.30	0.31	1.42	0.20	0.17	0.62	0.63	0.74	0.73	0.00	0.89
Avail Cap(c_a), veh/h	161	886	873	254	1802	817	353	541	466	261	0	515
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	0.00	1.00
Uniform Delay (d), s/veh	61.4	19.4	19.5	62.5	18.0	17.7	41.0	49.7	51.0	44.0	0.0	52.9
Incr Delay (d2), s/veh	7.9	0.9	0.9	209.5	0.3	0.5	2.9	1.8	3.5	10.2	0.0	12.2
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(95%),veh/ln	5.0	8.8	8.8	19.2	5.5	4.3	6.5	11.5	12.0	3.8	0.0	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.3	20.3	20.4	272.0	18.2	18.1	44.0	51.5	54.4	54.2	0.0	65.1
LnGrp LOS	E	C	C	F	B	B	D	D	D	D	A	E
Approach Vol, veh/h		615			861			586			494	
Approach Delay, s/veh		26.4			124.3			50.9			60.9	
Approach LOS		C			F			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	73.4	15.2	31.4	14.4	74.0	15.0	31.6				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	40.0	21.0	40.0	14.0	40.0	10.0	40.0				
Max Q Clear Time (g_c+I1), s	12.0	14.3	10.0	24.9	8.5	9.6	12.0	20.5				
Green Ext Time (p_c), s	0.0	3.3	0.2	1.5	0.1	2.7	0.0	1.9				
Intersection Summary												
HCM 6th Ctrl Delay				71.7								
HCM 6th LOS				E								

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	17	3	0	4	46	496	20	7	642	5
Future Vol, veh/h	12	0	17	3	0	4	46	496	20	7	642	5
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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	8	0	0	67	0	0	0	3	0	0	4	0
Mvmt Flow	14	0	20	3	0	5	53	577	23	8	747	6
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1161	1472	377	1085	1464	300	753	0	0	600	0	0
Stage 1	766	766	-	695	695	-	-	-	-	-	-	-
Stage 2	395	706	-	390	769	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.5	6.9	8.84	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4	3.3	4.17	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	143	128	626	106	130	702	866	-	-	987	-	-
Stage 1	348	415	-	277	447	-	-	-	-	-	-	-
Stage 2	586	442	-	459	413	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	135	119	626	97	121	702	866	-	-	987	-	-
Mov Cap-2 Maneuver	242	241	-	184	231	-	-	-	-	-	-	-
Stage 1	327	412	-	260	420	-	-	-	-	-	-	-
Stage 2	546	415	-	441	410	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	15.5		16.6		0.8		0.1					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	866	-	-	378	318	987	-	-				
HCM Lane V/C Ratio	0.062	-	-	0.089	0.026	0.008	-	-				
HCM Control Delay (s)	9.4	-	-	15.5	16.6	8.7	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.1	0	-	-				

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	56	1	40	1	3	1	30	478	1	21	581	86
Future Vol, veh/h	56	1	40	1	3	1	30	478	1	21	581	86
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	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	33	0	3	3	0	0	3	6
Mvmt Flow	62	1	44	1	3	1	33	525	1	23	638	95

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1062	1324	367	958	1371	263	733	0	0	526	0	0
Stage 1	732	732	-	592	592	-	-	-	-	-	-	-
Stage 2	330	592	-	366	779	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.94	7.5	7.16	6.9	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.32	3.5	4.33	3.3	2.23	-	-	2.2	-	-
Pot Cap-1 Maneuver	180	157	630	215	111	742	861	-	-	1051	-	-
Stage 1	383	430	-	465	422	-	-	-	-	-	-	-
Stage 2	663	497	-	631	338	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	170	148	630	190	104	742	861	-	-	1051	-	-
Mov Cap-2 Maneuver	280	267	-	309	203	-	-	-	-	-	-	-
Stage 1	368	421	-	447	406	-	-	-	-	-	-	-
Stage 2	631	478	-	573	331	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19	19.3	0.6	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	861	-	-	363	258	1051	-
HCM Lane V/C Ratio	0.038	-	-	0.294	0.021	0.022	-
HCM Control Delay (s)	9.3	-	-	19	19.3	8.5	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0.1	0.1	-

HCM 6th Signalized Intersection Summary

4: Powell Rd & CR 44A

Wildwood - Atlantic Housing
Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	60	156	249	66	193	52	406	109	92	437	22
Future Volume (veh/h)	48	60	156	249	66	193	52	406	109	92	437	22
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	1870	1900	1900	1885	1870	1885	1870	1856	1900	1870	1856	1752
Adj Flow Rate, veh/h	54	67	118	280	74	165	58	456	85	103	491	23
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	1	2	1	2	3	0	2	3	10
Cap, veh/h	696	1899	847	823	2073	932	150	555	253	181	621	29
Arrive On Green	0.03	0.53	0.53	0.09	0.58	0.58	0.04	0.16	0.16	0.06	0.18	0.18
Sat Flow, veh/h	1781	3610	1610	1795	3554	1598	1781	3526	1610	1781	3429	160
Grp Volume(v), veh/h	54	67	118	280	74	165	58	456	85	103	252	262
Grp Sat Flow(s),veh/h/ln	1781	1805	1610	1795	1777	1598	1781	1763	1610	1781	1763	1827
Q Serve(g_s), s	2.2	1.4	6.0	11.1	1.4	7.7	4.3	20.0	7.5	7.7	21.8	21.9
Cycle Q Clear(g_c), s	2.2	1.4	6.0	11.1	1.4	7.7	4.3	20.0	7.5	7.7	21.8	21.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	696	1899	847	823	2073	932	150	555	253	181	319	331
V/C Ratio(X)	0.08	0.04	0.14	0.34	0.04	0.18	0.39	0.82	0.34	0.57	0.79	0.79
Avail Cap(c_a), veh/h	904	1899	847	930	2073	932	342	952	435	331	476	493
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	16.4	18.3	19.4	13.4	14.2	15.5	54.7	65.2	60.0	53.3	62.6	62.6
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.2	0.0	0.4	1.6	3.1	0.8	2.8	5.2	5.2
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(95%),veh/ln	1.7	1.1	4.3	8.1	1.1	5.3	3.6	14.2	5.6	6.5	15.5	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	18.3	19.7	13.7	14.2	15.9	56.4	68.3	60.7	56.1	67.8	67.8
LnGrp LOS	B	B	B	B	B	B	E	E	E	E	E	E
Approach Vol, veh/h		239			519			599			617	
Approach Delay, s/veh		18.6			14.5			66.1			65.8	
Approach LOS		B			B			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.5	91.0	12.7	35.8	11.3	100.1	16.6	32.0				
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8				
Max Green Setting (Gmax), s	* 23	* 43	* 23	* 43	* 23	* 43	* 23	* 43				
Max Q Clear Time (g_c+I1), s	13.1	8.0	6.3	23.9	4.2	9.7	9.7	22.0				
Green Ext Time (p_c), s	0.6	0.8	0.1	2.8	0.1	1.0	0.2	3.2				

Intersection Summary

HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D

Notes

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

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	36	507	21	0	686
Future Vol, veh/h	0	36	507	21	0	686
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, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	0	39	545	23	0	738
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	284	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	719	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	719	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.3	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	719		-		
HCM Lane V/C Ratio	-	0.054		-		
HCM Control Delay (s)	-	10.3		-		
HCM Lane LOS	-	B		-		
HCM 95th %tile Q(veh)	-	0.2		-		

HCM 6th Signalized Intersection Summary

1: Powell Rd & CR 466A/Cleveland Av/CR 466A

Wildwood - Atlantic Housing
Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	484	96	324	457	285	260	354	590	163	180	64
Future Volume (veh/h)	74	484	96	324	457	285	260	354	590	163	180	64
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	1796	1885	1870	1900	1870	1885	1900	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	78	509	96	341	481	232	274	373	394	172	189	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	1	2	0	2	1	0	3	0	0	4	2
Cap, veh/h	423	1315	247	883	1567	704	382	495	430	246	279	90
Arrive On Green	0.07	0.44	0.44	0.07	0.44	0.44	0.13	0.27	0.27	0.07	0.21	0.21
Sat Flow, veh/h	1711	3009	565	3510	3554	1598	1810	1856	1610	1810	1333	430
Grp Volume(v), veh/h	78	302	303	341	481	232	274	373	394	172	0	250
Grp Sat Flow(s),veh/h/ln	1711	1791	1783	1755	1777	1598	1810	1856	1610	1810	0	1763
Q Serve(g_s), s	3.2	15.4	15.6	7.1	11.8	12.8	15.5	24.9	32.1	10.0	0.0	17.6
Cycle Q Clear(g_c), s	3.2	15.4	15.6	7.1	11.8	12.8	15.5	24.9	32.1	10.0	0.0	17.6
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	423	783	779	883	1567	704	382	495	430	246	0	369
V/C Ratio(X)	0.18	0.39	0.39	0.39	0.31	0.33	0.72	0.75	0.92	0.70	0.00	0.68
Avail Cap(c_a), veh/h	481	783	779	883	1567	704	425	550	477	246	0	522
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	0.00	1.00
Uniform Delay (d), s/veh	17.7	25.7	25.8	19.0	24.4	24.7	34.9	45.4	48.0	40.0	0.0	49.2
Incr Delay (d2), s/veh	0.2	1.4	1.5	0.3	0.5	1.2	5.1	5.3	21.4	8.5	0.0	2.2
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(95%),veh/ln	2.3	11.1	11.2	5.1	8.6	8.8	11.8	17.8	21.7	8.8	0.0	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	27.2	27.2	19.3	24.9	25.9	40.0	50.7	69.5	48.5	0.0	51.4
LnGrp LOS	B	C	C	B	C	C	D	D	E	D	A	D
Approach Vol, veh/h	683		1054				1041			422		
Approach Delay, s/veh	26.2		23.3				55.0			50.2		
Approach LOS	C		C				D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	64.0	22.8	33.2	14.5	64.5	15.0	41.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	40.0	21.0	40.0	14.0	40.0	10.0	40.0				
Max Q Clear Time (g_c+I1), s	9.1	17.6	17.5	19.6	5.2	14.8	12.0	34.1				
Green Ext Time (p_c), s	0.1	3.6	0.3	1.3	0.1	3.8	0.0	1.9				
Intersection Summary												
HCM 6th Ctrl Delay	37.8											
HCM 6th LOS	D											

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	11	0	9	23	0	8	44	824	7	6	539	16
Future Vol, veh/h	11	0	9	23	0	8	44	824	7	6	539	16
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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	12	0	9	24	0	8	46	867	7	6	567	17
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1114	1554	292	1259	1559	437	584	0	0	874	0	0
Stage 1	588	588	-	963	963	-	-	-	-	-	-	-
Stage 2	526	966	-	296	596	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	165	114	710	129	113	573	1001	-	-	781	-	-
Stage 1	467	499	-	278	337	-	-	-	-	-	-	-
Stage 2	508	336	-	694	495	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	156	108	710	122	107	573	1001	-	-	781	-	-
Mov Cap-2 Maneuver	280	222	-	213	217	-	-	-	-	-	-	-
Stage 1	446	495	-	265	321	-	-	-	-	-	-	-
Stage 2	478	321	-	679	491	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.9		21.3		0.4		0.1					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1001	-	-	385	254	781	-	-				
HCM Lane V/C Ratio	0.046	-	-	0.055	0.128	0.008	-	-				
HCM Control Delay (s)	8.8	-	-	14.9	21.3	9.6	-	-				
HCM Lane LOS	A	-	-	B	C	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.4	0	-	-				

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	78	0	28	1	1	1	25	807	3	44	534	44
Future Vol, veh/h	78	0	28	1	1	1	25	807	3	44	534	44
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	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	0	4	0	0	0	0	2	0	0	1	7
Mvmt Flow	85	0	30	1	1	1	27	877	3	48	580	48

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1193	1634	314	1319	1657	440	628	0	0	880	0	0
Stage 1	700	700	-	933	933	-	-	-	-	-	-	-
Stage 2	493	934	-	386	724	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.5	6.98	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4	3.34	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	144	102	676	117	99	570	964	-	-	777	-	-
Stage 1	398	444	-	290	348	-	-	-	-	-	-	-
Stage 2	529	347	-	614	433	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	133	93	676	104	90	570	964	-	-	777	-	-
Mov Cap-2 Maneuver	253	196	-	209	204	-	-	-	-	-	-	-
Stage 1	387	416	-	282	338	-	-	-	-	-	-	-
Stage 2	512	337	-	550	406	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	24		18.9		0.3		0.7	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	964	-	-	303	262	777	-
HCM Lane V/C Ratio	0.028	-	-	0.38	0.012	0.062	-
HCM Control Delay (s)	8.8	-	-	24	18.9	9.9	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.7	0	0.2	-

HCM 6th Signalized Intersection Summary

4: Powell Rd & CR 44A

Wildwood - Atlantic Housing
Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	90	123	111	92	195	61	580	281	124	447	34
Future Volume (veh/h)	43	90	123	111	92	195	61	580	281	124	447	34
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	1870	1900	1900	1900	1870	1870	1870	1885	1900	1900	1885	1856
Adj Flow Rate, veh/h	46	96	82	118	98	147	65	617	210	132	476	34
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, %	2	0	0	0	2	2	2	1	0	0	1	3
Cap, veh/h	672	1842	822	735	1876	837	213	732	329	199	799	57
Arrive On Green	0.03	0.51	0.51	0.04	0.53	0.53	0.04	0.20	0.20	0.07	0.24	0.24
Sat Flow, veh/h	1781	3610	1610	1810	3554	1585	1781	3582	1610	1810	3391	242
Grp Volume(v), veh/h	46	96	82	118	98	147	65	617	210	132	251	259
Grp Sat Flow(s),veh/h/ln	1781	1805	1610	1810	1777	1585	1781	1791	1610	1810	1791	1842
Q Serve(g_s), s	2.0	2.1	4.2	5.0	2.1	7.7	4.6	26.5	19.1	9.1	19.9	20.0
Cycle Q Clear(g_c), s	2.0	2.1	4.2	5.0	2.1	7.7	4.6	26.5	19.1	9.1	19.9	20.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	672	1842	822	735	1876	837	213	732	329	199	422	434
V/C Ratio(X)	0.07	0.05	0.10	0.16	0.05	0.18	0.30	0.84	0.64	0.66	0.59	0.60
Avail Cap(c_a), veh/h	882	1842	822	916	1876	837	401	967	435	333	484	497
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	17.6	19.7	20.2	17.0	18.3	19.7	48.2	61.2	58.3	48.0	54.4	54.4
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.1	0.1	0.5	0.8	5.3	2.1	3.8	1.5	1.5
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(95%),veh/ln	1.5	1.7	3.0	3.8	1.6	5.4	3.8	18.4	12.6	7.8	14.2	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	19.8	20.5	17.1	18.4	20.1	49.0	66.5	60.3	51.7	55.9	55.9
LnGrp LOS	B	B	C	B	B	C	D	E	E	D	E	E
Approach Vol, veh/h		224			363			892			642	
Approach Delay, s/veh		19.6			18.7			63.8			55.1	
Approach LOS		B			B			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	88.4	13.1	44.5	11.2	91.2	18.1	39.5				
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8				
Max Green Setting (Gmax), s	* 23	* 43	* 23	* 43	* 23	* 43	* 23	* 43				
Max Q Clear Time (g_c+I1), s	7.0	6.2	6.6	22.0	4.0	9.7	11.1	28.5				
Green Ext Time (p_c), s	0.2	0.8	0.1	2.9	0.1	1.1	0.2	4.2				

Intersection Summary

HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D

Notes

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

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↘			↗↘
Traffic Vol, veh/h	0	22	861	33	0	596
Future Vol, veh/h	0	22	861	33	0	596
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	4	2	3	0	2
Mvmt Flow	0	23	916	35	0	634
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	476	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.98	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.34	-	-	-	-
Pot Cap-1 Maneuver	0	530	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	530	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.1	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT			
Capacity (veh/h)	-	-	530	-		
HCM Lane V/C Ratio	-	-	0.044	-		
HCM Control Delay (s)	-	-	12.1	-		
HCM Lane LOS	-	-	B	-		
HCM 95th %tile Q(veh)	-	-	0.1	-		

APPENDIX D

Committed Development

Vested Traffic - Summary															
Roadway	Peak Hour	Parkview at Brownwood		Highfield at Twisted Oaks		Powell Plaza		NE 81st Blvd Subdivision		Solamar at Wildwood (fka Wildwood Residential)		Townhomes at Powell		Total Vested	
		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
CR 139/Powell Rd															
CR 44A to CR 466A	AM	56	31	5	15	57	30	1	2	5	15	29	19	154	112
	PM	44	55	18	10	44	59	3	1	20	12	30	20	158	157

Sources:

Parkview at Brownwood TIA, TMC, 1/18/2021

Highfield at Twisted Oaks TIA. TMC, 1/6/2022

Powell Plaza, TEM, 10/2020

NE 81st Blvd Subdivision, MPH, 8/19/2021

Solamar at Wildwood (fka Wildwood Residential) Methodology, TMC, 2/15/2021

Townhomes at Powell Supplemental Traffic Analysis, VHB, 10/3/223

PARKVIEW AT BROWNWOOD

Project № 20034.2, v2.2
January 2021

**TRAFFIC IMPACT ANALYSIS
SUMTER COUNTY
FLORIDA**

Prepared by:



Traffic & Mobility Consultants

3101 Maguire Boulevard, Suite 265
Orlando, Florida 32803
www.trafficmobility.com
(407) 531-5332

Prepared for:

Blount Standard LLC
609 E Pine Street
Orlando, Florida 32801

EXECUTIVE SUMMARY

Project Information

Name: Parkview at Brownwood

Location: West of the intersection of CR 44A and Powell Road, on the north side of CR 44A

Jurisdiction: City of Wildwood, Sumter County, Florida

Description: 350 Multi-Family Apartments
185 Unit Assisted Living Facility
76,230 Square Feet of Medical Office
76,230 Square Feet of Commercial Space

Findings

Trip Generation: 8,258 Daily Trips / 376 AM Peak Hour Trips / 658 PM Peak Hour Trip

Roadway Capacity: The roadway segment analysis reveals that the study roadway segments will operate at an acceptable LOS in the existing and buildout scenarios.

Intersection Capacity: The signalized intersections of CR 466A & Powell Road and SR 44 & Powell Road are expected to operate below standard LOS due to background traffic. The project driveways will operate at an overall adequate LOS.

Access Plan: Three (3) access driveways on CR 44A; one (1) full access and two (2) Right-In/Right-Out.

Alternative Transportation Modes: Sidewalks are not available on CR 44A adjacent to the site. Powell Road is equipped with sidewalks. Bicycle lanes are not present on CR 44A, nor Powell Road. No fixed-route bus service in study area but Sumter County Connection offers a door to door service within the City.

Recommendations

Access Improvements: Construct a 155-foot right turn deceleration lane westbound on CR 44A at the main project entrance.

Construct a 215-foot left turn deceleration lane eastbound on CR 44A at the main project entrance.

Add dual left turn lanes in the southbound approach at the intersection of CR 466A and Powell Road and in the eastbound approach at the intersection of SR 44 and Powell Road.

Proportionate Share: The proportionate share of the cost of the intersection improvements at CR 466A & Powell Road is 8.6%. The proportionate share of the cost at SR 44 & Powell Road is 47%.

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

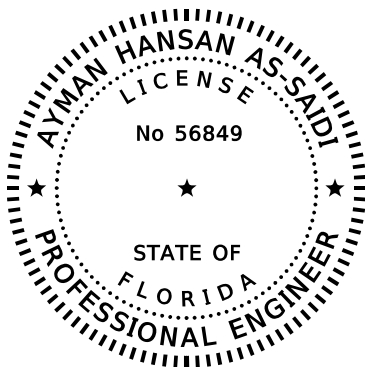
PROJECT: Parkview at Brownwood

LOCATION: City of Wildwood, Sumter County, Florida

CLIENT: Blount Standard LLC

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

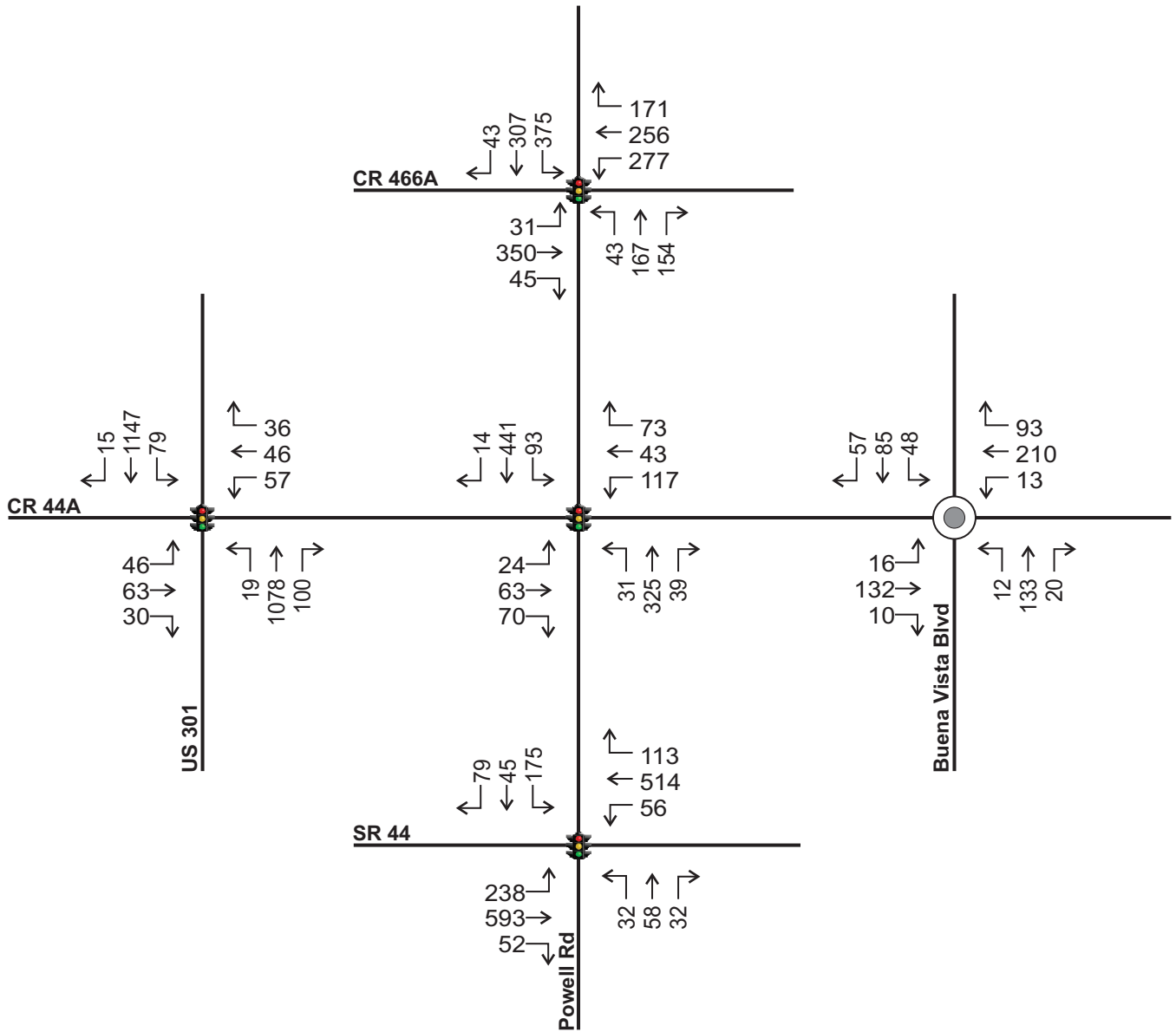
THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

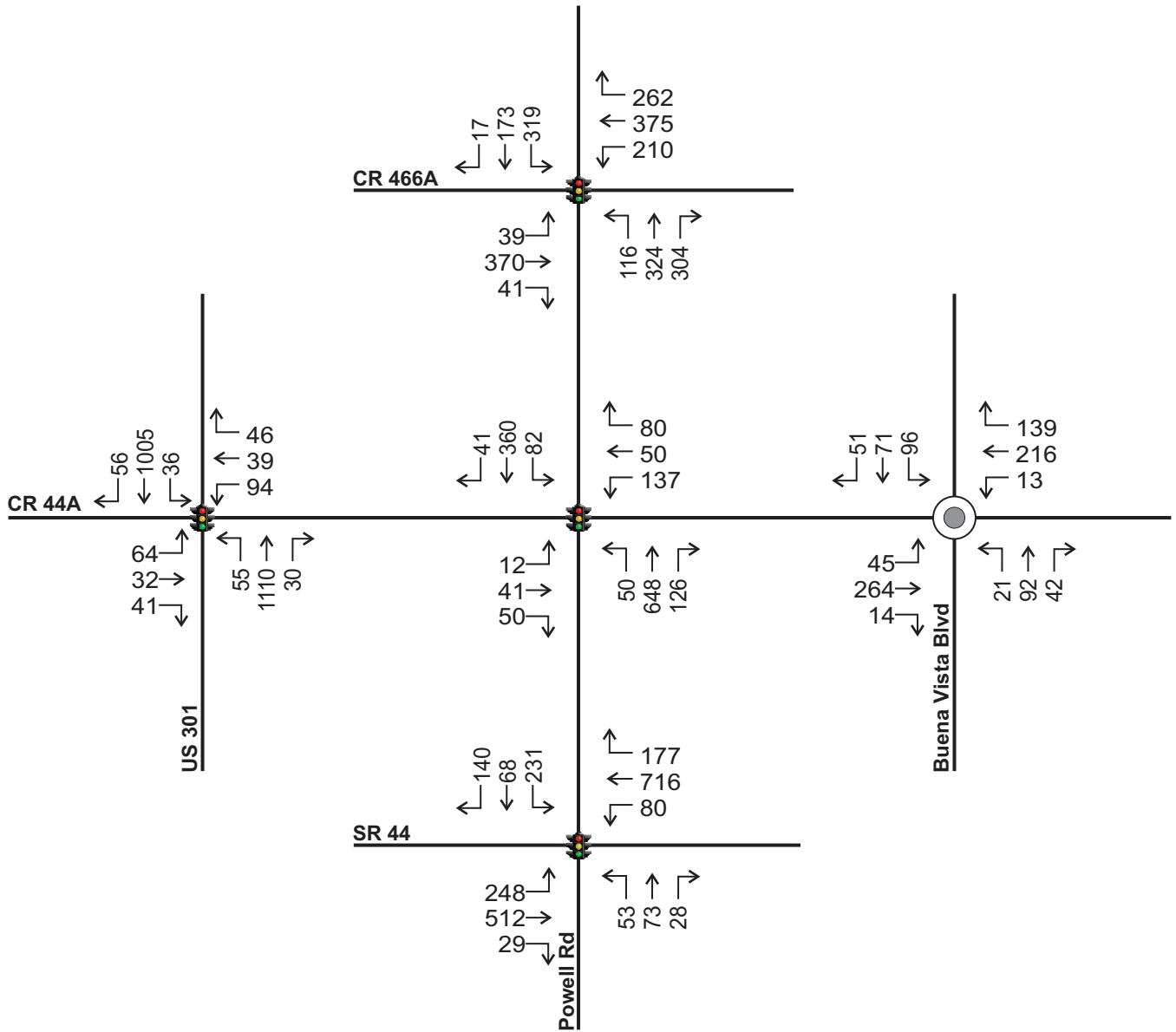


ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

TRAFFIC & MOBILITY CONSULTANTS LLC
3101 MAGUIRE BOULEVARD, SUITE 265
ORLANDO, FLORIDA 32803
CERTIFICATE OF AUTHORIZATION CA-30024
AYMAN H. AS-SAIDI, P.E. NO 56849





3.0 PROJECT TRAFFIC

3.1 Trip Generation

The trip generation of the proposed development was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*, as summarized in **Table 3**. The ITE information sheets are provided in **Appendix F**.

Table 3
Trip Generation Analysis

ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
221	Multi-Family Apartments	350 DU	5.45	1,906	0.36	126	33	93	0.44	154	94	60
252	Senior Housing Attached	185 DU	3.70	685	0.20	37	13	24	0.26	48	26	22
720	Medical Office	76.23 KSF	37.27	2,841	2.30	175	137	38	3.46	264	74	190
820	Commercial	76.23 KSF	65.58	4,999	0.94	72	45	27	5.831	445	214	231
Total Gross Trip Generation				10,431		410	228	182		911	408	503
Internal Trips (12.44% Daily, 4.88% AM, 20.00% PM)				1,298		20	11	9		182	82	101
Pass-By Retail (20%)				875		14	9	5		71	34	37
Net New External Trips				8,258		376	208	168		658	292	365

Trip Generation analysis based on ITE Trip Generation Manual, 10th Edition.

The ITE equations were used when R² was greater than 0.75 & has 20 or more studies

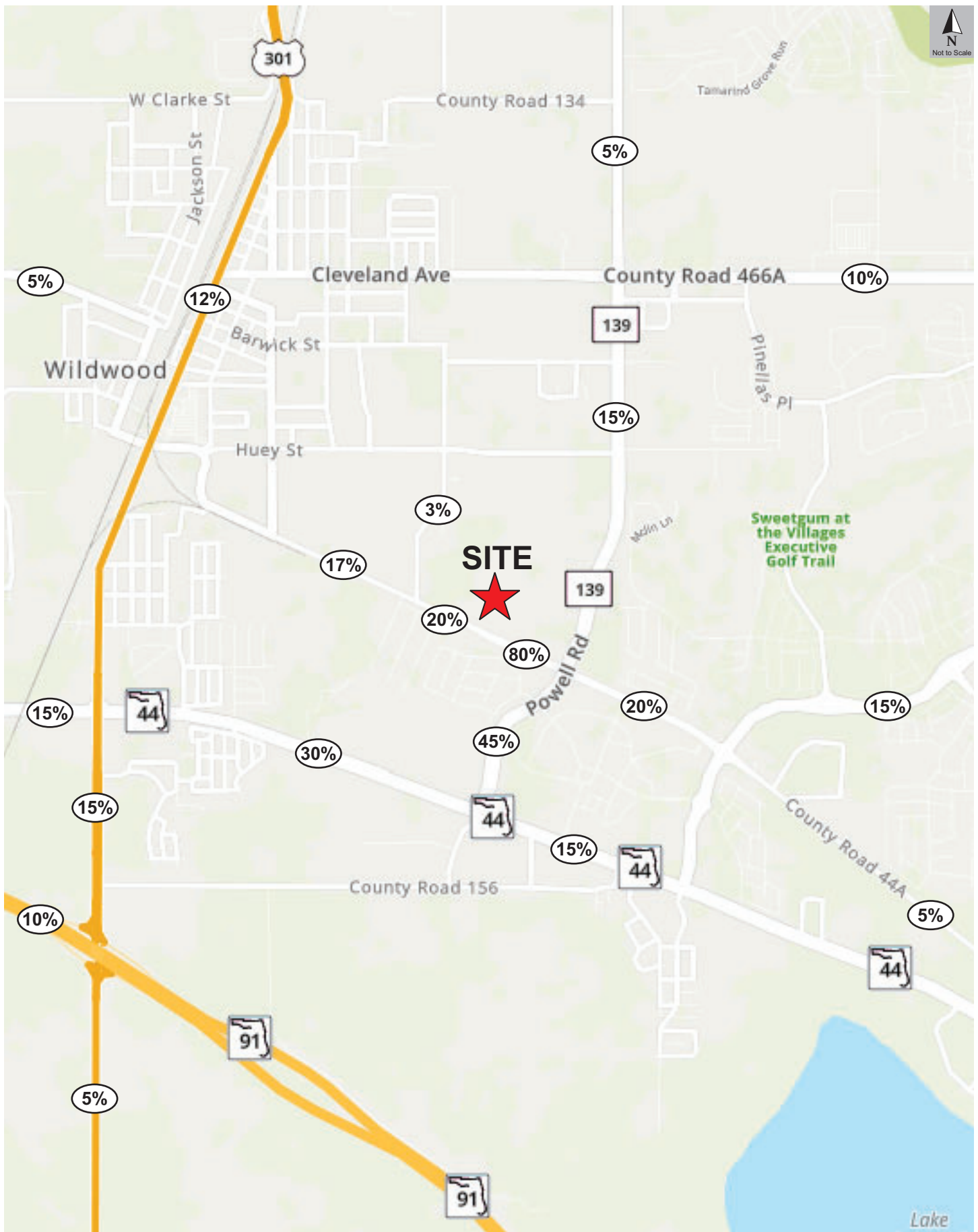
Internal Capture based on ITE Trip Generation Handbook, 3rd Edition

Pass-By rate based on ITE Trip Generation Handbook, 3rd Edition is 34%; however, per Sumter County guidelines it may not exceed 20%

The proposed development is projected to generate 8,258 net external trips per day, of which 376 trips occur during the AM peak hour and 658 trips occur during the PM peak hour.

3.2 Trip Distribution

A trip distribution pattern was estimated using the *Central Florida Regional Planning Model*, version 6.1 (CFRPM v6.1) based on the *Florida Standard Urban Transportation Model Structure* (FSUTMS). The model distribution was manually adjusted based on local knowledge and engineering judgement to better reflect prevailing travel and traffic flow patterns. The project trip distribution is presented in **Figure 4**. The model output plot is included in **Appendix G**.



A

4.2 Projected Roadway Segment Capacity

Projected roadway conditions were analyzed by comparing the projected traffic volumes on the study segments to their capacities obtained from the 2014/2015 *Sumter County Transportation Management System (TMS) Segment Report*, included in **Appendix I**. The total projected traffic volume is composed of background traffic and project trips.

Table 5 summarizes the roadway segment capacity analysis. The projected traffic analysis reveals that the study roadway segments will continue to operate at an acceptable LOS in the background and projected scenarios.

Table 5
Projected Roadway Segment Capacity Analysis

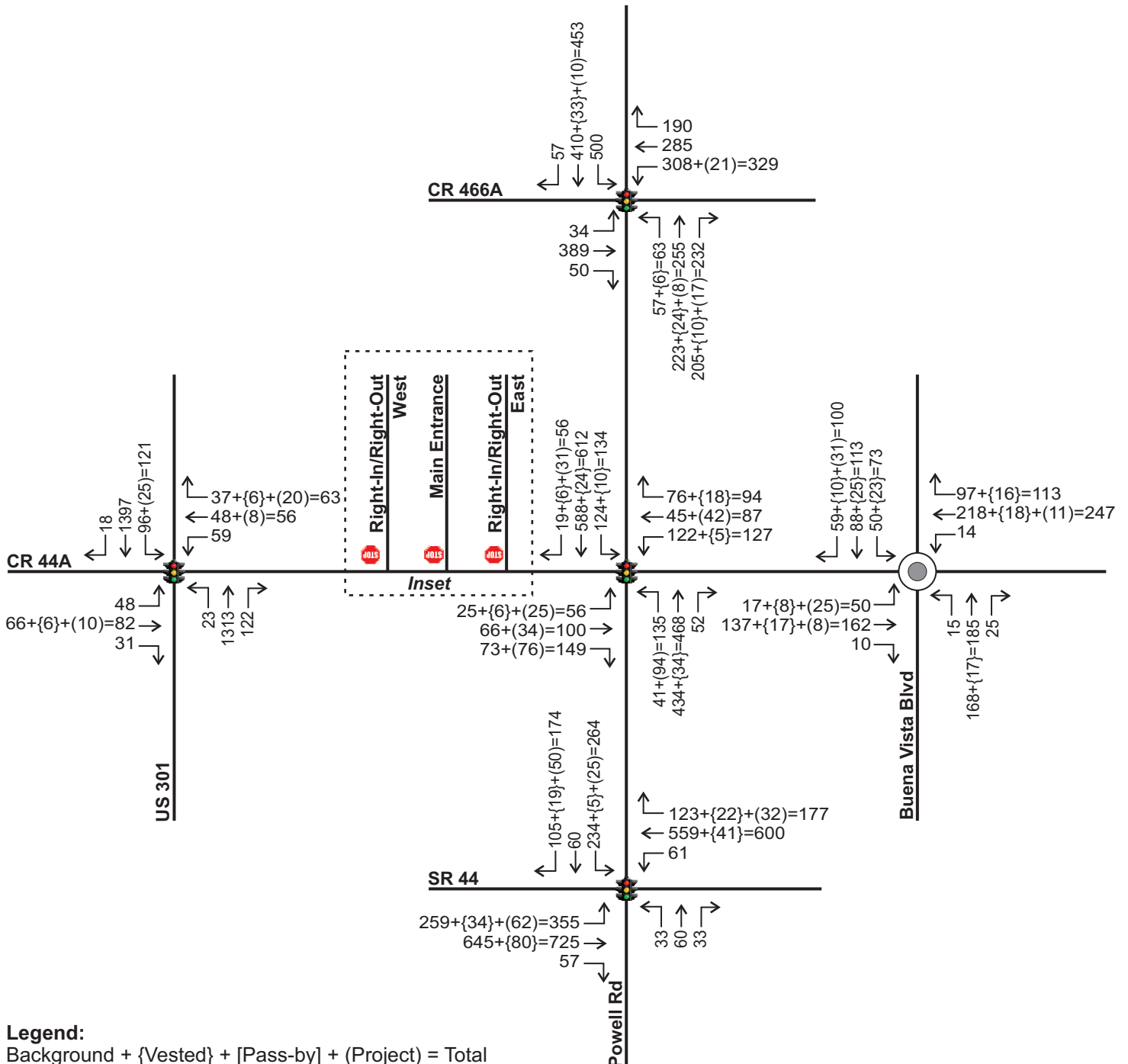
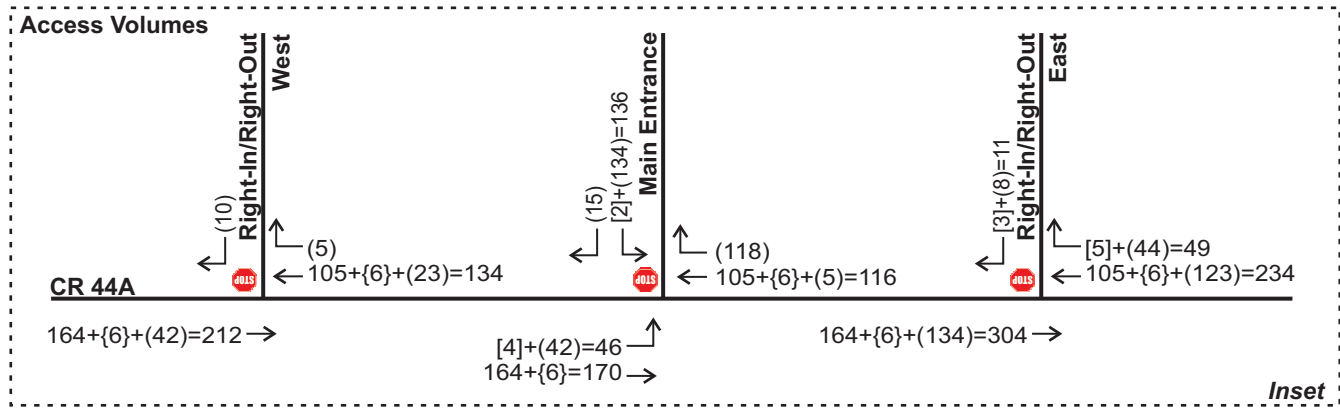
Road Name	#	LOS	LOS	AGR	Background 2024			Project Trips			Total Volume			
	LNS	Std	Cap			NB/EB	SB/WB	LOS	% Dist	NB/EB	SB/WB	NB/EB	SB/WB	LOS
CR 139 / Powell Rd														
SR 44 to CR 44A	2	D	1,467	8.36%	991	783	D	45%	132	164	1,123	947	D	
CR 44A to CR 466A	2	D	1,467	8.36%	991	783	D	15%	44	55	1,035	838	D	
CR 44A														
US 301 to CR 139	2	D	675	1.00%	71	110	C	80%	27	30	98	140	C	
CR 139 to Buena Vista Blvd	4	D	1,467	1.00%	71	110	C	20%	58	74	129	184	C	
CR 466A														
CR 462 to Buena Vista Blvd	2	D	1,467	2.80%	1,359	1,429	D	10%	29	37	1,388	1,466	D	
SR 44 *														
US 301 to Buena Vista Blvd	4	D	2,000	2.20%	658	968	C	30%	88	109	746	1,077	C	

AGR denotes Annual Growth Rate

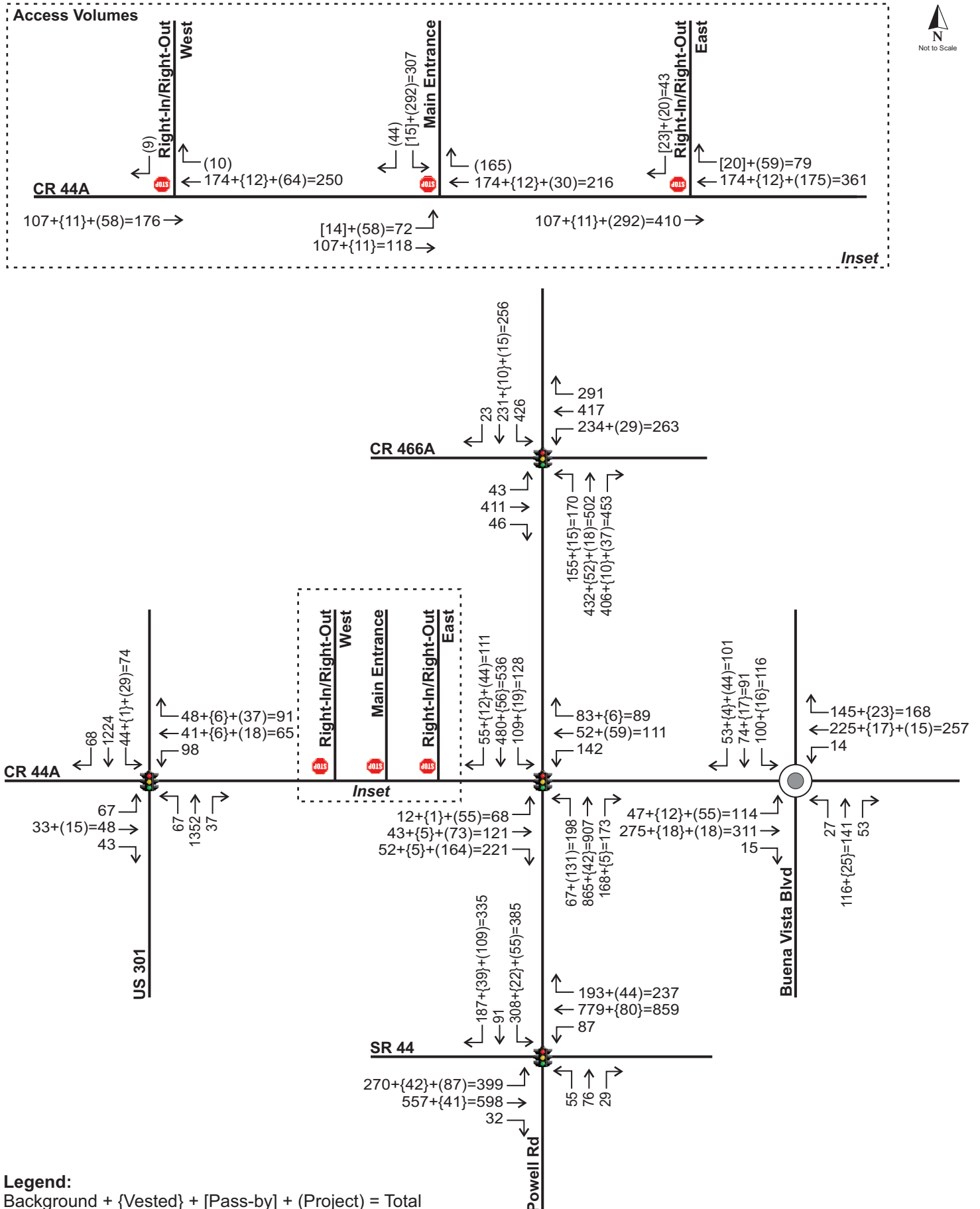
4.3 Intersection Capacity Analysis

The projected volumes for the intersection capacity and operations analysis were calculated by assigning the project trips to the project driveways and adding those volumes to the background volumes at the study intersections. Projected background traffic was estimated using the annual growth rates discussed in the previous section. Traffic volumes for the following projects were also added to the analysis as vested trips: Brownwood Professional Plaza, Wildwood Preserve, Powell Center Development, and Bonita Plaza. Excerpts from the reports used are included in **Appendix J**.

The detailed intersection volume projection calculations are included in **Appendix K**. The projected AM and PM peak hour volumes are illustrated in **Figure 5** and **Figure 6**, respectively.



Legend:
Background + {Vested} + [Pass-by] + (Project) = Total



Legend:

Background + {Vested} + [Pass-by] + (Project) = Total



Projected PM Peak Intersection Volumes

Parkview at Brownwood
20034.2, v2.2

Figure

6

HIGHFIELD AT TWISTED OAKS

Project № 21184.1

January 2022

**TRAFFIC IMPACT ANALYSIS
SUMTER COUNTY
FLORIDA**

Prepared by:



Traffic & Mobility Consultants

3101 Maguire Boulevard, Suite 265

Orlando, Florida 32803

www.trafficmobility.com

(407) 531-5332

Prepared for:

Kolter Land Partners

14025 Riveredge Drive, Suite 175

Tampa, Florida 33637

EXECUTIVE SUMMARY

Project Information

Name: Highfield at Twisted Oaks

Location: East of CR 209, west of US Highway 301, and north of CR 462

Jurisdiction: Sumter County

Description: 300 single-family dwelling units

Findings

Trip Generation: 2,772 daily trips / 201 AM peak hour trips / 279 PM peak hour trips

Access Plan: One (1) full access driveway on CR 462
One (1) full access driveway on CR 209

Roadway Capacity: The study roadway segments currently operate within the and are projected to continue to do so at the project buildout.

Intersection Capacity: The following signalized intersections are projected to operate below the adopted overall LOS at the project buildout:

US 301 and CR 472/ CR 216

CR 466A and Buena Vista Boulevard

The remaining study intersections currently operate at an adequate overall LOS and are projected to continue to do so at the project buildout.

Turn Lanes: An auxiliary right turn lane is warranted on CR 462 at Access Driveway.

Recommended Improvements:

Auxiliary Turn Lanes: CR 462 should be improved with a 405-foot westbound right turn lane at Access Driveway (including a 50-foot taper).

Off-site Improvements: Re-time the traffic signal controller for the following intersections:

US 301 and CR 472/ CR 216

CR 466A and Buena Vista Boulevard



PROFESSIONAL ENGINEERING CERTIFICATION

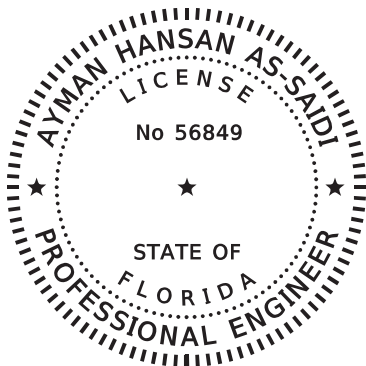
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Highfield at Twisted Oaks Pointe

LOCATION: Sumter County, Florida

CLIENT: Kolter Land Partners

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

AYMAN H AS-SAIDI

2022.01.06 10:20:19 -05'00'

ON THE DATE ADJACENT TO THE SEAL

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ORLANDO, FLORIDA 32803
CERTIFICATE OF AUTHORIZATION CA-30024
AYMAN H. AS-SAIDI, P.E. NO. 56849

reference the methodology email

3.0 PROJECT TRAFFIC

3.1 Trip Generation

A trip generation analysis was performed for the proposed development using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. The resulting trip generation analysis is summarized in **Table 4**. ITE information sheets are provided in **Appendix G**.

Table 4
Trip Generation Analysis

ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single Family Residential (Detached)	300 DU	9.24	2,772	0.67	201	52	149	0.93	279	176	103

Source: Trip generation analysis is based on ITE Trip Generation Manual, 11th Edition

ITE regression equations are used as R-squared values are greater than 0.75 and number of studies ≥20

The proposed development is projected to generate 2,772 daily external trips, of which 201 trips occur during the AM peak hour and 279 trips occur during the PM peak hour.

3.2 Trip Distribution

A trip distribution pattern previously estimated using the recently adopted *Central Florida Regional Planning Model (CFRPM) Version 7.0* for the adjacent mixed-use development of Twisted Oaks Pointe was manually adjusted. The model distribution was refined based on local knowledge, professional engineering judgement, and the location of the development with respect to surrounding attractions and activity centers to reflect prevailing travel patterns in the vicinity of the site and the surrounding transportation network. The proposed trip distribution is shown in **Figure 4**, and the raw model plots are included in **Appendix H**.

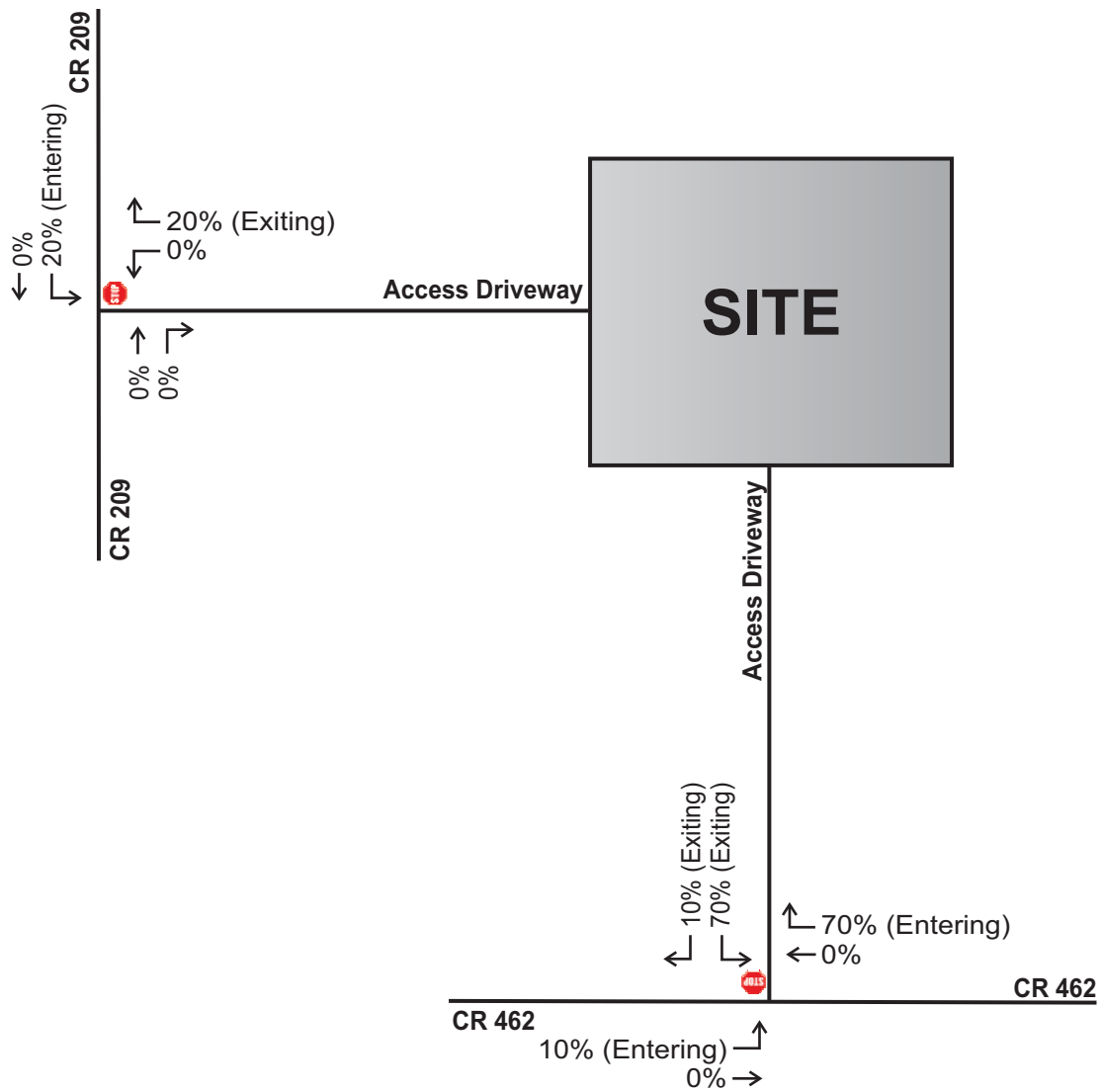
Table 6
Projected Roadway Segment Capacity Analysis- PM Peak Hour

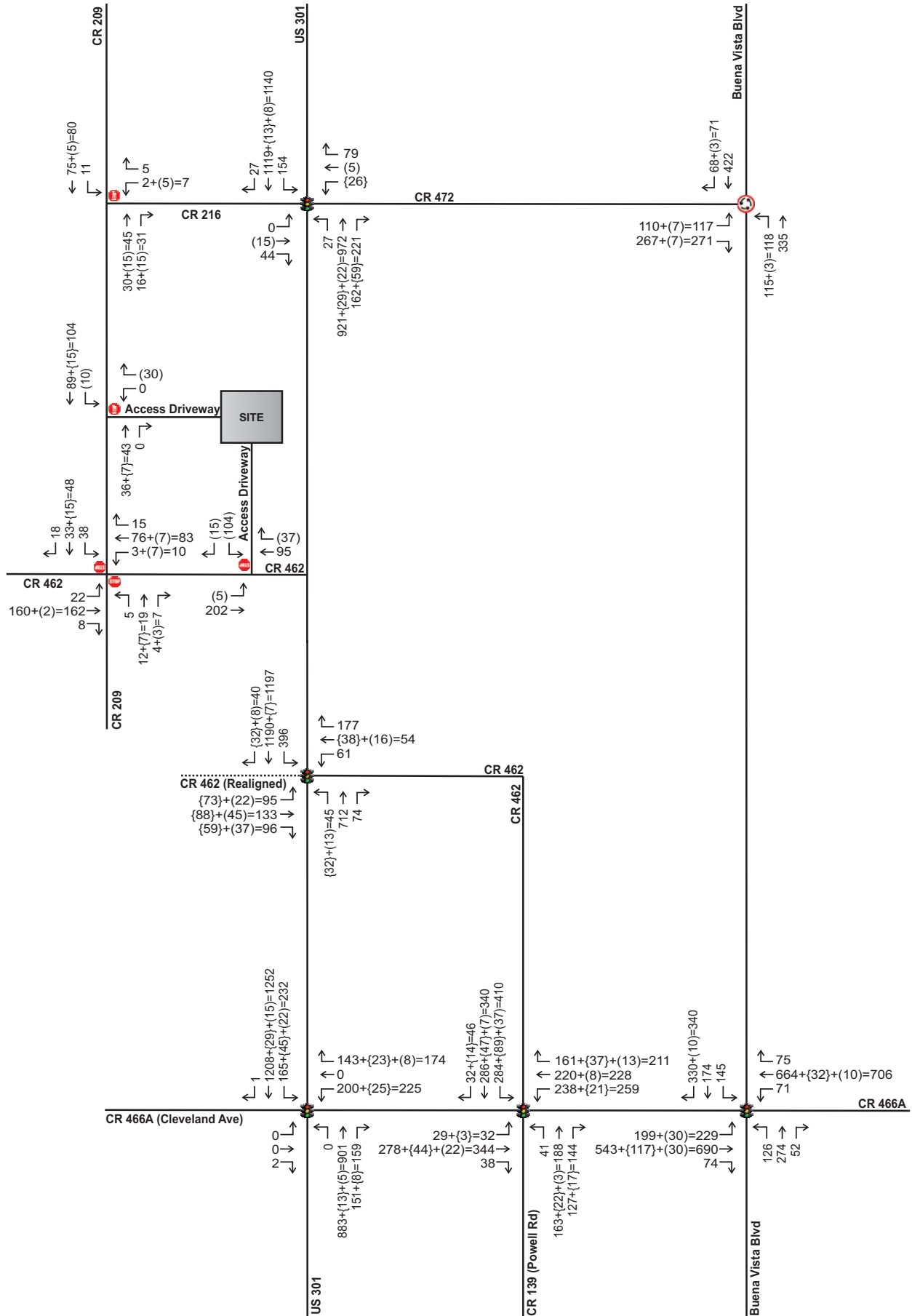
Roadway Segment	# of	LOS	PH Dir	AGR	Dir	Vested	2024 Backg'd			Project		Projected Conditions		
	Lns	Std	Cap	%		Trips	Vol	LOS	V/C	Dist	Trips	Vol	LOS	V/C
CR 462														
CR 209 to US 301/ SR 35	2	D	1,190	1.00%	NB/EB SB/WB	0 0	108 257	C C	0.09 0.22	70%	72 72	180 329	C C	0.15 0.28
US 301/ SR 35 to CR 131	2	F	1640	1.21%	NB/EB SB/WB	157 175	573 841	B C	0.35 0.51	30%	31 31	604 872	C C	0.37 0.53
CR 131 to CR 121	2	F	1640	1.21%	NB/EB SB/WB	97 126	513 792	B C	0.31 0.48	30%	31 31	544 823	B C	0.33 0.50
CR 121 to CR 134	2	F	1640	1.00%	NB/EB SB/WB	124 141	793 655	C C	0.48 0.40	30%	31 31	824 686	C C	0.50 0.42
CR 134 to CR 466A	2	F	1640	1.00%	NB/EB SB/WB	344 456	1,013 970	D D	0.62 0.59	30%	31 31	1,044 1,001	D D	0.64 0.61
CR 466A														
US 301/SR 35 to CR 462/CR 139	2	D	825	1.00%	NB/EB SB/WB	227 238	725 753	D D	0.88 0.91	15%	15 15	740 768	D D	0.90 0.93
CR 462/CR 139 to CR 133 (NE 57th Dr)	4	D	1900	1.00%	NB/EB SB/WB	296 347	1,410 1,521	C C	0.74 0.80	40%	41 41	1,451 1,562	C C	0.76 0.82
CR 133 (NE 57th Dr) to Buena Vista Blvd	4	D	1900	1.19%	NB/EB SB/WB	198 236	1,478 1,582	C C	0.78 0.83	40%	41 41	1,519 1,623	C C	0.80 0.85
CR 472														
US 301/SR 35 to CR 117	2	D	713	1.00%	NB/EB SB/WB	188 112	475 320	D C	0.67 0.45	10%	10 10	485 330	D C	0.68 0.46
CR 117 to Lynn Haven Ln	2	D	713	1.00%	NB/EB SB/WB	65 83	346 470	C D	0.49 0.66	10%	10 10	356 480	D D	0.50 0.67
Lynn Haven Ln to Buena Vista Blvd	2	D	675	1.00%	NB/EB SB/WB	65 83	407 361	D D	0.60 0.53	10%	10 10	417 371	D D	0.62 0.55
CR 209														
CR 462 E to CR 216	2	D	616	1.00%	NB/EB SB/WB	21 16	99 69	C C	0.16 0.11	20%	21 21	120 90	C C	0.19 0.15
CR 216														
CR 209 to US 301/SR 35	2	D	675	1.00%	NB/EB SB/WB	0 0	5 29	C C	0.01 0.04	10%	10 10	15 39	C C	0.02 0.06

Source: 2014/2015 Sumter County TMS Report, Sumter County 2020 Annual Traffic Counts, and Sumter County 2019 CMP Database

Background traffic includes vested trips from seven (7) committed developments, as provided by Sumter County, and 50% of traffic generated by Twisted Oaks Pointe

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





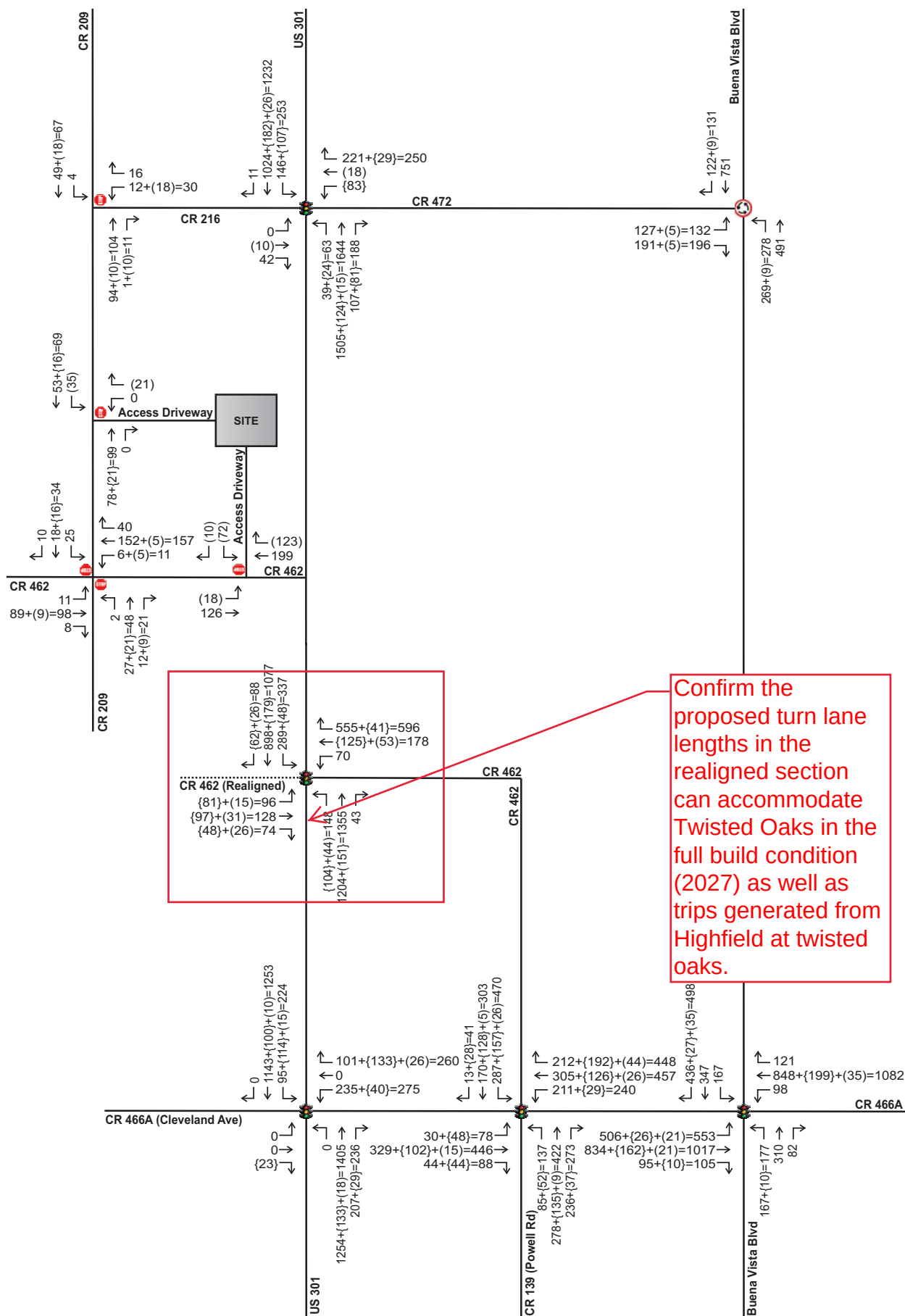
Background+{Committed}+(Project)=Total



Projected AM Peak Hour Intersection Volumes

Highfield at Twisted Oaks
21184.1

Figure
6



TMC
Traffic & Mobility Consultants

Highfield at Twisted Oaks
21184.1

7

6.0 STUDY CONCLUSIONS

The TIA was conducted to assess the impact of the proposed residential development of Highfield at Twisted Oaks. The proposed development is located east of CR 209, west of US Highway 301, and north of CR 462 in Sumter County, Florida. The project consists of 300 single-family dwelling units with an anticipated full buildout year of 2024.

The analysis evaluated the proposed development's impact on roadway segments and intersections within the project's influence area and included a preliminary access review. The results of the analysis as documented herein are summarized below:

- The proposed development is projected to generate 2,772 daily trips, of which 201 trips occur during the AM peak hour and 279 trips occur during the PM peak hour.
- The roadway segment capacity analysis indicates that the study segments currently operate within the adopted LOS and are projected to continue to do so at the project buildout.
- The intersection capacity analysis shows that the following signalized intersections are projected to operate below the adopted overall LOS at the project buildout:
 - US 301 and CR 472/ CR 216
 - CR 466A and Buena Vista Boulevard
- The remaining study intersections currently see previous comments adopted overall LOS and are projected to do so at the project buildout.
- The site access driveways are projected to operate at an adequate LOS at the project buildout.
- To mitigate the impact of the proposed development on the study intersections, re-time the traffic signal controller for the following intersections:
 - US 301 and CR 472/ CR 216
 - CR 466A and Buena Vista Boulevard

- CR 462 should be improved with a 405-foot westbound right turn lane at Access Driveway (including a 50-foot taper).

Traffic Impact Analysis

for

Powell Plaza

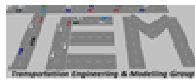
Parcel ID# G04-050

Prepared for:

Germana Engineering and Associates, LLC
Clermont, FL 34711

By

Transportation Engineering & Modeling (TEM) Group
Orlando, FL-32828



Submitted: Sept 2020

Revised: Oct 2020

PROFESSIONAL ENGINEER ENDORSEMENT

I hereby certify that I am a registered professional engineer in the State of Florida practicing with TEM Group, LLC, a corporation, authorized to operate as an engineering business, Certification of Authorization No. L19000129327, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and I have prepared or approved the methodology, analysis, conclusions and recommendations hereby reported for:

Project: Powell Plaza
Location: City of Wildwood, Sumter County, Florida
Client: AH Capstone, LLC

I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering, as applied through professional engineering judgment and practical experience.

Name: Hatem A. Abou-Senna
P.E. Number: 64658
Date: October 28th, 2020

Signature: _____



Dr. Hatem Abou-Senna, P.E.
Oct 28th, 2020
P.E. License No. 64658

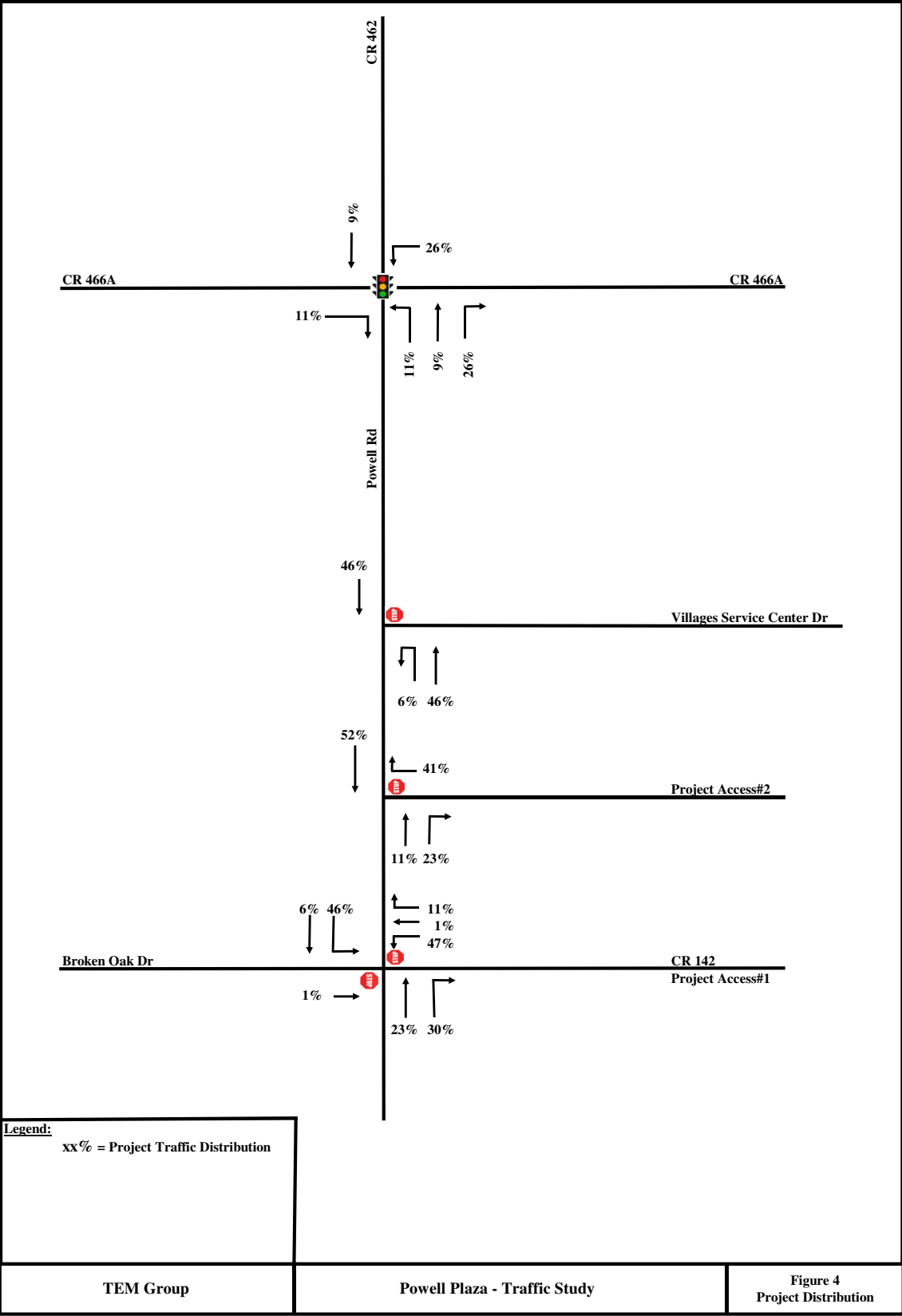


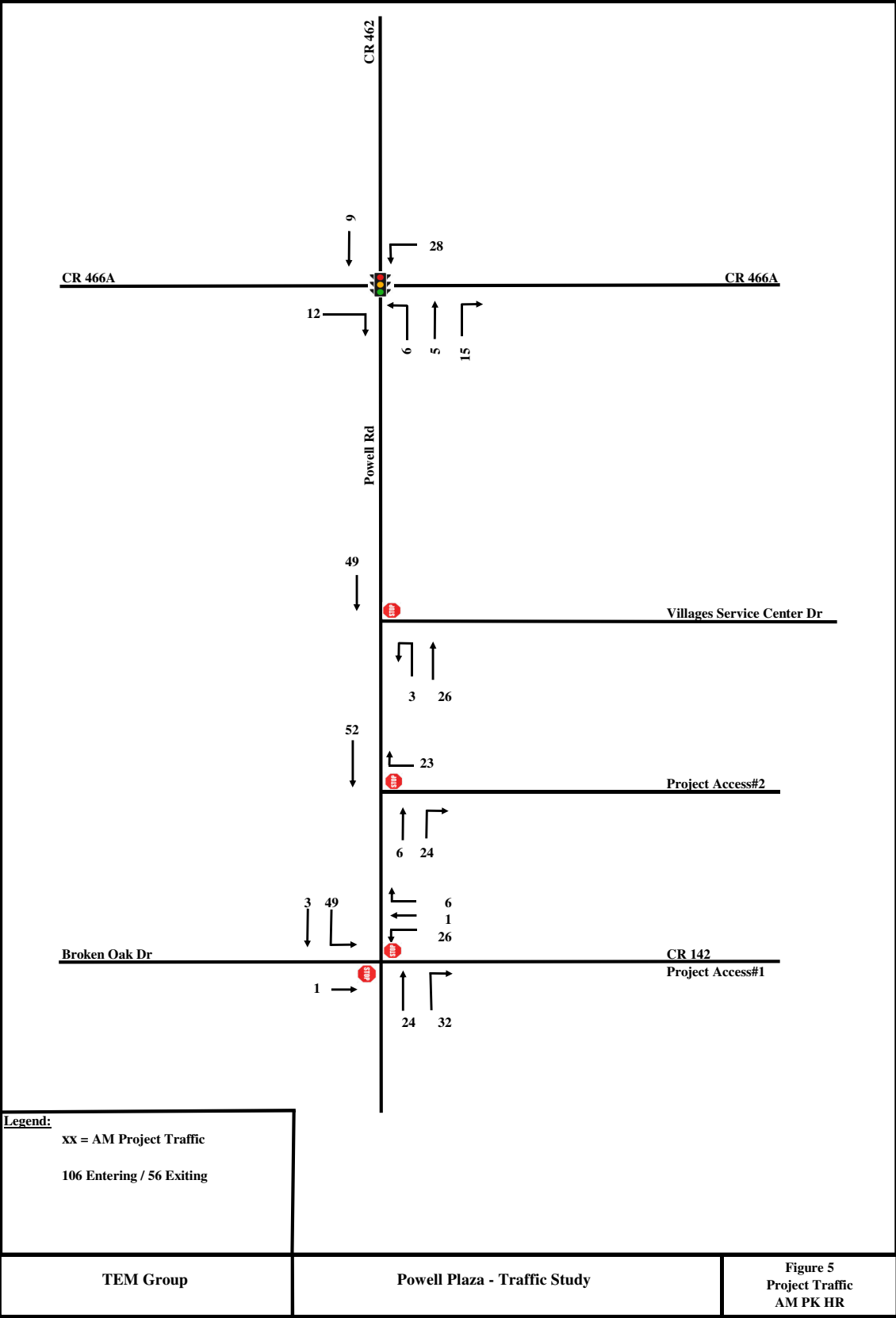
Figure 1: Project Location Map

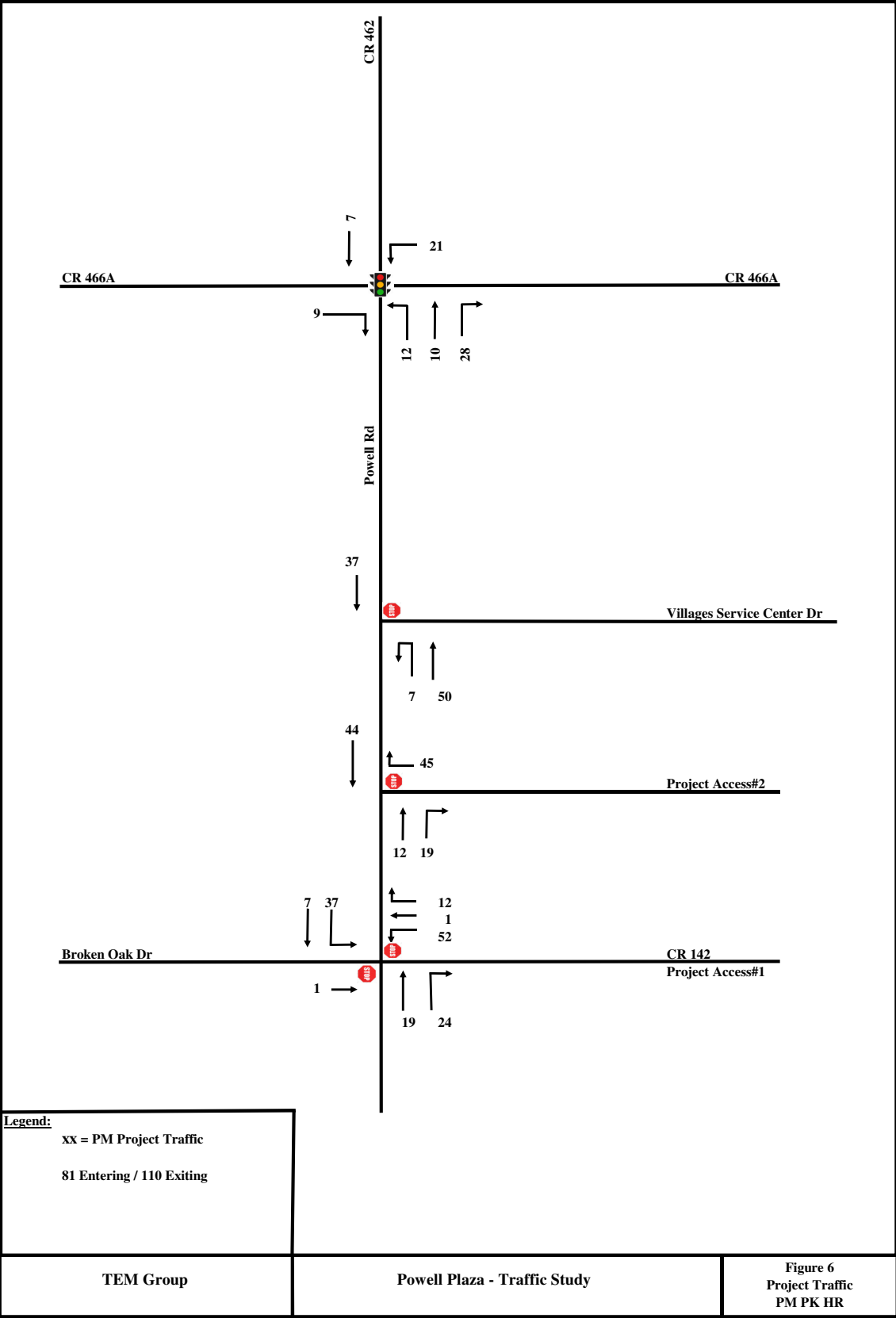


Figure 2: Project Access Locations

10







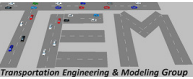
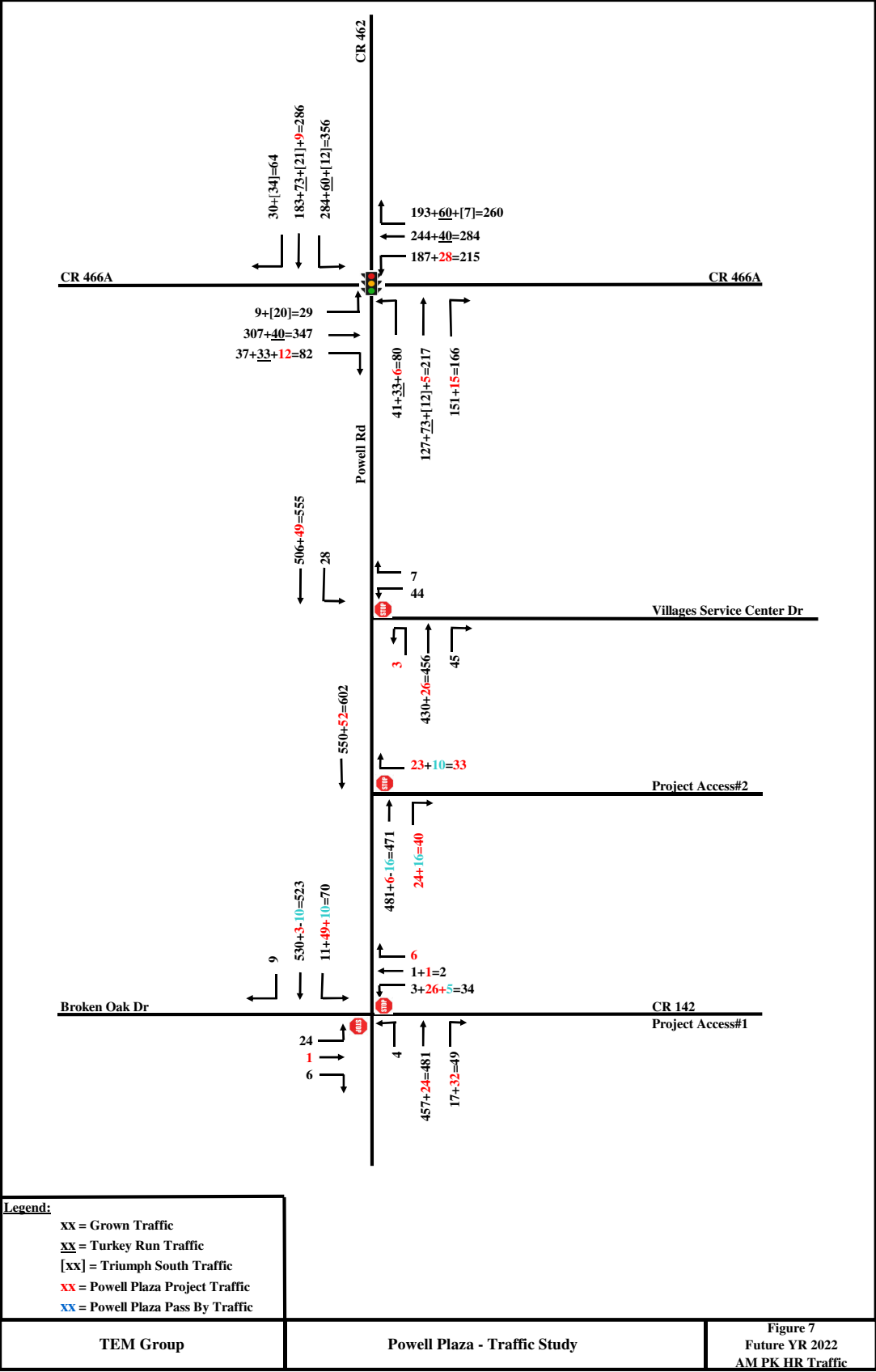


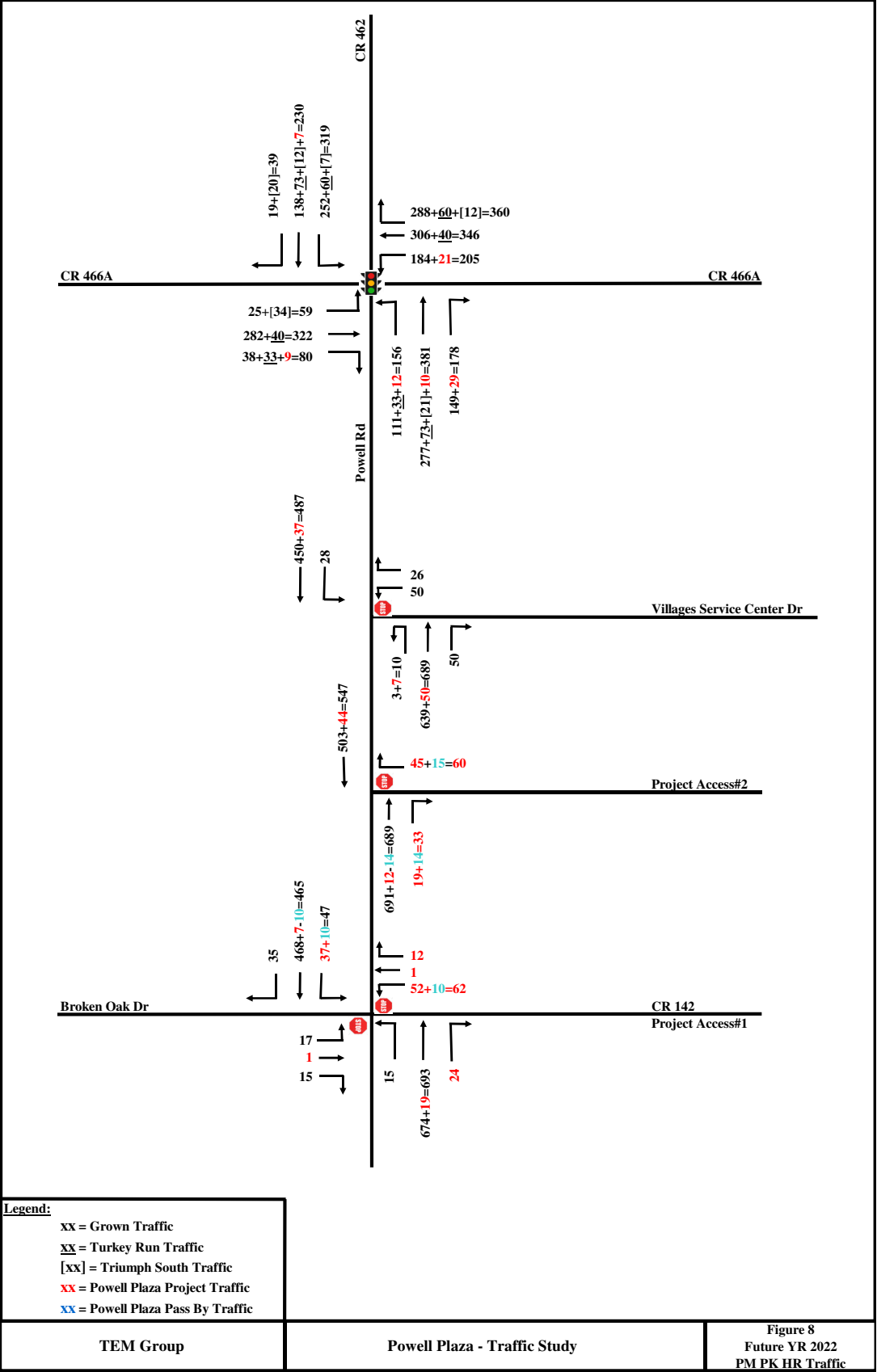
Table 7: Year 2022 Total Traffic – Roadway Capacity Analysis – PM PK HR

Roadway	Number of Lanes	LOS Standard	Background YR 2022 Traffic				Project Traffic					YR 2022 Total Traffic				Significant & Adverse
			Total Traffic	PM Peak Hour		Project Dist(%)	Total Traffic	PM Peak Hour		Total Traffic	PM Peak Hour					
				NB / EB	SB / WB			LOS	NB / EB		SB / WB	Significance	NB / EB	SB / WB	LOS	
Powell Road																
South of CR 466A	4LD	D	1,602	885	717	D	54.00%	103	44	59	3.92%	1,705	929	776	D	No
South of CR 44A	4LD	D	1,360	665	695	D	20.00%	38	16	22	1.45%	1,398	681	717	D	No
CR 462																
North of CR 466A	2LU	D	1,534	857	677	F	9.00%	17	10	7	1.12%	1,551	867	684	F	No
CR 466A																
East of US 301	2LU	D	1,194	596	598	D	11.00%	21	12	9	1.67%	1,215	608	607	D	No
East of Powell Road	4LD	D	2,444	1,199	1,245	C	26.00%	50	29	21	1.48%	2,494	1,228	1,266	C	No
West of Buena Vista Blvd	4LD	D	2,776	1,353	1,423	C	23.00%	44	19	25	1.30%	2,820	1,372	1,448	C	No
CR 44A																
West of Powell Road	4LD	D	364	190	174	C	18.00%	35	20	15	1.33%	399	210	189	C	No
East of Powell Road	4LD	D	796	420	376	C	15.00%	28	16	12	1.07%	824	436	388	C	No

Notes:
* Project traffic is insignificant consuming less than 3% of the roadway segments maximum service volume

Source: TEM Group, LLC





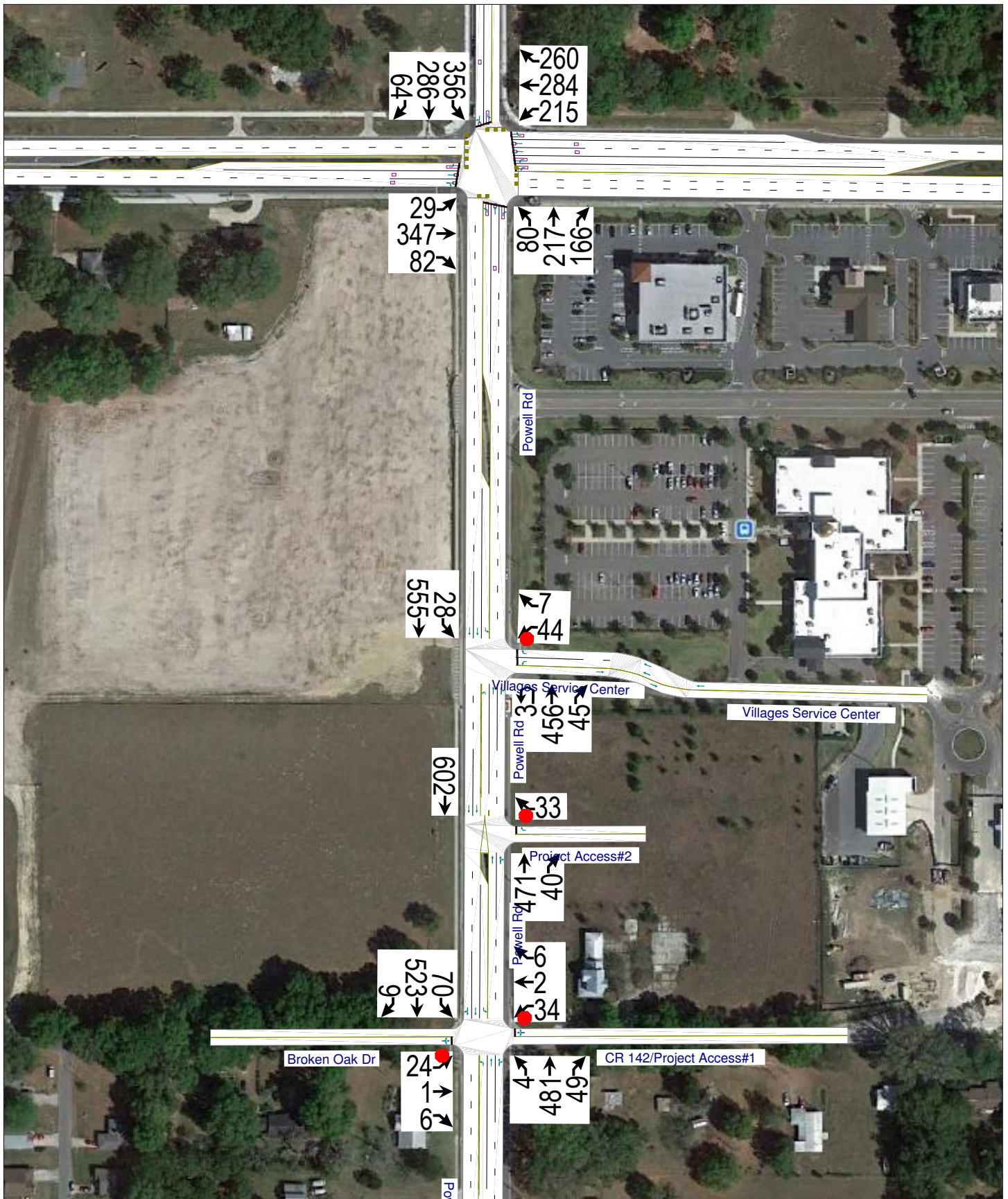


Figure 9 - Future YR 2022 AM PK HR Total Traffic

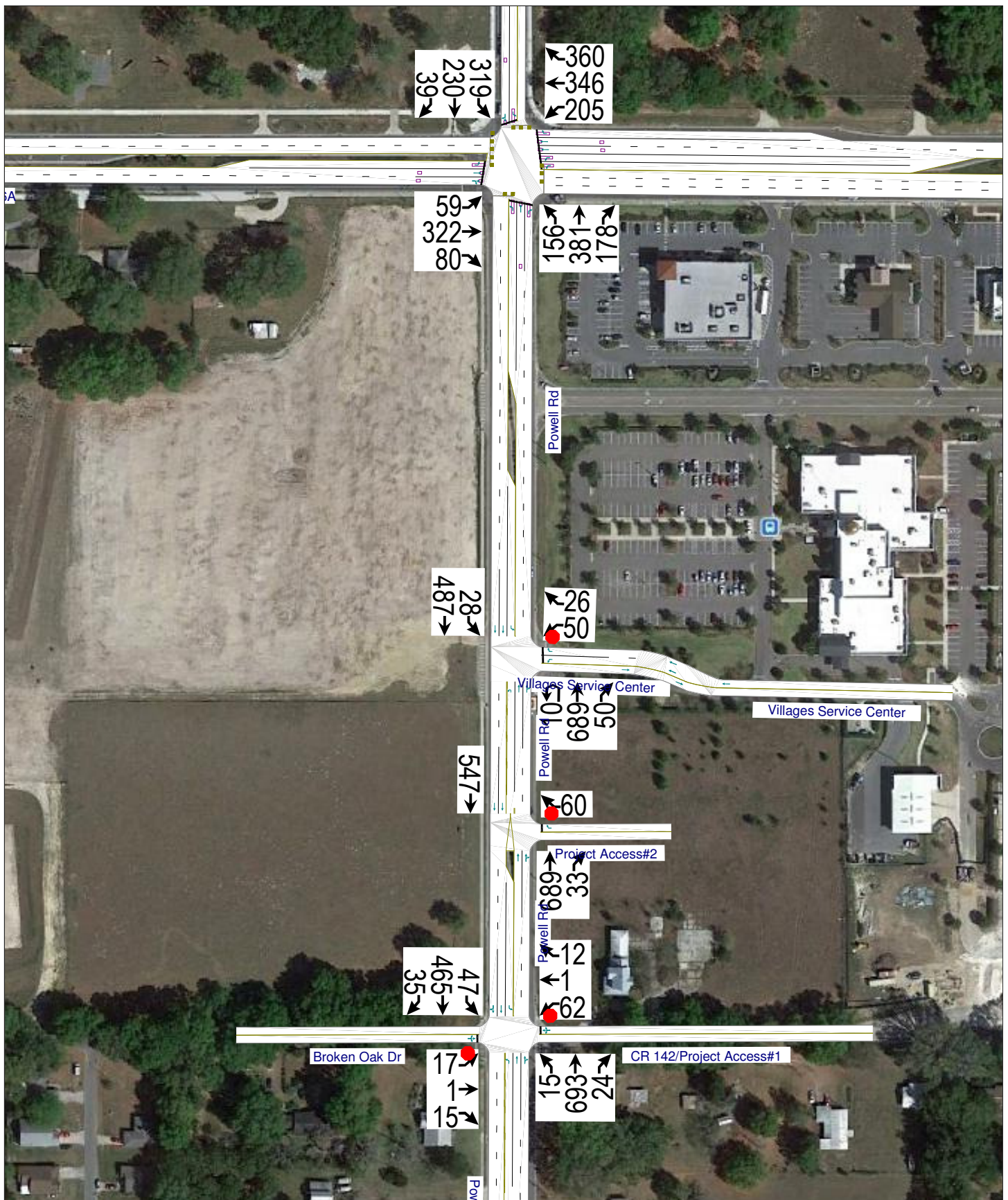


Figure 10 - Future YR 2022 PM PK HR Total Traffic

TRAFFIC IMPACT STUDY NE 81st Blvd. Subdivision Sumter County, Florida

August 19, 2021

Revised January 11, 2022

prepared for:

**SUMTER COUNTY
Public Works & Engineering Departments**

submitted on behalf of:

Urban Habitats

prepared by:

MPH Transportation Planning, Inc. & Hagen Consulting Services

Signature of QA/QC Engineer:

Lawrence T. Hagen

**Lawrence T. Hagen, P.E., P.T.O.E.
FLA License # 43968**

Signature of Preparer:

Michael Hemmen

**Michael Hemmen, AICP
Certificate # 012190**

PROFESSIONAL ENGINEER ENDORSEMENT

I hereby certify that I am a Registered Professional Engineer in the State of Florida and currently practicing as the principal of Hagen Consulting Services, LLC. Hagen Consulting Services, LLC is authorized via Registry No: 27955 to operate as an Engineering Business by the Florida State Board of Professional Engineers, State of Florida, Department of Professional Regulation.

I have prepared or supervised the preparation of the evaluation, findings, conclusions, recommendations, or professional opinions/advice contained in this document. My endorsement constitutes my approval of these items.

PROJECT: NE 81st Boulevard Subdivision (Residential Development)

LOCATION: Sumter County, Florida

CLIENT: Urban Habitats

The results contained in this report were developed using procedures and references standard to the transportation engineering practice. These references and procedures were applied using professional judgment and experience.

Name: Lawrence T. Hagen, P.E., PTOE, RSP

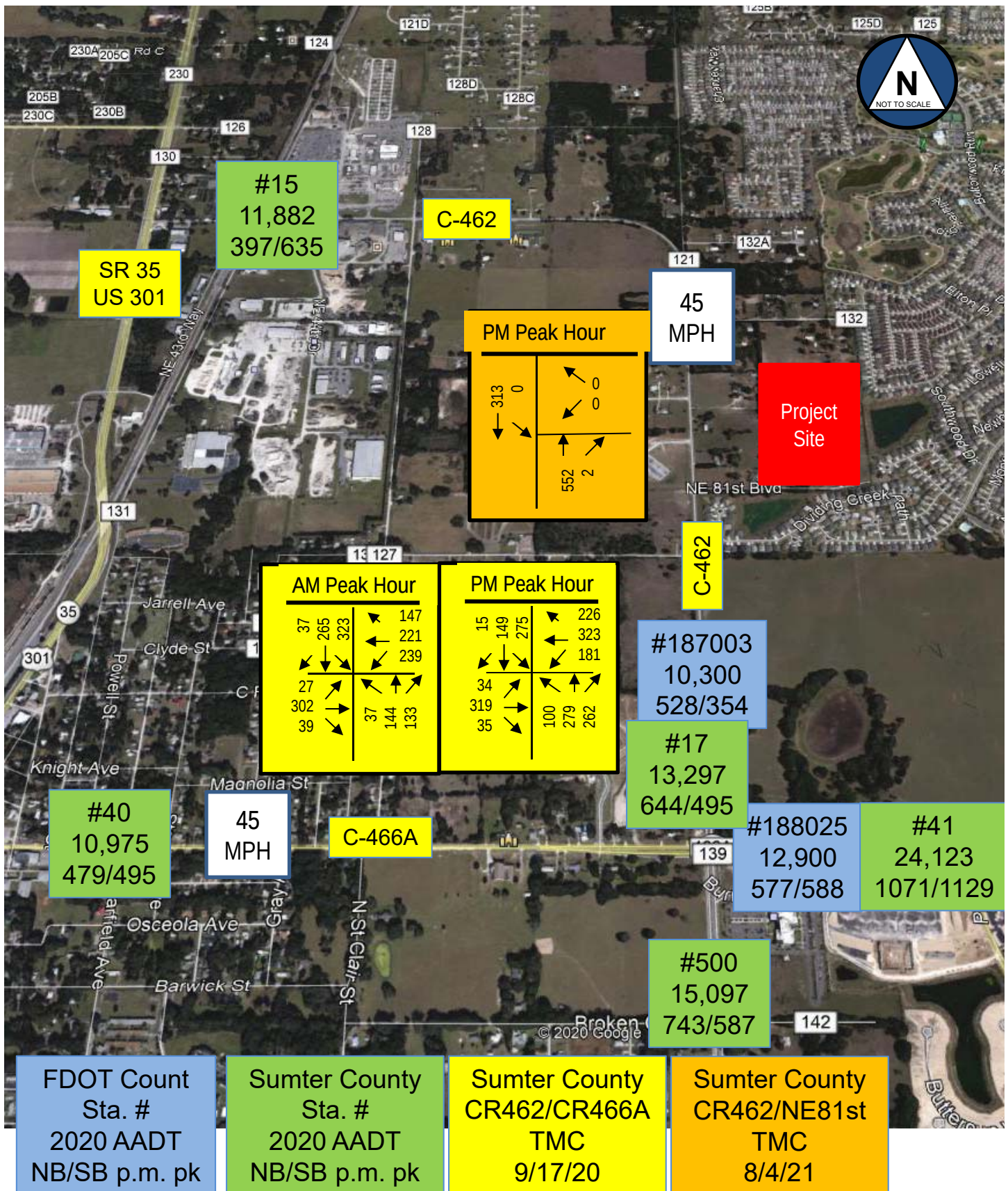
Florida P.E. No.: 43968

Date: August 19, 2021



This item has been digitally signed and sealed by Lawrence T. Hagen on the date adjacent to the seal.

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



TRIP GENERATION

The Institute of Transportation Engineers (ITE) Trip Generation 11th Edition was used to calculate project trip estimates for this land use for Daily, AM & PM peak hours. Trip information is summarized in **Table 1 –Trip Generation** below using both trip formulae and trip rates. Trip formulae are slightly higher in the peak hour and 8% higher for daily trips. The maximum buildout scenario is 69 residential units. The maximum number of units is used in trip generation calculations to present a conservative or worse-case scenario.

Table 1: Trip Generation
NE 81st Blvd. Homes
 Sumter County, Florida

Single Family Homes		ITE Trip Formulae	Unit*	Trips	Distribution		Trips	
					In	Out	In	Out
Daily	210	$\ln(T) = 0.92 \ln(X) + 2.68$	69	717	50%	50%	359	359
AM Peak	210	$\ln(T) = 0.91 \ln(X) + .012$	69	48	26%	74%	12	40
PM Peak	210	$\ln(T) = 0.94 \ln(X) + 0.27$	69	70	63%	37%	44	26

Source: ITE 11th Edition of Trip Generation; Units: Residential Dwellings;
 No Pass-by or internal capture reductions are applicable.

Single Family Homes		ITE Trip Rates	Unit*	Trips	Distribution		Trips	
					In	Out	In	Out
Daily	210	$(T) = 9.43 (X)$	69	651	50%	50%	326	326
AM Peak	210	$(T) = 0.70 (X)$	69	48	26%	74%	12	36
PM Peak	210	$(T) = 0.94 (X)$	69	65	63%	37%	41	24

This data is used to develop external distribution of project trips onto the adjacent roadway network from the project site as discussed in the next section of this report.

TRIP DISTRIBUTION

The distribution of project trips on the roadway is a manual assignment derived from the PM Peak period traffic data collected on the adjacent roadways and review of existing locations of interacting land-uses. Trip generation numbers from Table 1 are factored by these nominal distribution criteria to develop trip impact estimates for the adjacent roadway segments to the project site. The results of these calculations are displayed in **Figure 2 - P.M. Project Traffic Impacts** and in **Table 2 – Project Trip Distribution** below.

TABLE 2: Project Trip Distribution
NE 81st Blvd. Homes
 Sumter County, Florida

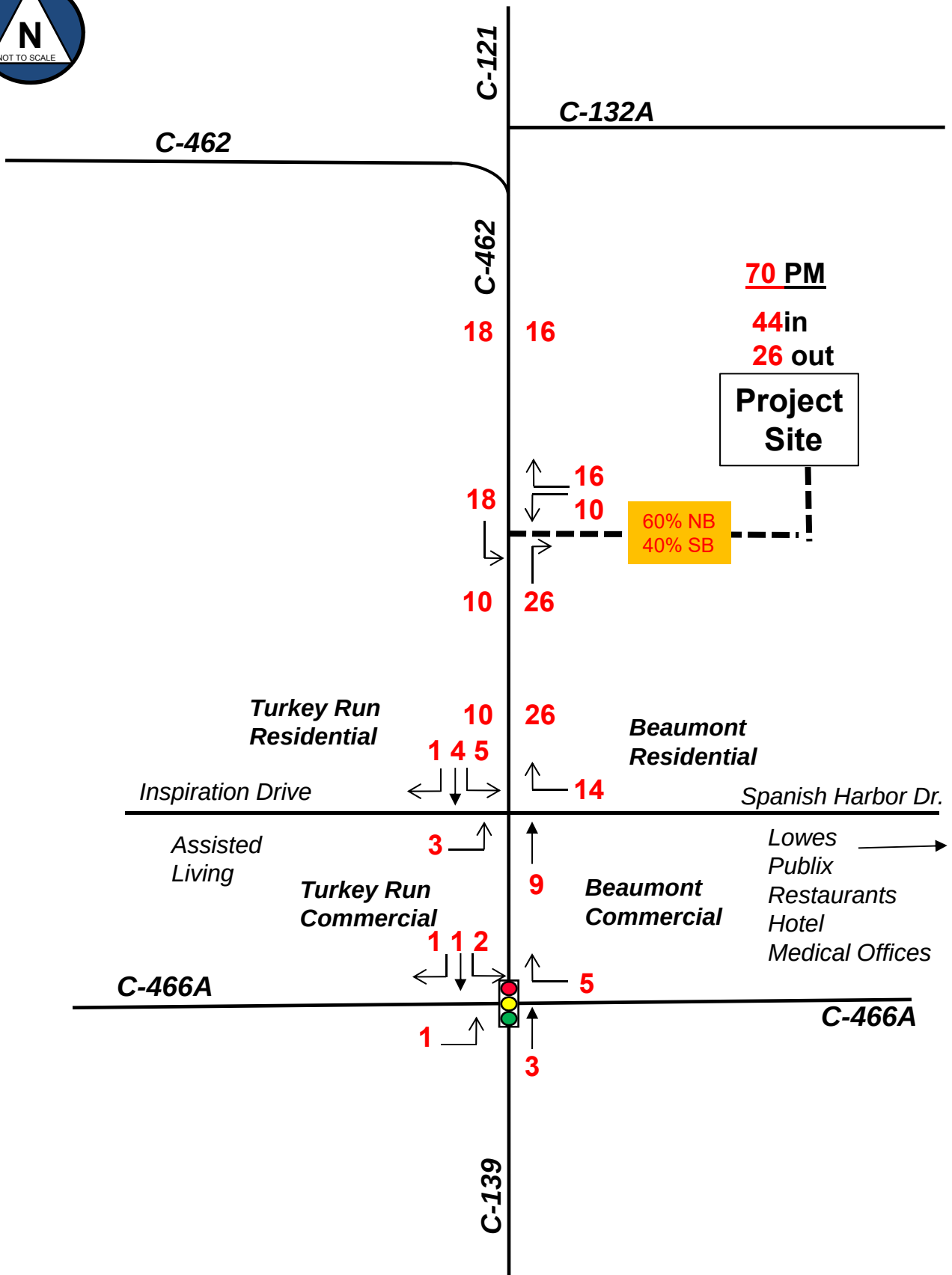
Daily Project Trips		Enter	359	Exit	359	2-Way
Roadway	Segment	%	Trips	%	Trips	Total
CR 462	North of NE 81st Blvd.	40%	144	40%	144	288
	South of NE 81st Blvd.	60%	215	60%	215	430
	Total	100%	359	100%	359	718

AM Peak Hour Project Trips		Enter	12	Exit	40	2-Way
Roadway	Segment	%	Trips	%	Trips	Total
CR 462	North of NE 81st Blvd.	40%	5	40%	16	21
	South of NE 81st Blvd.	60%	7	60%	24	31
	Total	100%	12	100%	40	52

PM Peak Hour Project Trips		Enter	44	Exit	26	2-Way
Roadway	Segment	%	Trips	%	Trips	Total
CR 462	North of NE 81st Blvd.	40%	18	60%	16	34
	South of NE 81st Blvd.	60%	26	40%	10	36
	Total	100%	44	100%	26	70

Project Distributions are estimated from adjacent street traffic & interacting land uses
 Peak hour project trips represent the gross driveway impacts from Table 1

Peak-hour trip impacts provide driveway detail for intersection and turn lane analysis for site plan review. Driveway evaluation consists of the gross trips entering or exiting the site. The highest directional new project traffic impact during the peak hour would be: **27** vehicles on northbound C-462 turning right into the project site in the PM peak hour.



MPH

MPH 21-16 12/15/21

Single-Family Residential – Sumter County, FL
Project P.M. Peak Hour Traffic

Figure 2
Page 9

ROADWAY LEVEL OF SERVICE (LOS) ANALYSIS

Data for Sumter County roadway level of service (LOS) for C-462 was extracted from the Sumter County Counts and LSMPO database. FDOT Quality/Level of Service (Q/LOS) tables are used for roadway segments within transitioning urban areas. **Table 3: Roadway Level of Service** provides the most recent available data for roadway segments adjacent to the project site.

Table 3: Roadway Level of Service (LOS)

NE 81st Blvd. Homes

Sumter County, Florida

Roadway	Segment #/Description	Period	MSV	Existing	Bkgrnd	Res'vd.	Project	UH#1	V/C	LOS
C-462	C-466A to Inspiration Dr.	PM Peak	1,520	1,139	23	218	14	10	92%	D
	Inspiration Dr. to NE 81st Blvd.	PM Peak	1,520	1,032	21	85	36	25	79%	D
	NE 81st Blvd. to C-121	PM Peak	1,520	1,032	21	85	34	23	79%	D

Source: Maximum Service Volume (MSV) from FDOT LOS Table 4 (LOS D) Non-State roadway > 40 mph; 2-Lane Divided
Existing Traffic from 2020 Sumter County Counts Two-way Peak Hour
Background growth 2%/yr = 4%
Res'vd. = Project trips from Turkey Run, Wildwood Preserve, & Parkview approved projects.
Project trips represent Two-way PM Peak Hour traffic from Table 2.
UH #1 = trips from Urban Habitats recently approved condominium project on C+462.
Sumter County 3% threshold of MSV = 46 trips (1520 x 3%)

The resulting volumes are below the capacity (MSV) associated with each roadway segment. The roadway segment is deemed critical when the Volume to Capacity ratio (V/C) exceeds 95%, and when the *“Roadway segments outside of abutting roadway in which the projected and distributed traffic is greater than three percent of the Generalized Peak Hour Two-Way Maximum Service Volume or more than 70 peak hour two-way trips.”*

The two segments of C-462 adjacent to the project site are well below the MSV of 1,520 trips. The Sumter County TIA Guidelines establish the threshold at 3% MSV = 46, or 70 trips. Table 2 indicates the project's maximum two-way peak hour impact would be 36 trips just south of NE 81st Blvd. The segment of C-462 north of C-466A is at 92% with the addition of project traffic. This is due in large part to the two major developments; Turkey Run and Beaumont located at the northwest and northeast corners of the intersection of C-462/C-466A. Both have already started construction with some units occupied and some of the commercial components open for business. The next section of the report addresses traffic operational impacts at the intersection and turn lane analyses.

Table 4 - Intersection Impacts
Stop Sign Controlled Intersection Impacts

Approach	<i>NE 81st Blvd</i>		<i>CR 462</i>				
PM Peak	Westbound		Northbound		Southbound		
Movement	Left	Rt	Thru	Rt	Left	Thru	Totals
2021	0	0	552	2	0	313	867
Bkgrnd	0	0	22	0	0	13	35
Resvd	0	0	95	0	0	94	189
2023	0	0	669	2	0	420	1091
Project	10	16		26	18		70
2022 E+P	10	16	669	28	18	420	1161

Notes:

2021 traffic volumes from 8/4/21 TMC

Background growth = 4% (two years at 2% per year)

Reserved trips from 3 project TIAs provided by Sumter County staff

Project Traffic (**BOLD**) from Figure 2 PM Peak Hour

Single Family homes at Wildwood buildout by 2023.

Table 5 –Intersection Level of Service (LOS) below details the Highway Capacity Software (HCS) analysis results of the intersection volumes in Table 4. It is important to note that northbound and southbound C-462 through volumes are free flow and not restricted by turn movements at the intersection when left and right turn lanes are provided at the intersection.

Table 5 – HCS Intersection Level of Service (LOS)

Stop		NE 81 st Blvd.		C-462			
Sign		WB		NB		SB-Left	
Control		LOS	Delay	LOS	Delay	LOS	Delay
2021	PM	A	0.0	A	0.0	A	8.8
2023	PM	B	15.0	A	0.0	A	9.6

Delay expressed in AVERAGE seconds per vehicle.

2021 TMC Data from MPH 8/4/21

NB traffic is non-stop free flow.

The intersection operates above level of service standards with the 2021 existing traffic and is not adversely impacted when the other background, reserved trips or project traffic is added to those volumes. The intersection of C-462/NE81st Blvd. is expected to operate within LOS standards with the addition of background growth and reserved trips from the three traffic studies provided by County staff. The NE 81st Blvd. residential subdivision project will have minimal impacts to this intersection at its 2023 buildout as displayed in Figure 2.

CONCLUSIONS and RECOMMENDATIONS

Based on the data and analysis provided in the previous sections of this report the following conclusions on traffic operations and recommendations for potential mitigation are provided below.

Conclusions:

1. The proposed 69 unit NE 81st Blvd. residential development is estimated to generate 717 new daily trip impacts. The PM Peak hour will have approximately 70 trips impacting C-462.
2. C-462 will continue to operate within level of service standards with the addition of project traffic.
3. The proposed project driveway is located on NE 81st Blvd. approximately ¼ of a mile east of C-462.
4. C-462 has an existing southbound left turn lane to serve project entering traffic.
5. Per Sumter County LDC Chapter 13 design standards criteria a right turn lane on C-462 is **NOT** required at the project entrance.

Recommendations:

1. Approve the project driveway connection on NE 81st Blvd. and improve the private roadway connection to C-462. NE 81st Blvd. should have a minimum 20 foot width (two 10 foot lanes).
2. Sumter County requires all new development to provide some mitigation to the area roadways or mobility features as a condition (Item #8) of project approval. This may take the form of roadway signage, striping or other mobility enhancements. A potential mitigation for this project would be a sidewalk connection from C-462 to the project entrance for safe pedestrian and bike access to the public transportation system.

**SOLAMAR AT WILDWOOD
(FKA WILDWOOD RESIDENTIAL)**

Project № 20124.3, v2.2

April 2022

**TRAFFIC IMPACT ANALYSIS
CITY OF WILDWOOD
FLORIDA**

Prepared by:



Traffic & Mobility Consultants

3101 Maguire Boulevard, Suite 265

Orlando, Florida 32803

www.trafficmobility.com

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Prepared for:

1201 Cleveland Avenue, LLC

701 N Federal Highway, Suite 201 B

Hallandale, Florida 33009

EXECUTIVE SUMMARY

Project Information

Name: Solamar at Wildwood
Location: Northwest of C 466A and CR 462 / Powell Road
Jurisdiction: City of Wildwood, Florida
Description: 244 Multifamily Units

Findings

Trip Generation: 1,647 Daily Trips / 98 AM Peak Hour Trips / 156 PM Peak Hour Trip

Roadway Capacity: Study segments are projected to operate at acceptable LOS.

Intersection Capacity: Study intersections are projected to operate at acceptable LOS in the existing and buildout scenarios. However, the intersection of C 466A and US 301 / SR 35 will operate with some delays in the westbound approach in the PM peak hour, due to the background traffic. The project adds 1.7% of traffic to the intersection.

Access Plan: One (1) right-in/right-out access on C 466A and one (1) access connection via Rio Grande Boulevard to C 466A.

Alternative Transportation Modes: Sidewalks and bicycle lanes are available on C 466A adjacent to the site. No fixed-route bus service in the study area but Sumter County Connection offers a door-to-door service within the City.

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Solamar at Wildwood

LOCATION: City of Wildwood, Florida

CLIENT: 1201 Cleveland Avenue, LLC

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED
SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED
ON ANY ELECTRONIC COPIES.

TRAFFIC & MOBILITY CONSULTANTS LLC
3101 MAGUIRE BOULEVARD, SUITE 265
ORLANDO, FLORIDA 32803
CERTIFICATE OF AUTHORIZATION CA-30024
MOHAMMED N. ABDALLAH, P.E. NO 56169

2.0 EXISTING CONDITIONS ANALYSIS

Existing conditions in the vicinity of the site were analyzed to establish a baseline for the traffic conditions prevailing in the vicinity of the proposed development. The analysis included a review of existing roadway segment capacity and an analysis of the intersection operations at the study intersections.

2.1 Roadway Segment Capacity

Existing roadway conditions were analyzed by comparing the existing traffic volumes within the study area and level of service (LOS) volumes for the roadway segments obtained from the 2020 *Sumter County Roadway Network Capacity Report* and *Sumter County 2014/2015 TMS Tables*, included in **Appendix D**.

The roadway segment of C 466A from US 301 to CR 462 is currently operating at an adequate LOS, as shown in **Table 1**.

Table 1
Existing Roadway Segment Capacity Analysis

Roadway Segment	# of Lns	A T	LOS Std	LOS Cap	Time Period	2020 LOS		
						EB	WB	LOS
C 466A								
US 301 / SR 35 to CR 462 / Powell Rd	2	U	D	675	AM	471	460	D
					PM	479	495	D

2020 Sumter County Annual Traffic Counts

Capacities obtained from 2014/2015 Sumter County TMS Tables

2.2 Intersection Capacity

A capacity analysis was performed for the AM and PM peak hours to determine existing operating conditions at the study intersections. The capacity analysis was conducted using *Synchro* software and the methods of the *Highway Capacity Manual (HCM)*, 6th Edition.

Existing turning movement counts were collected during the peak season; therefore, seasonal adjustment factors were not applied. The existing adjusted AM and PM peak intersection volumes are displayed in **Figure 2**. The existing raw turning movement counts along with the FDOT seasonal factor report are provided in **Appendix E**.

A summary of the intersection capacity analysis is shown in **Table 2**. Detailed *HCM* analysis worksheets and signal timing sheets are included in **Appendix F**.

Table 2
Existing Intersection Capacity Analysis

Intersection	Traffic Control	Scenario	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
C 466A & US 301 / SR 35	Signal	AM	19.1	B	22.2	C	16.0	B	6.7	A	11.9	B
		PM	27.1	C	47.2	D	29.4	C	10.8	B	26.6	C
C 466A & Median Opening	TWSC	AM	8.2	A	8.4	A	0.0	A	11.6	B	--	--
		PM	8.6	A	8.5	A	0.0	A	16.3	C	--	--
C 466A & Rio Grande Blvd	TWSC	AM	8.4	A	--	--	--	--	14.2	B	--	--
		PM	8.7	A	--	--	--	--	17.0	C	--	--
C 466A & Powell Rd	Signal	AM	29.9	C	25.2	C	19.2	B	16.0	B	22.1	C
		PM	31.1	C	25.7	C	21.2	C	18.1	B	23.9	C

Delays expressed in sec/veh

The analysis reveals that the signalized intersections and the two-way stop-controlled intersection operate at an overall adequate LOS.

3.0 PLANNED AND PROGRAMMED IMPROVEMENTS

The City of Wildwood and Sumter County *Capital Improvement Programs (CIP)*, *Capital Improvement Elements (CIE)*, and the *Lake~Sumter Metropolitan Planning Organization (MPO) Transportation Improvement Plans (TIP)* were checked to identify any planned or programmed improvements to the transportation facilities in the study area for the next three (3) years. The planned and programmed improvements identified are listed in **Table 3**. These planned and programmed improvements do not affect the roadway and intersection analyses. County documents are included in **Appendix G**.

Table 3
Planned and Programmed Improvements

Intersection	Improvement	Source
C 466A and Buena Vista Blvd	Dual Eastbound Left Turn Lanes	Sumter County
SR 44 and Powell Rd	Dual Eastbound Left Turn Lanes	Sumter County

4.0 PROJECT TRAFFIC

4.1 Trip Generation

The trip generation of the proposed development was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*, as summarized in **Table 4**. The ITE information sheets are provided in **Appendix H**.

Table 4
Trip Generation Analysis

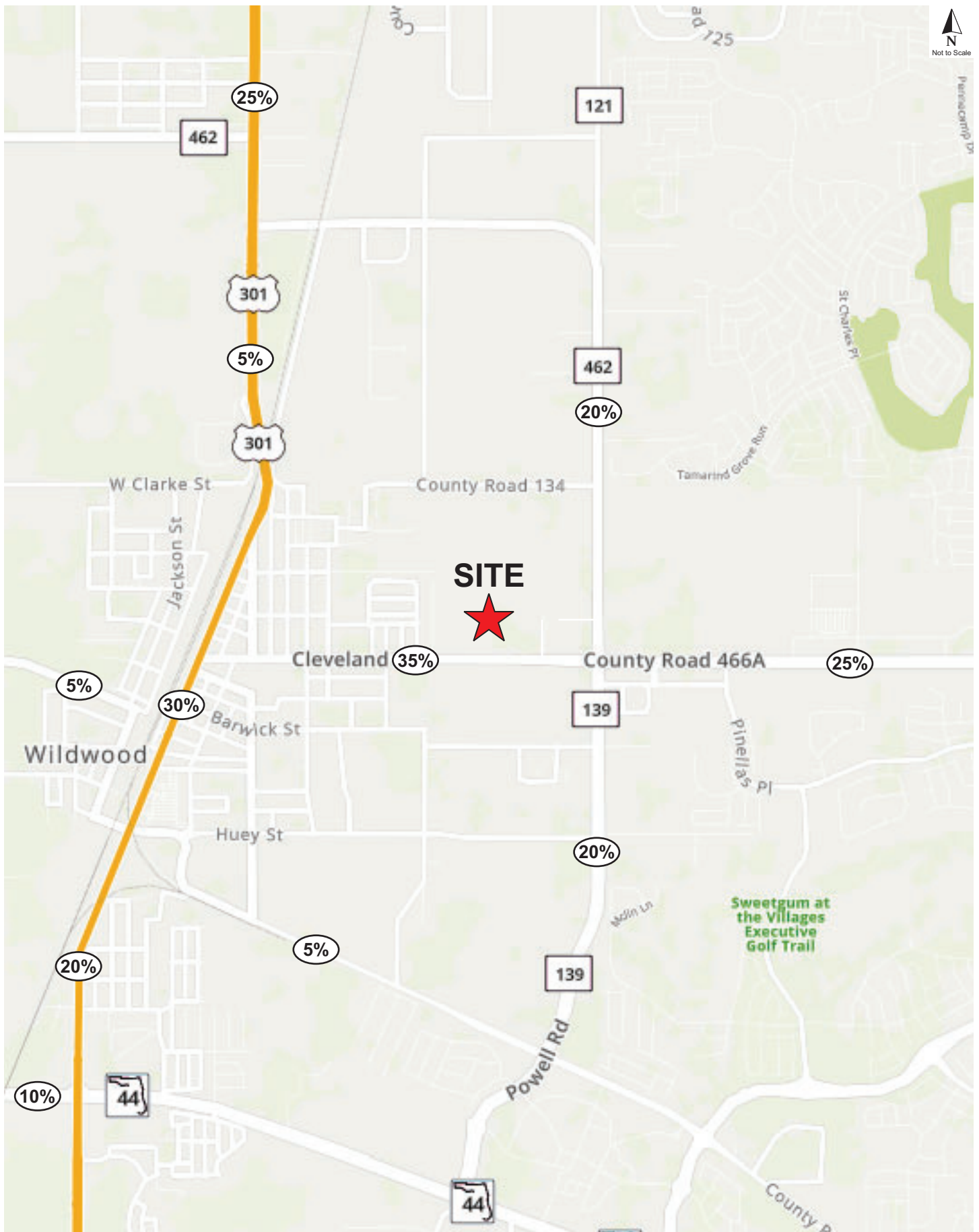
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
220	Multifamily Residential	244 DU	6.75	1,647	0.40	98	24	74	0.64	156	98	58

*Trip Generation analysis based on ITE Trip Generation Manual, 11th Edition.
The ITE equations were used since R^2 was greater than 0.75*

The proposed development is projected to generate 1,647 trips per day, of which 98 trips occur during the AM peak hour and 156 trips occur during the PM peak hour.

4.2 Trip Distribution

A trip distribution pattern was estimated using the *Central Florida Regional Planning Model, version 6.1 (CFRPM v6.1)* based on the *Florida Standard Urban Transportation Model Structure (FSUTMS)*. The model distribution was manually adjusted based on local knowledge and engineering judgement to better reflect prevailing travel and traffic flow patterns. The project trip distribution is presented in **Figure 3**. The model output plot is included in **Appendix I**.



5.0 PROJECTED CONDITIONS ANALYSIS

An analysis of background and projected conditions was conducted to determine the impact of the proposed development on roadway segment capacity, as well as the proposed access connections and intersections to the site. The project buildout year for the analysis is 2024.

5.1 Background Traffic Projection

Projected background traffic growth for the buildout year 2024 was calculated based on the historical growth trends experienced on C 466A. The growth rate for the roadway segment was established based on historical traffic volume (AADT) obtained from the 2020 *Sumter County Roadway Network Capacity Report*. An annual growth rate of 2.2% was applied to the intersection volumes. The growth rate calculation is included in **Appendix J**.

5.2 Projected Roadway Segment Capacity

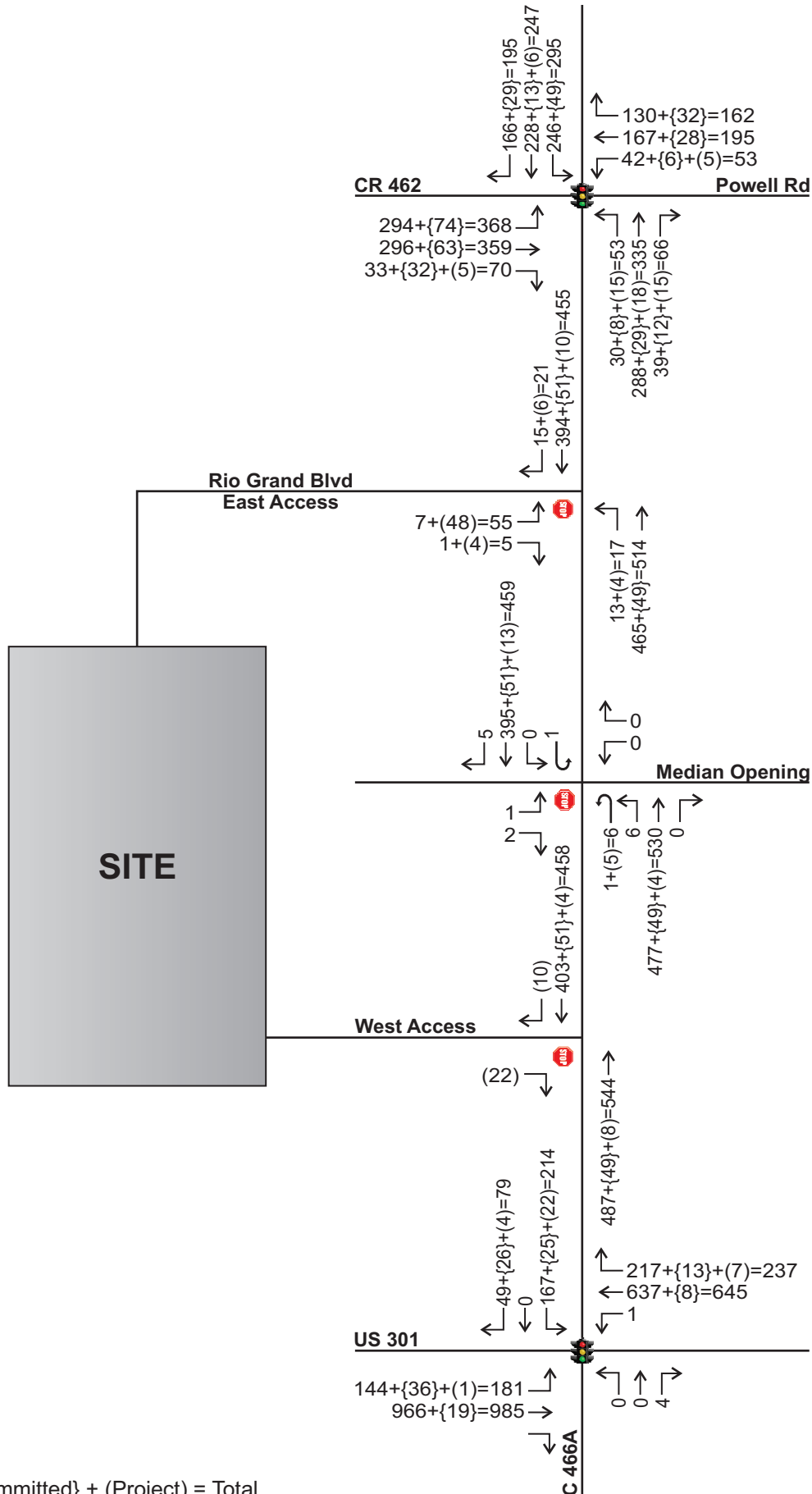
Projected roadway conditions were analyzed by comparing the projected traffic volumes on the study segments to their capacities. The total projected traffic volume is composed of background traffic and project trips.

The projected traffic analysis reveals that the roadway segment of C 466A from US 301 to Powell Road will continue to operate at an acceptable LOS in the background and projected scenarios, as shown in **Table 5**.

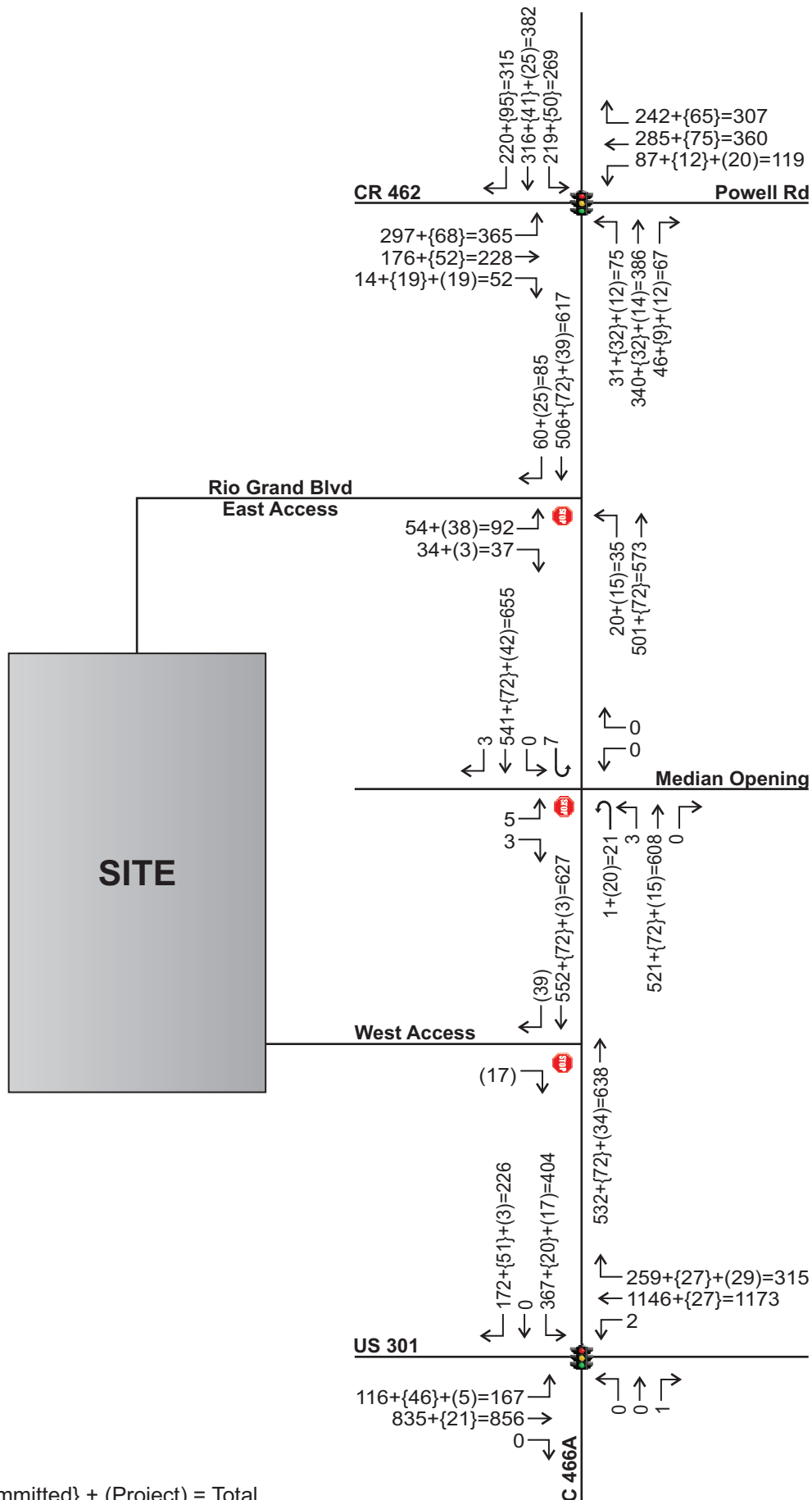
Table 5
Projected Roadway Segment Capacity Analysis

Road Name	# of LNS	LOS Std	LOS Cap	AGR	Time Period	Background 2024			Project Trips			Total Volume		
						EB	WB	LOS	% Dist	EB	WB	EB	WB	LOS
C 466A														
US 301 / SR 35 to CR 462 / Powell Rd	2	D	675	2.2%	AM PM	512 521	500 538	D D	35%	34 20	15 29	546 541	515 567	D D

AGR denotes Annual Growth Rate



Legend:
Background + {Committed} + (Project) = Total



Legend:
Background + {Committed} + (Project) = Total

7.0 STUDY CONCLUSIONS

This traffic analysis was conducted to assess the impact of the proposed Solamar at Wildwood development. The proposed project is a 244 multifamily residential development located C 466A, west of CR 462 / Powell Road, in the City of Wildwood, Sumter County, Florida. The anticipated project buildout is year 2024. The analysis included a determination of project trip generation, a review of existing and projected roadway and intersection capacity, and an access review.

The results of the traffic analysis are summarized as follows:

- The proposed development is projected to generate 1,647 trips per day, of which 98 trips occur during the AM peak hour and 156 trips occur during the PM peak hour.
- The roadway segment analysis reveals that the study roadway segments operate at an acceptable LOS in the existing and buildout scenarios.
- The intersection analysis reveals that all intersections are projected to operate at an overall adequate LOS in the existing and buildout scenarios. However, the intersection of C 466A and US 301 / SR 35 will operate with some delays in the westbound approach in the PM peak hour, due to the background traffic. The project adds 1.7% of traffic to the intersection.
- The project driveways are projected to operate at an overall adequate LOS.



Memorandum

To: Steven Cohoon
Assistant Director – Planning and Design
Sumter County Public Works

Date: Oct. 3, 2022
Project #: 64081.01

From: Joedel Zaballero, PE, PTOE

Re: Townhome at Powell
Supplemental Traffic Analysis

Introduction

The purpose of this memorandum is to provide a supplemental analysis to the *Townhomes at Powell Traffic Impact Analysis* (TIA) dated August 2022 by VHB. The supplemental analysis will evaluate the addition of seven (7) townhomes to the development program for a total of 135 dwelling units with no changes to the mini-warehouse square footage (97,200 square feet).

Project Description

The project is located just to south of CR 142 on Powell Road. The TIA dated August 2022 (accepted by the County on August 15, 2022) evaluated traffic impacts for a development program consisting of 97,200 square feet (SF) of Mini-Warehouse/Self Storage fronting Powell Road and 128 townhomes on the east side of the property. The development program has been revised to include seven (7) additional townhomes for a total of 135 dwelling units. Access to the site remains unchanged with a full access driveway on CR 142 and right-in/right out access on Powell Road.

Trip Generation

Table 1 provides a comparison of the trip generation from the previously approved TIA and proposed development addressed in this memorandum. The daily, AM peak hour and PM peak hour trips were calculated based on average rates for the mini-warehouse and fitted curve equations for the multi-family housing contained in the Institute of Transportation Engineers' *Trip Generation*, 11th Edition.

As shown in **Table 1**, the proposed build out condition results in a minor increase in trips: for a total of 1,082 new daily trips (increase of 45 trips), 74 new AM peak hour trips (increase of 2 trips), and 94 new PM peak hour trips (increase of 3 trips).

Table 1 Trip Generation Comparison

Scenario	Land Use	ITE Code	Size	Daily Trip Ends	AM Peak Period				PM Peak Period			
					In		Out		In		Out	
					%	Trips	Trips	Total	%	Trips	Trips	Total
Approved	Mini-Warehouse	151	97.2 KSF	141	59%	5	4	9	47%	7	8	15
	Multi-Family Housing (Low-Rise)	220	128 DUs	896	24%	15	48	63	63%	48	28	76
	Total Trips				1,037	20	52	72	55	36	91	
Proposed	Mini-Warehouse	151	97.2 KSF	141	59%	5	4	9	47%	7	8	15
	Multi-Family Housing (Low-Rise)	220	135 DUs	941	24%	16	49	65	63%	50	29	79
	Total Trips				1,082	21	53	74	57	37	94	
Difference				45	1	1	2	2	1	3		

Source: ITE Trip Generation Manual, 11th Edition

Trip Distribution and Assignment

The TIA trip distribution was used to assign project traffic (see **Attachment A**). **Figures 1 and 2** illustrate the AM and PM peak hour future traffic volumes, respectively.

Roadway Capacity Analysis - Build

The future capacity analysis for the study area roadways for the proposed development can be found in **Table 2** for the PM peak hour condition. The analysis concludes that all study area roadways exhibit traffic volumes lower than their respective maximum service volumes.

Intersection Capacity Analysis – Build

To determine the operational conditions at the study area intersections, a future conditions evaluation was conducted for the build future AM and PM peak hour conditions using Synchro 11 software.

In the supplemental build condition, all studied intersections are projected to continue to operate an overall acceptable LOS with no additional deficiencies beyond those identified in the TIA due to background traffic conditions. The results of the intersection capacity analysis for the AM and PM peak hours are shown in **Table 2**. All studied intersections operate at an overall acceptable level of service (LOS) in the AM and PM peak analysis with v/c less than 1.0. Turning Movement Volume Derivation Sheet and copies of the Synchro Analysis output are attached as **Attachments B and C**, respectively.

Figure 1 Future Turning Movement Volumes – AM Peak Hour

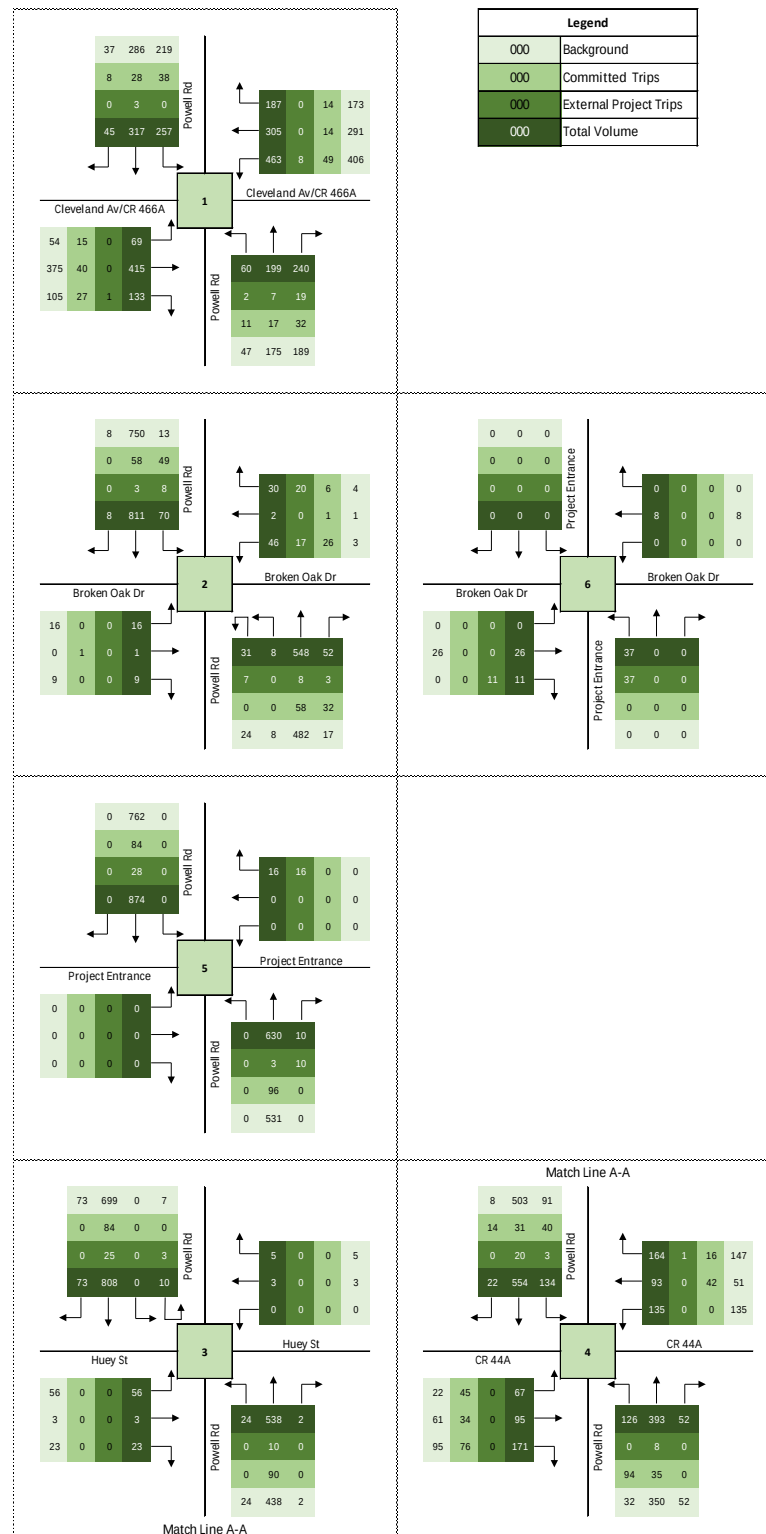
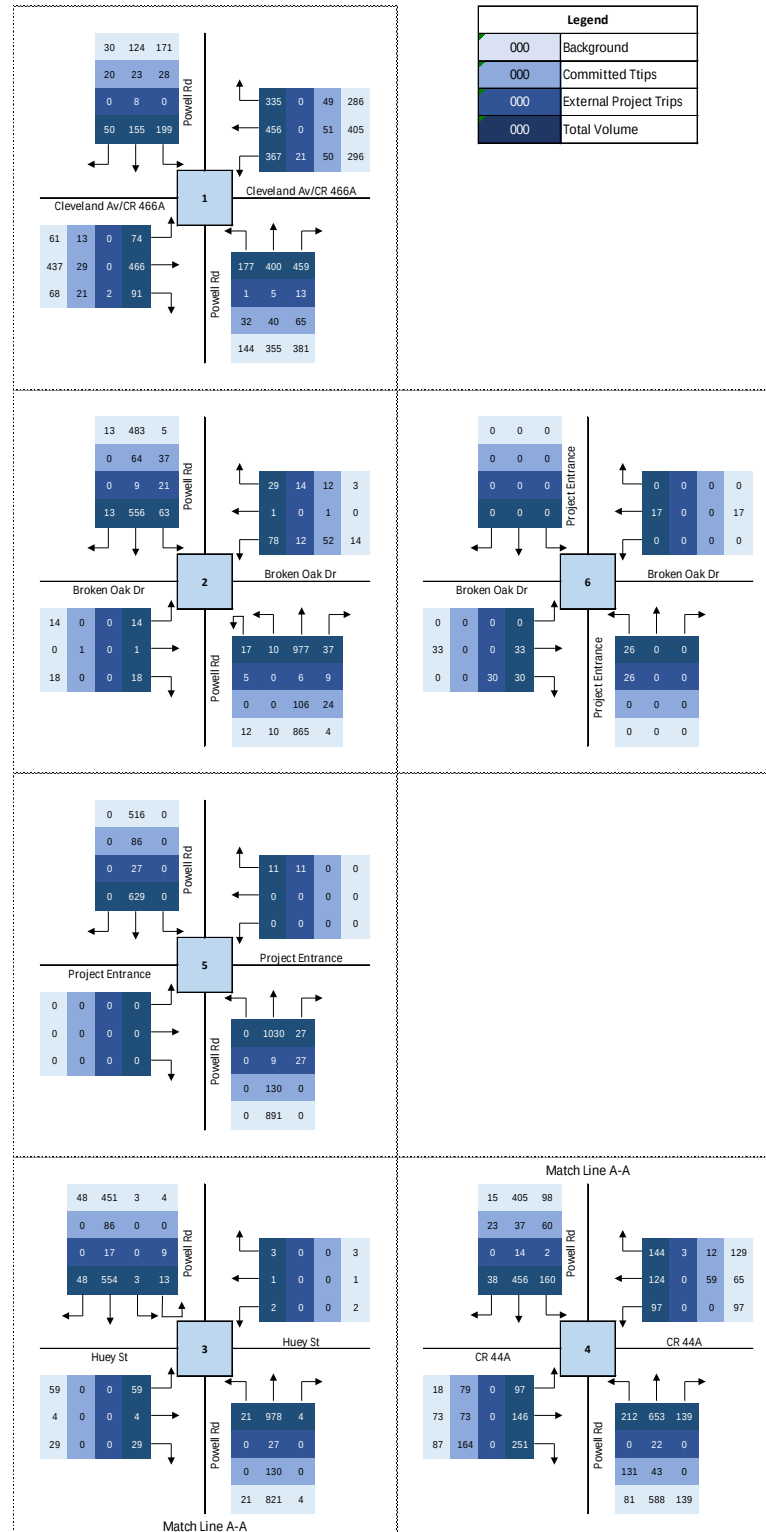


Figure 1 Future Turning Movement Volumes – AM Peak Hour





Memorandum

Table 1 Roadway Capacity Analysis - Future

Roadway	No. of Lanes	Adopted LOS	2022 AADT	2022 PHPD				2024 Background						Project				2024 Total						
				PHPD Capacity	NB/EB	SB/WB	Annual Growth Rate	Volume		Committed		v/c	Deficient?	Distrib	Volume		Total Volume		Remaining Capacity			Project Deficiency?		
								NB/EB	SB/WB	NB/EB	SB/WB				NB/EB	SB/WB	v/c	NB/EB	SB/WB	Deficient?				
CR 139/Powell Rd																								
CR 44A to CR 466A	4	D	17,456	1,549	707	518	1.0%	721	528	122	99	0.54	No	52.83%	30	20	873	647	0.56	676	902	No	No	
Sources:	Sumter County CMP Database 2019 VHB, Inc.																							

APPENDIX E

Intersection Derivation Sheets

PM Peak Hour Analysis																
	Analysis Years			Seasonal Factor			External Project Trips			Passby Project Trips			PM Peak			
Inputs:	Existing Year	Future Year	Total	Factor	Date	In	Out	Total	In	Out	Total					
	2023	2026	3	1.00	11/29/2023	24	14	38	0	0	0					
				1.06	12/19/2023											
Existing Turning Movement Counts																
Location	Intersection		PHF	Northbound			Southbound			Eastbound			Westbound			
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Powell Rd	Cleveland Av/CR 466A	PM	245	334	557	154	170	60	70	457	91	306	431	269	
2	Powell Rd	Broken Oak Dr	PM	44	824	7	6	539	16	11	0	9	23	0	8	
3	Powell Rd	Huey St	PM	25	807	3	44	534	44	78	0	28	1	1	1	
4	Powell Rd	CR 44A	PM	58	547	265	117	422	32	41	85	116	105	87	184	
5	Powell Rd	Project Entrance	PM	0	861	33	0	596	0	0	0	0	0	0	22	
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	Powell Rd	Cleveland Av/CR 466A	0.95	0.0%	3.0%	0.5%	0.0%	3.5%	1.7%	7.1%	0.9%	2.2%	0.3%	1.6%	1.1%	
2	Powell Rd	Broken Oak Dr	0.97	0.0%	1.7%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
3	Powell Rd	Huey St	0.92	0.0%	2.0%	0.0%	0.0%	1.3%	6.8%	1.3%	0.0%	3.6%	0.0%	0.0%	0.0%	
4	Powell Rd	CR 44A	0.94	1.7%	0.7%	0.0%	0.0%	0.7%	3.1%	2.4%	0.0%	0.0%	0.0%	2.3%	2.2%	
5	Powell Rd	Project Entrance	0.94	0.0%	1.6%	3.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	
2023 TMC Adjusted																
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	Powell Rd	Cleveland Av/CR 466A	1.06	260	354	590	163	180	64	74	484	96	324	457	285	
2	Powell Rd	Broken Oak Dr	1.00	44	824	7	6	539	16	11	0	9	23	0	8	
3	Powell Rd	Huey St	1.00	25	807	3	44	534	44	78	0	28	1	1	1	
4	Powell Rd	CR 44A	1.06	61	580	281	124	447	34	43	90	123	111	92	195	
5	Powell Rd	Project Entrance	1.00	0	861	33	0	596	0	0	0	0	0	0	22	
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	Powell Rd	Cleveland Av/CR 466A	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
2	Powell Rd	Broken Oak Dr	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
3	Powell Rd	Huey St	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
4	Powell Rd	CR 44A	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
5	Powell Rd	Project Entrance	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
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	Powell Rd	Cleveland Av/CR 466A	PM	280	381	634	175	194	69	80	520	103	348	491	306	
2	Powell Rd	Broken Oak Dr	PM	47	886	8	6	579	17	12	0	10	25	0	9	
3	Powell Rd	Huey St	PM	27	868	3	47	574	47	84	0	30	1	1	1	
4	Powell Rd	CR 44A	PM	66	624	302	133	481	37	46	97	132	119	99	210	
5	Powell Rd	Project Entrance	PM	0	926	35	0	641	0	0	0	0	0	0	24	
Future Trip Distribution Out (Movement)																
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	Powell Rd	Cleveland Av/CR 466A	PM	3.00%	14.00%	36.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
2	Powell Rd	Broken Oak Dr	PM	47.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
3	Powell Rd	Huey St	PM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
4	Powell Rd	CR 44A	PM	0.00%	0.00%	0.00%	5.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
5	Powell Rd	Project Entrance	PM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
Future Trip Distribution In (Movement)																
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	Powell Rd	Cleveland Av/CR 466A	PM	0.00%	0.00%	0.00%	0.00%	14.00%	0.00%	0.00%	0.00%	3.00%	36.00%	0.00%	0.00%	
2	Powell Rd	Broken Oak Dr	PM	0.00%	0.00%	0.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
3	Powell Rd	Huey St	PM	0.00%	47.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
4	Powell Rd	CR 44A	PM	0.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%	
5	Powell Rd	Project Entrance	PM	0.00%	0.00%	100.00%	0.00%	53.00%	0.00%	95.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
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	Powell Rd	Cleveland Av/CR 466A	PM													
2	Powell Rd	Broken Oak Dr	PM													
3	Powell Rd	Huey St	PM													
4	Powell Rd	CR 44A	PM													
5	Powell Rd	Project Entrance	PM													
External Project Trips																
				External Trip Generation			Entering		24	Exiting		14	Total		38	
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	Powell Rd	Cleveland Av/CR 466A	PM	0	2	5	0	3	0	0	0	1	9	0	0	
2	Powell Rd	Broken Oak Dr	PM	7	7	0	0	13	0	0	0	0	0	0	0	
3	Powell Rd	Huey St	PM	0	11	0	13	7	0	0	0	0	0	0	0	
4	Powell Rd	CR 44A	PM	0	9	0	1	5	0	0	0	0	0	0	1	
5	Powell Rd	Project Entrance	PM	0	0	24	0	19	0	23	0	0	0	0	14	

Committed Development																			
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	Powell Rd	Cleveland Av/CR 466A	PM		33	45	78		28	31	20		13	29	23		71	51	49
2	Powell Rd	Broken Oak Dr	PM		5	112	33		58	73	0		0	1	0		64	1	26
3	Powell Rd	Huey St	PM		0	157	0		9	103	0		0	0	0		0	0	0
4	Powell Rd	CR 44A	PM		131	65	0		62	51	23		79	73	164		0	59	15
5	Powell Rd	Project Entrance	PM		0	157	0		0	112	0		0	0	0		0	0	0
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	Powell Rd	Cleveland Av/CR 466A	PM		0	2	5		0	3	0		0	0	1		9	0	0
2	Powell Rd	Broken Oak Dr	PM		7	7	0		0	13	0		0	0	0		0	0	0
3	Powell Rd	Huey St	PM		0	11	0		13	7	0		0	0	0		0	0	0
4	Powell Rd	CR 44A	PM		0	9	0		1	5	0		0	0	0		0	0	1
5	Powell Rd	Project Entrance	PM		0	0	24		0	19	0		23	0	0		0	0	14
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	Powell Rd	Cleveland Av/CR 466A	PM		313	428	717		203	228	89		93	549	127		428	542	355
2	Powell Rd	Broken Oak Dr	PM		59	1,005	41		64	665	17		12	1	10		89	1	35
3	Powell Rd	Huey St	PM		27	1,036	3		69	684	47		84	0	30		1	1	1
4	Powell Rd	CR 44A	PM		197	698	302		196	537	60		125	170	296		119	158	226
5	Powell Rd	Project Entrance	PM		0	1,083	59		0	772	0		23	0	0		0	0	38

AM Peak Hour																	
	Analysis Years			Seasonal Factor			External Project Trips			Passby Project Trips			AM Peak				
Inputs:	Existing Year	Future Year	Total	Factor	Date		In	Out	Total		In	Out					Total
	2023	2026	3	1.00	11/29/2023		7	23	30		0	0					0
				1.06	12/19/2023												
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	Powell Rd	Cleveland Av/CR 466A	AM	114	195	329	166	215	52	66	378	100	312	314	166		
2	Powell Rd	Broken Oak Dr	AM	46	496	20	7	642	5	12	0	17	3	0	4		
3	Powell Rd	Huey St	AM	30	478	1	21	581	86	56	1	40	1	3	1		
4	Powell Rd	CR 44A	AM	49	383	103	87	412	21	45	57	147	235	62	182		
5	Powell Rd	Project Entrance	AM	0	507	21	0	686	0	0	0	0	0	0	36		
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	Powell Rd	Cleveland Av/CR 466A	0.92	3.5%	4.6%	3.0%	4.2%	7.0%	7.7%	18.2%	4.0%	3.0%	2.9%	2.9%	1.2%		
2	Powell Rd	Broken Oak Dr	0.86	0.0%	3.4%	0.0%	0.0%	3.9%	0.0%	8.3%	0.0%	0.0%	66.7%	0.0%	0.0%		
3	Powell Rd	Huey St	0.91	3.3%	2.9%	0.0%	0.0%	3.3%	5.8%	0.0%	0.0%	2.5%	0.0%	33.3%	0.0%		
4	Powell Rd	CR 44A	0.89	2.0%	3.4%	0.0%	2.3%	3.4%	9.5%	2.2%	0.0%	0.0%	1.3%	1.6%	1.1%		
5	Powell Rd	Project Entrance	0.93	0.0%	3.6%	0.0%	0.0%	3.9%	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	Powell Rd	Cleveland Av/CR 466A	1.06	121	207	349	176	228	55	70	401	106	331	333	176		
2	Powell Rd	Broken Oak Dr	1.00	46	496	20	7	642	5	12	0	17	3	0	4		
3	Powell Rd	Huey St	1.00	30	478	1	21	581	86	56	1	40	1	3	1		
4	Powell Rd	CR 44A	1.06	52	406	109	92	437	22	48	60	156	249	66	193		
5	Powell Rd	Project Entrance	1.00	0	507	21	0	686	0	0	0	0	0	0	36		
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	Powell Rd	Cleveland Av/CR 466A	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%		
2	Powell Rd	Broken Oak Dr	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%		
3	Powell Rd	Huey St	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%		
4	Powell Rd	CR 44A	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%		
5	Powell Rd	Project Entrance	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%		
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	Powell Rd	Cleveland Av/CR 466A	AM	130	223	375	189	245	59	75	431	114	356	358	189		
2	Powell Rd	Broken Oak Dr	AM	49	533	22	8	690	5	13	0	18	3	0	4		
3	Powell Rd	Huey St	AM	32	514	1	23	625	92	60	1	43	1	3	1		
4	Powell Rd	CR 44A	AM	56	436	117	99	470	24	52	65	168	268	71	207		
5	Powell Rd	Project Entrance	AM	0	545	23	0	737	0	0	0	0	0	0	39		
Future Trip Distribution Out (Movement)																	
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	Powell Rd	Cleveland Av/CR 466A	AM	3.00%	14.00%	36.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		
2	Powell Rd	Broken Oak Dr	AM	47.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		
3	Powell Rd	Huey St	AM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		
4	Powell Rd	CR 44A	AM	0.00%	0.00%	0.00%	5.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		
5	Powell Rd	Project Entrance	AM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%		
Future Trip Distribution In (Movement)																	
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	Powell Rd	Cleveland Av/CR 466A	AM	0.00%	0.00%	0.00%	0.00%	14.00%	0.00%	0.00%	0.00%	3.00%	36.00%	0.00%	0.00%		
2	Powell Rd	Broken Oak Dr	AM	0.00%	0.00%	0.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		
3	Powell Rd	Huey St	AM	0.00%	47.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		
4	Powell Rd	CR 44A	AM	0.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%		
5	Powell Rd	Project Entrance	AM	0.00%	0.00%	100.00%	0.00%	53.00%	0.00%	95.00%	0.00%	0.00%	0.00%	0.00%	0.00%		
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	Powell Rd	Cleveland Av/CR 466A	AM														
2	Powell Rd	Broken Oak Dr	AM														
3	Powell Rd	Huey St	AM														
4	Powell Rd	CR 44A	AM														
5	Powell Rd	Project Entrance	AM														
External Project Trips																	
				External Trip Generation			Entering		7	Exiting		23	Total		30		
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	Powell Rd	Cleveland Av/CR 466A	AM	1	3	8	0	1	0	0	0	0	3	0	0		
2	Powell Rd	Broken Oak Dr	AM	11	12	0	0	4	0	0	0	0	0	0	0		
3	Powell Rd	Huey St	AM	0	3	0	4	11	0	0	0	0	0	0	0		
4	Powell Rd	CR 44A	AM	0	3	0	1	9	0	0	0	0	0	0	0		
5	Powell Rd	Project Entrance	AM	0	0	7	0	15	0	7	0	0	0	0	23		

Committed Development																
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	Powell Rd	Cleveland Av/CR 466A	AM		13	24	51	38	31	8	15	40	28	57	14	14
2	Powell Rd	Broken Oak Dr	AM		7	66	35	57	61	0	0	1	0	43	1	26
3	Powell Rd	Huey St	AM		0	100	0	3	109	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	AM		94	43	0	43	51	14	45	34	76	0	42	17
5	Powell Rd	Project Entrance	AM		0	106	0	0	112	0	0	0	0	0	0	0
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	Powell Rd	Cleveland Av/CR 466A	AM		1	3	8	0	1	0	0	0	0	3	0	0
2	Powell Rd	Broken Oak Dr	AM		11	12	0	0	4	0	0	0	0	0	0	0
3	Powell Rd	Huey St	AM		0	3	0	4	11	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	AM		0	3	0	1	9	0	0	0	0	0	0	0
5	Powell Rd	Project Entrance	AM		0	0	7	0	15	0	7	0	0	0	0	23
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	Powell Rd	Cleveland Av/CR 466A	AM		144	250	434	227	277	67	90	471	142	416	372	203
2	Powell Rd	Broken Oak Dr	AM		67	611	57	65	755	5	13	1	18	46	1	30
3	Powell Rd	Huey St	AM		32	617	1	30	745	92	60	1	43	1	3	1
4	Powell Rd	CR 44A	AM		150	482	117	143	530	38	97	99	244	268	113	224
5	Powell Rd	Project Entrance	AM		0	651	30	0	864	0	7	0	0	0	0	62

PM Peak Committed Development Summary																
Parkview at Brownwood																
Location	Intersection		PHF		Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM			18	37		10					29		
2	Powell Rd	Broken Oak Dr	PM			55			39							
3	Powell Rd	Huey St	PM			55			39							
4	Powell Rd	CR 44A	PM		131			44			55	73	164		59	
5	Powell Rd	Project Entrance	PM			55			39							
Highfields at Twisted Oaks																
Location	Intersection		PHF		Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM			9		26	5			15			26	44
2	Powell Rd	Broken Oak Dr	PM			9			5							
3	Powell Rd	Huey St	PM			9			5							
4	Powell Rd	CR 44A	PM			9			5							
5	Powell Rd	Project Entrance	PM			9			5							
Powell Plaza																
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	Powell Rd	Cleveland Av/CR 466A	1.00		12	10	28		7				9	21		
2	Powell Rd	Broken Oak Dr	1.00			19	24	37	7			1		52	1	12
3	Powell Rd	Huey St	1.00			43			29							
4	Powell Rd	CR 44A	1.00			16		16	22	20	19					12
5	Powell Rd	Project Entrance	1.00			43			29							
NE 81st Blvd Subdivision																
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	Powell Rd	Cleveland Av/CR 466A	PM			3		2	1	1	1					5
2	Powell Rd	Broken Oak Dr	PM			3			1							
3	Powell Rd	Huey St	PM			3			1							
4	Powell Rd	CR 44A	PM			3			1							
5	Powell Rd	Project Entrance	PM			3			1							
Solamar at Wildwood (fka Wildwood Residential)																
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	Powell Rd	Cleveland Av/CR 466A	PM		20					19	12	14	12		25	
2	Powell Rd	Broken Oak Dr	PM			20			12							
3	Powell Rd	Huey St	PM			20			12							
4	Powell Rd	CR 44A	PM			15			9	3	5					
5	Powell Rd	Project Entrance	PM			20			12							
Townhomes at Powell																
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	Powell Rd	Cleveland Av/CR 466A	PM		1	5	13	0	8				2	21		
2	Powell Rd	Broken Oak Dr	PM		5	6	9	21	9					12		14
3	Powell Rd	Huey St	PM		0	27	0	9	17							
4	Powell Rd	CR 44A	PM		0	22	0	2	14							3
5	Powell Rd	Project Entrance	PM			27			26							
Total Committed Development																
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	Powell Rd	Cleveland Av/CR 466A	PM		33	45	78	28	31	20	13	29	23	71	51	49
2	Powell Rd	Broken Oak Dr	PM		5	112	33	58	73	0	0	1	0	64	1	26
3	Powell Rd	Huey St	PM		0	157	0	9	103	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM		131	65	0	62	51	23	79	73	164	0	59	15
5	Powell Rd	Project Entrance	PM		0	157	0	0	112	0	0	0	0	0	0	0

AM Peak Hour Committed Development Trips

Parkview at Brownwood																
Location	Intersection		PHF	Northbound			Southbound			Eastbound			Westbound			
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Powell Rd	Cleveland Av/CR 466A	PM	0	8	17	0	10	0	0	0	0	21	0	0	
2	Powell Rd	Broken Oak Dr	PM	0	25	0	0	31	0	0	0	0	0	0	0	
3	Powell Rd	Huey St	PM	0	25	0	0	31	0	0	0	0	0	0	0	
4	Powell Rd	CR 44A	PM	94	0	0	31	0	0	25	34	76	0	42	0	
5	Powell Rd	Project Entrance	PM	0	25	0	0	31	0	0	0	0	0	0	0	
Highfields at Twisted Oaks																
Location	Intersection		PHF	Northbound			Southbound			Eastbound			Westbound			
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Powell Rd	Cleveland Av/CR 466A	PM	0	3	0	37	7	0	0	22	0	0	8	13	
2	Powell Rd	Broken Oak Dr	PM	0	3	0	0	7	0	0	0	0	0	0	0	
3	Powell Rd	Huey St	PM	0	3	0	0	7	0	0	0	0	0	0	0	
4	Powell Rd	CR 44A	PM	0	9	0	0	7	0	0	0	0	0	0	0	
5	Powell Rd	Project Entrance	PM	0	9	0	0	7	0	0	0	0	0	0	0	
Powell Plaza																
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	Powell Rd	Cleveland Av/CR 466A	0.97	6	5	15	0	9	0	0	0	12	28	0	0	
2	Powell Rd	Broken Oak Dr	0.97	0	24	32	49	3	0	0	1	0	26	1	6	
3	Powell Rd	Huey St	0.97	0	56	0	0	29	0	0	0	0	0	0	0	
4	Powell Rd	CR 44A	0.97	0	21	0	9	11	10	19	0	0	0	0	16	
5	Powell Rd	Project Entrance	0.97	0	56	0	0	29	0	0	0	0	0	0	0	
NE 81st Blvd Subdivision																
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	Powell Rd	Cleveland Av/CR 466A	PM	0	1	0	1	2	3	0	0	0	0	0	1	
2	Powell Rd	Broken Oak Dr	PM	0	1	0	0	2	0	0	0	0	0	0	0	
3	Powell Rd	Huey St	PM	0	1	0	0	2	0	0	0	0	0	0	0	
4	Powell Rd	CR 44A	PM	0	1	0	0	2	0	0	0	0	0	0	0	
5	Powell Rd	Project Entrance	PM	0	1	0	0	2	0	0	0	0	0	0	0	
Solamar at Wildwood (fka Wildwood Residential)																
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	Powell Rd	Cleveland Av/CR 466A	PM	5	0	0	0	0	5	15	18	15	0	6	0	
2	Powell Rd	Broken Oak Dr	PM	0	5	0	0	15	0	0	0	0	0	0	0	
3	Powell Rd	Huey St	PM	0	5	0	0	15	0	0	0	0	0	0	0	
4	Powell Rd	CR 44A	PM	0	4	0	0	11	4	1	0	0	0	0	0	
5	Powell Rd	Project Entrance	PM	0	5	0	0	15	0	0	0	0	0	0	0	
Townhomes at Powell																
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	Powell Rd	Cleveland Av/CR 466A	PM	2	7	19	0	3	0	0	0	1	8	0	0	
2	Powell Rd	Broken Oak Dr	PM	7	8	3	8	3	0	0	0	0	17	0	20	
3	Powell Rd	Huey St	PM	0	10	0	3	25	0	0	0	0	0	0	0	
4	Powell Rd	CR 44A	PM	0	8	0	3	20	0	0	0	0	0	0	1	
5	Powell Rd	Project Entrance	PM	0	10	0	0	28	0	0	0	0	0	0	0	
Total Committed Development																
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	Powell Rd	Cleveland Av/CR 466A	PM	13	24	51	38	31	8	15	40	28	57	14	14	
2	Powell Rd	Broken Oak Dr	PM	7	66	35	57	61	0	0	1	0	43	1	26	
3	Powell Rd	Huey St	PM	0	100	0	3	109	0	0	0	0	0	0	0	
4	Powell Rd	CR 44A	PM	94	43	0	43	51	14	45	34	76	0	42	17	
5	Powell Rd	Project Entrance	PM	0	106	0	0	112	0	0	0	0	0	0	0	

APPENDIX F

Synchro – Future Conditions

HCM 6th Signalized Intersection Summary

1: Powell Rd & CR 466A/Cleveland Av/CR 466A

Wildwood - Atlantic Housing
2026 Background AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
Future Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
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	1633	1841	1856	1856	1856	1885	1841	1826	1856	1841	1796	1781
Adj Flow Rate, veh/h	98	512	154	449	404	169	155	268	313	247	300	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	18	4	3	3	3	1	4	5	3	4	7	8
Cap, veh/h	117	1219	365	254	1615	732	224	446	384	277	329	80
Arrive On Green	0.08	0.46	0.46	0.07	0.46	0.46	0.08	0.24	0.24	0.07	0.24	0.24
Sat Flow, veh/h	1555	2653	794	3428	3526	1598	1753	1826	1572	1753	1396	340
Grp Volume(v), veh/h	98	337	329	449	404	169	155	268	313	247	0	373
Grp Sat Flow(s),veh/h/ln	1555	1749	1698	1714	1763	1598	1753	1826	1572	1753	0	1735
Q Serve(g_s), s	8.4	17.4	17.6	10.0	9.5	8.7	8.9	17.6	25.4	10.0	0.0	28.3
Cycle Q Clear(g_c), s	8.4	17.4	17.6	10.0	9.5	8.7	8.9	17.6	25.4	10.0	0.0	28.3
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	117	804	780	254	1615	732	224	446	384	277	0	409
V/C Ratio(X)	0.83	0.42	0.42	1.77	0.25	0.23	0.69	0.60	0.82	0.89	0.00	0.91
Avail Cap(c_a), veh/h	161	804	780	254	1615	732	352	541	466	277	0	514
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	0.00	1.00
Uniform Delay (d), s/veh	61.6	24.4	24.5	62.5	22.4	22.2	37.9	45.2	48.2	45.2	0.0	50.3
Incr Delay (d2), s/veh	22.8	1.6	1.7	361.2	0.4	0.7	3.8	1.3	9.1	28.3	0.0	18.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	12.0	11.8	27.6	7.0	6.1	7.3	12.8	16.2	9.8	0.0	20.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.4	26.0	26.1	423.7	22.8	22.9	41.6	46.5	57.2	73.6	0.0	68.3
LnGrp LOS	F	C	C	F	C	C	D	D	E	E	A	E
Approach Vol, veh/h	764		1022				736			620		
Approach Delay, s/veh	33.6		198.9				50.0			70.4		
Approach LOS	C		F				D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	67.0	16.2	36.8	15.2	66.9	15.0	38.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	40.0	21.0	40.0	14.0	40.0	10.0	40.0				
Max Q Clear Time (g_c+I1), s	12.0	19.6	10.9	30.3	10.4	11.5	12.0	27.4				
Green Ext Time (p_c), s	0.0	4.0	0.3	1.5	0.1	3.0	0.0	2.2				
Intersection Summary												
HCM 6th Ctrl Delay			98.5									
HCM 6th LOS			F									

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	1	18	46	1	30	56	599	57	65	751	5
Future Vol, veh/h	13	1	18	46	1	30	56	599	57	65	751	5
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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	8	0	0	67	0	0	0	3	0	0	4	0
Mvmt Flow	15	1	21	53	1	35	65	697	66	76	873	6
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1507	1921	440	1449	1891	382	879	0	0	763	0	0
Stage 1	1028	1028	-	860	860	-	-	-	-	-	-	-
Stage 2	479	893	-	589	1031	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.5	6.9	8.84	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4	3.3	4.17	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	79	68	570	~ 51	71	622	777	-	-	859	-	-
Stage 1	240	314	-	210	376	-	-	-	-	-	-	-
Stage 2	521	363	-	330	313	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	65	57	570	~ 43	59	622	777	-	-	859	-	-
Mov Cap-2 Maneuver	153	149	-	114	148	-	-	-	-	-	-	-
Stage 1	220	286	-	192	344	-	-	-	-	-	-	-
Stage 2	449	333	-	289	285	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	21.1		48.6		0.8		0.8					
HCM LOS	C		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	777	-	-	260	168	859	-	-				
HCM Lane V/C Ratio	0.084	-	-	0.143	0.533	0.088	-	-				
HCM Control Delay (s)	10.1	-	-	21.1	48.6	9.6	-	-				
HCM Lane LOS	B	-	-	C	E	A	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	0.5	2.7	0.3	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↱	↕↱		↱	↕↱	
Traffic Vol, veh/h	60	1	43	1	3	1	32	614	1	26	734	92
Future Vol, veh/h	60	1	43	1	3	1	32	614	1	26	734	92
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	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	33	0	3	3	0	0	3	6
Mvmt Flow	66	1	47	1	3	1	35	675	1	29	807	101
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1325	1662	454	1208	1712	338	908	0	0	676	0	0
Stage 1	916	916	-	746	746	-	-	-	-	-	-	-
Stage 2	409	746	-	462	966	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.94	7.5	7.16	6.9	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.32	3.5	4.33	3.3	2.23	-	-	2.2	-	-
Pot Cap-1 Maneuver	116	98	553	141	65	664	739	-	-	925	-	-
Stage 1	297	354	-	376	351	-	-	-	-	-	-	-
Stage 2	596	424	-	554	269	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	107	90	553	121	60	664	739	-	-	925	-	-
Mov Cap-2 Maneuver	211	204	-	237	149	-	-	-	-	-	-	-
Stage 1	283	343	-	358	335	-	-	-	-	-	-	-
Stage 2	561	404	-	489	261	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	26.1		24.2		0.5		0.3					
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	739	-	-	283	193	925	-	-				
HCM Lane V/C Ratio	0.048	-	-	0.404	0.028	0.031	-	-				
HCM Control Delay (s)	10.1	-	-	26.1	24.2	9	-	-				
HCM Lane LOS	B	-	-	D	C	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	1.9	0.1	0.1	-	-				

HCM 6th Signalized Intersection Summary

4: Powell Rd & CR 44A

Wildwood - Atlantic Housing
2026 Background AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	99	244	268	113	224	150	479	117	142	521	38
Future Volume (veh/h)	97	99	244	268	113	224	150	479	117	142	521	38
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	1870	1900	1900	1885	1870	1885	1870	1856	1900	1870	1856	1752
Adj Flow Rate, veh/h	109	111	212	301	127	197	169	538	91	160	585	43
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	1	2	1	2	3	0	2	3	10
Cap, veh/h	156	1193	532	330	1666	749	236	728	333	254	672	49
Arrive On Green	0.05	0.33	0.33	0.18	0.47	0.47	0.09	0.21	0.21	0.09	0.20	0.20
Sat Flow, veh/h	3456	3610	1610	1795	3554	1598	1781	3526	1610	1781	3330	244
Grp Volume(v), veh/h	109	111	212	301	127	197	169	538	91	160	309	319
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1795	1777	1598	1781	1763	1610	1781	1763	1812
Q Serve(g_s), s	4.4	3.0	14.2	23.0	2.8	10.5	10.4	20.0	6.7	9.9	23.8	23.9
Cycle Q Clear(g_c), s	4.4	3.0	14.2	23.0	2.8	10.5	10.4	20.0	6.7	9.9	23.8	23.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	156	1193	532	330	1666	749	236	728	333	254	356	366
V/C Ratio(X)	0.70	0.09	0.40	0.91	0.08	0.26	0.71	0.74	0.27	0.63	0.87	0.87
Avail Cap(c_a), veh/h	220	1193	532	464	1666	749	298	952	435	280	433	445
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	65.9	32.4	36.1	56.1	20.5	22.5	41.3	52.0	46.7	40.8	54.1	54.1
Incr Delay (d2), s/veh	5.5	0.2	2.2	17.8	0.1	0.9	5.9	2.2	0.4	3.9	14.8	14.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	2.4	9.9	17.7	2.1	7.4	8.6	13.9	4.9	8.1	17.6	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	32.5	38.4	73.8	20.6	23.4	47.2	54.2	47.1	44.6	68.8	68.8
LnGrp LOS	E	C	D	E	C	C	D	D	D	D	E	E
Approach Vol, veh/h		432			625			798			788	
Approach Delay, s/veh		45.2			47.1			51.9			63.9	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.5	53.1	19.4	35.1	13.1	72.4	18.7	35.7				
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8				
Max Green Setting (Gmax), s	* 36	* 25	* 17	* 34	* 8.9	* 52	* 14	* 38				
Max Q Clear Time (g_c+I1), s	25.0	16.2	12.4	25.9	6.4	12.5	11.9	22.0				
Green Ext Time (p_c), s	0.7	0.9	0.2	2.4	0.1	1.5	0.1	3.4				

Intersection Summary

HCM 6th Ctrl Delay	53.3
HCM 6th LOS	D

Notes

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

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕			↕↕
Traffic Vol, veh/h	0	39	651	23	0	849
Future Vol, veh/h	0	39	651	23	0	849
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, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	0	42	700	25	0	913
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	363	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	640	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	640	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	640		-		
HCM Lane V/C Ratio	-	0.066		-		
HCM Control Delay (s)	-	11		-		
HCM Lane LOS	-	B		-		
HCM 95th %tile Q(veh)	-	0.2		-		

HCM 6th Signalized Intersection Summary

1: Powell Rd & CR 466A/Cleveland Av/CR 466A

Wildwood - Atlantic Housing
2026 Background PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
Future Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
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	1796	1885	1870	1900	1870	1885	1900	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	98	578	133	441	571	300	329	448	505	214	237	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	1	2	0	2	1	0	3	0	0	4	2
Cap, veh/h	358	1179	270	744	1454	654	367	550	477	231	274	109
Arrive On Green	0.07	0.41	0.41	0.07	0.41	0.41	0.15	0.30	0.30	0.07	0.22	0.22
Sat Flow, veh/h	1711	2893	664	3510	3554	1598	1810	1856	1610	1810	1254	497
Grp Volume(v), veh/h	98	357	354	441	571	300	329	448	505	214	0	331
Grp Sat Flow(s),veh/h/ln	1711	1791	1766	1755	1777	1598	1810	1856	1610	1810	0	1751
Q Serve(g_s), s	4.3	19.9	20.0	10.0	15.3	18.4	18.4	30.2	40.0	10.0	0.0	24.6
Cycle Q Clear(g_c), s	4.3	19.9	20.0	10.0	15.3	18.4	18.4	30.2	40.0	10.0	0.0	24.6
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	358	730	719	744	1454	654	367	550	477	231	0	383
V/C Ratio(X)	0.27	0.49	0.49	0.59	0.39	0.46	0.90	0.81	1.06	0.93	0.00	0.87
Avail Cap(c_a), veh/h	412	730	719	744	1454	654	373	550	477	231	0	519
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	0.00	1.00
Uniform Delay (d), s/veh	20.4	29.6	29.6	23.0	28.1	29.0	34.6	44.1	47.5	44.9	0.0	50.8
Incr Delay (d2), s/veh	0.4	2.3	2.4	1.3	0.8	2.3	23.1	9.2	57.6	39.9	0.0	11.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	13.9	13.8	7.4	10.7	11.9	15.6	21.5	32.5	8.5	0.0	17.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	32.0	32.0	24.2	28.9	31.3	57.7	53.3	105.1	84.8	0.0	61.9
LnGrp LOS	C	C	C	C	C	C	E	D	F	F	A	E
Approach Vol, veh/h		809			1312			1282			545	
Approach Delay, s/veh		30.6			27.9			74.8			70.9	
Approach LOS		C			C			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	60.0	25.5	34.5	14.7	60.3	15.0	45.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	40.0	21.0	40.0	14.0	40.0	10.0	40.0				
Max Q Clear Time (g_c+I1), s	12.0	22.0	20.4	26.6	6.3	20.4	12.0	42.0				
Green Ext Time (p_c), s	0.0	4.1	0.1	1.6	0.1	4.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			49.6									
HCM 6th LOS			D									

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	1	10	89	1	35	52	998	41	64	652	17
Future Vol, veh/h	12	1	10	89	1	35	52	998	41	64	652	17
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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	13	1	11	94	1	37	55	1051	43	67	686	18
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1465	2033	352	1661	2021	547	704	0	0	1094	0	0
Stage 1	829	829	-	1183	1183	-	-	-	-	-	-	-
Stage 2	636	1204	-	478	838	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	91	58	650	~ 65	59	486	903	-	-	645	-	-
Stage 1	335	388	-	204	265	-	-	-	-	-	-	-
Stage 2	437	259	-	543	384	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	73	49	650	~ 56	50	486	903	-	-	645	-	-
Mov Cap-2 Maneuver	176	126	-	142	145	-	-	-	-	-	-	-
Stage 1	315	348	-	192	249	-	-	-	-	-	-	-
Stage 2	378	243	-	477	344	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	20.9		68.3		0.4		1					
HCM LOS	C		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	903	-	-	251	177	645	-	-				
HCM Lane V/C Ratio	0.061	-	-	0.096	0.743	0.104	-	-				
HCM Control Delay (s)	9.2	-	-	20.9	68.3	11.2	-	-				
HCM Lane LOS	A	-	-	C	F	B	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.3	4.7	0.3	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	0	30	1	1	1	27	1025	3	56	677	47
Future Vol, veh/h	84	0	30	1	1	1	27	1025	3	56	677	47
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	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	0	4	0	0	0	0	2	0	0	1	7
Mvmt Flow	91	0	33	1	1	1	29	1114	3	61	736	51
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1500	2059	394	1664	2083	559	787	0	0	1117	0	0
Stage 1	884	884	-	1174	1174	-	-	-	-	-	-	-
Stage 2	616	1175	-	490	909	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.5	6.98	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4	3.34	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 85	56	599	65	54	478	841	-	-	633	-	-
Stage 1	309	366	-	207	268	-	-	-	-	-	-	-
Stage 2	447	268	-	534	357	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 76	49	599	55	47	478	841	-	-	633	-	-
Mov Cap-2 Maneuver	184	134	-	145	147	-	-	-	-	-	-	-
Stage 1	298	331	-	200	259	-	-	-	-	-	-	-
Stage 2	429	259	-	456	323	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	39		24.3		0.2		0.8					
HCM LOS	E		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	841	-	-	225	190	633	-	-				
HCM Lane V/C Ratio	0.035	-	-	0.551	0.017	0.096	-	-				
HCM Control Delay (s)	9.4	-	-	39	24.3	11.3	-	-				
HCM Lane LOS	A	-	-	E	C	B	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	3	0.1	0.3	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

HCM 6th Signalized Intersection Summary

4: Powell Rd & CR 44A

Wildwood - Atlantic Housing
2026 Background PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	170	296	119	158	225	197	689	302	195	532	60
Future Volume (veh/h)	125	170	296	119	158	225	197	689	302	195	532	60
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	1870	1900	1900	1900	1870	1870	1870	1885	1900	1900	1885	1856
Adj Flow Rate, veh/h	133	181	263	127	168	175	210	733	225	207	566	64
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, %	2	0	0	0	2	2	2	1	0	0	1	3
Cap, veh/h	177	1469	655	150	1558	695	288	861	387	253	772	87
Arrive On Green	0.05	0.41	0.41	0.08	0.44	0.44	0.10	0.24	0.24	0.10	0.24	0.24
Sat Flow, veh/h	3456	3610	1610	1810	3554	1585	1781	3582	1610	1810	3244	366
Grp Volume(v), veh/h	133	181	263	127	168	175	210	733	225	207	312	318
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1810	1777	1585	1781	1791	1610	1810	1791	1819
Q Serve(g_s), s	6.1	5.0	18.5	11.1	4.5	11.2	14.1	31.3	19.7	13.7	25.7	25.8
Cycle Q Clear(g_c), s	6.1	5.0	18.5	11.1	4.5	11.2	14.1	31.3	19.7	13.7	25.7	25.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	177	1469	655	150	1558	695	288	861	387	253	426	433
V/C Ratio(X)	0.75	0.12	0.40	0.85	0.11	0.25	0.73	0.85	0.58	0.82	0.73	0.74
Avail Cap(c_a), veh/h	285	1469	655	262	1558	695	353	1101	495	334	562	571
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	74.9	29.6	33.6	72.4	26.5	28.4	42.3	58.1	53.7	43.7	56.3	56.3
Incr Delay (d2), s/veh	6.2	0.2	1.8	12.3	0.1	0.9	5.8	5.3	1.4	11.4	3.4	3.4
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(95%),veh/ln	5.1	4.0	12.2	9.6	3.5	7.9	10.9	21.1	12.9	11.3	17.7	18.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	29.8	35.5	84.7	26.6	29.2	48.1	63.3	55.1	55.1	59.7	59.7
LnGrp LOS	F	C	D	F	C	C	D	E	E	E	E	E
Approach Vol, veh/h	577			470			1168			837		
Approach Delay, s/veh	44.2			43.3			59.0			58.6		
Approach LOS	D			D			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	71.9	23.2	44.9	15.0	76.9	22.8	45.2				
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8				
Max Green Setting (Gmax), s	* 23	* 37	* 22	* 50	* 13	* 47	* 23	* 49				
Max Q Clear Time (g_c+I1), s	13.1	20.5	16.1	27.8	8.1	13.2	15.7	33.3				
Green Ext Time (p_c), s	0.2	1.8	0.3	3.8	0.2	1.7	0.3	5.2				

Intersection Summary

HCM 6th Ctrl Delay 53.7
HCM 6th LOS D

Notes

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

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	24	1083	35	0	753
Future Vol, veh/h	0	24	1083	35	0	753
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	4	2	3	0	2
Mvmt Flow	0	26	1152	37	0	801
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	595	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.98	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.34	-	-	-	-
Pot Cap-1 Maneuver	0	442	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	442	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13.6	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	- 442		-		
HCM Lane V/C Ratio	-	- 0.058		-		
HCM Control Delay (s)	-	- 13.6		-		
HCM Lane LOS	-	- B		-		
HCM 95th %tile Q(veh)	-	- 0.2		-		

HCM 6th Signalized Intersection Summary

1: Powell Rd & CR 466A/Cleveland Av/CR 466A

Wildwood - Atlantic Housing
2026 Background AM-Improved

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
Future Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
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	1633	1841	1856	1856	1856	1885	1841	1826	1856	1841	1796	1781
Adj Flow Rate, veh/h	98	512	154	449	404	169	155	268	313	247	300	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	18	4	3	3	3	1	4	5	3	4	7	8
Cap, veh/h	118	1022	306	503	1609	729	226	408	351	296	332	81
Arrive On Green	0.08	0.39	0.39	0.15	0.46	0.46	0.08	0.22	0.22	0.10	0.24	0.24
Sat Flow, veh/h	1555	2653	794	3428	3526	1598	1753	1826	1572	1753	1396	340
Grp Volume(v), veh/h	98	337	329	449	404	169	155	268	313	247	0	373
Grp Sat Flow(s),veh/h/ln	1555	1749	1698	1714	1763	1598	1753	1826	1572	1753	0	1735
Q Serve(g_s), s	8.4	19.8	20.0	17.4	9.5	8.7	9.1	18.0	26.1	13.0	0.0	28.2
Cycle Q Clear(g_c), s	8.4	19.8	20.0	17.4	9.5	8.7	9.1	18.0	26.1	13.0	0.0	28.2
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	118	674	654	503	1609	729	226	408	351	296	0	412
V/C Ratio(X)	0.83	0.50	0.50	0.89	0.25	0.23	0.69	0.66	0.89	0.83	0.00	0.90
Avail Cap(c_a), veh/h	196	674	654	559	1609	729	238	541	466	296	0	527
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	0.00	1.00
Uniform Delay (d), s/veh	61.5	31.6	31.7	56.5	22.5	22.3	38.7	47.7	50.8	40.6	0.0	50.0
Incr Delay (d2), s/veh	13.8	2.6	2.8	15.5	0.4	0.7	7.5	1.8	15.4	18.3	0.0	16.3
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(95%),veh/ln	6.8	13.7	13.5	13.2	7.1	6.1	7.8	13.1	17.3	6.1	0.0	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	34.2	34.4	72.0	22.9	23.1	46.2	49.5	66.2	58.9	0.0	66.2
LnGrp LOS	E	C	C	E	C	C	D	D	E	E	A	E
Approach Vol, veh/h		764			1022			736			620	
Approach Delay, s/veh		39.6			44.5			55.9			63.3	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.8	57.0	16.1	37.1	15.2	66.6	18.0	35.2				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	22.0	40.0	12.0	41.0	17.0	45.0	13.0	40.0				
Max Q Clear Time (g_c+I1), s	19.4	22.0	11.1	30.2	10.4	11.5	15.0	28.1				
Green Ext Time (p_c), s	0.5	3.8	0.0	1.6	0.1	3.1	0.0	2.1				
Intersection Summary												
HCM 6th Ctrl Delay			49.7									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

1: Powell Rd & CR 466A/Cleveland Av/CR 466A

Wildwood - Atlantic Housing
2026 Background PM-Improved

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
Future Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
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	1796	1885	1870	1900	1870	1885	1900	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	98	578	133	441	571	300	329	448	505	214	237	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	1	2	0	2	1	0	3	0	0	4	2
Cap, veh/h	324	1023	235	672	1290	580	424	636	552	267	341	135
Arrive On Green	0.07	0.35	0.35	0.08	0.36	0.36	0.14	0.34	0.34	0.07	0.27	0.27
Sat Flow, veh/h	1711	2893	664	3510	3554	1598	1810	1856	1610	1810	1254	497
Grp Volume(v), veh/h	98	357	354	441	571	300	329	448	505	214	0	331
Grp Sat Flow(s),veh/h/ln	1711	1791	1766	1755	1777	1598	1810	1856	1610	1810	0	1751
Q Serve(g_s), s	4.7	21.7	21.9	11.0	16.5	19.9	17.1	28.2	40.6	10.0	0.0	22.9
Cycle Q Clear(g_c), s	4.7	21.7	21.9	11.0	16.5	19.9	17.1	28.2	40.6	10.0	0.0	22.9
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	324	633	625	672	1290	580	424	636	552	267	0	477
V/C Ratio(X)	0.30	0.56	0.57	0.66	0.44	0.52	0.78	0.70	0.92	0.80	0.00	0.69
Avail Cap(c_a), veh/h	327	633	625	672	1290	580	484	742	644	267	0	519
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	0.00	1.00
Uniform Delay (d), s/veh	24.6	35.2	35.3	27.2	32.6	33.7	30.0	38.5	42.5	38.0	0.0	44.1
Incr Delay (d2), s/veh	0.5	3.6	3.7	2.3	1.1	3.3	6.8	2.5	16.3	15.9	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	15.3	15.2	8.2	11.5	12.9	12.8	19.1	25.4	5.7	0.0	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	38.8	39.0	29.5	33.7	37.0	36.8	41.0	58.9	53.9	0.0	47.7
LnGrp LOS	C	D	D	C	C	D	D	D	E	D	A	D
Approach Vol, veh/h		809			1312			1282			545	
Approach Delay, s/veh		37.2			33.1			46.9			50.1	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	52.8	24.5	41.7	14.7	54.0	15.0	51.2				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	11.0	40.0	24.0	40.0	10.0	41.0	10.0	54.0				
Max Q Clear Time (g_c+I1), s	13.0	23.9	19.1	24.9	6.7	21.9	12.0	42.6				
Green Ext Time (p_c), s	0.0	3.9	0.5	1.7	0.1	4.4	0.0	3.7				
Intersection Summary												
HCM 6th Ctrl Delay			40.8									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

1: Powell Rd & CR 466A/Cleveland Av/CR 466A

Wildwood - Atlantic Housing
2026 Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 							
Traffic Volume (veh/h)	90	471	142	416	372	203	144	250	434	227	277	67
Future Volume (veh/h)	90	471	142	416	372	203	144	250	434	227	277	67
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	1633	1841	1856	1856	1856	1885	1841	1826	1856	1841	1796	1781
Adj Flow Rate, veh/h	98	512	154	452	404	169	157	272	322	247	301	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	18	4	3	3	3	1	4	5	3	4	7	8
Cap, veh/h	118	1005	301	506	1589	720	232	418	360	298	339	82
Arrive On Green	0.08	0.38	0.38	0.15	0.45	0.45	0.08	0.23	0.23	0.10	0.24	0.24
Sat Flow, veh/h	1555	2653	794	3428	3526	1598	1753	1826	1572	1753	1397	339
Grp Volume(v), veh/h	98	337	329	452	404	169	157	272	322	247	0	374
Grp Sat Flow(s),veh/h/ln	1555	1749	1698	1714	1763	1598	1753	1826	1572	1753	0	1735
Q Serve(g_s), s	8.4	20.0	20.2	17.5	9.6	8.8	9.1	18.2	26.8	13.0	0.0	28.1
Cycle Q Clear(g_c), s	8.4	20.0	20.2	17.5	9.6	8.8	9.1	18.2	26.8	13.0	0.0	28.1
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	118	663	643	506	1589	720	232	418	360	298	0	421
V/C Ratio(X)	0.83	0.51	0.51	0.89	0.25	0.23	0.68	0.65	0.89	0.83	0.00	0.89
Avail Cap(c_a), veh/h	196	663	643	559	1589	720	244	541	466	298	0	527
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	0.00	1.00
Uniform Delay (d), s/veh	61.5	32.2	32.3	56.5	23.0	22.8	38.2	47.2	50.5	40.0	0.0	49.3
Incr Delay (d2), s/veh	13.8	2.8	2.9	15.7	0.4	0.8	6.8	1.7	16.3	17.3	0.0	14.4
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(95%),veh/ln	6.8	13.8	13.6	13.3	7.1	6.2	7.8	13.2	17.8	5.9	0.0	19.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	35.0	35.2	72.2	23.4	23.5	45.0	48.9	66.7	57.3	0.0	63.7
LnGrp LOS	E	D	D	E	C	C	D	D	E	E	A	E
Approach Vol, veh/h	764		1025				751		621			
Approach Delay, s/veh	40.3		44.9				55.7		61.2			
Approach LOS	D		D				E		E			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.9	56.2	16.1	37.8	15.2	65.9	18.0	35.9				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	22.0	40.0	12.0	41.0	17.0	45.0	13.0	40.0				
Max Q Clear Time (g_c+I1), s	19.5	22.2	11.1	30.1	10.4	11.6	15.0	28.8				
Green Ext Time (p_c), s	0.4	3.8	0.0	1.6	0.1	3.1	0.0	2.1				
Intersection Summary												
HCM 6th Ctrl Delay			49.6									
HCM 6th LOS			D									

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	1	18	46	1	30	67	611	57	65	755	5
Future Vol, veh/h	13	1	18	46	1	30	67	611	57	65	755	5
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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	8	0	0	67	0	0	0	3	0	0	4	0
Mvmt Flow	15	1	21	53	1	35	78	710	66	76	878	6
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1545	1965	442	1491	1935	388	884	0	0	776	0	0
Stage 1	1033	1033	-	899	899	-	-	-	-	-	-	-
Stage 2	512	932	-	592	1036	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.5	6.9	8.84	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4	3.3	4.17	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	74	64	569	~ 47	67	616	774	-	-	849	-	-
Stage 1	238	312	-	196	360	-	-	-	-	-	-	-
Stage 2	498	348	-	329	311	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	60	52	569	~ 39	55	616	774	-	-	849	-	-
Mov Cap-2 Maneuver	146	141	-	105	138	-	-	-	-	-	-	-
Stage 1	214	284	-	176	324	-	-	-	-	-	-	-
Stage 2	421	313	-	287	283	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	21.9		55.3		0.9		0.8					
HCM LOS	C		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	774	-	-	250	156	849	-	-				
HCM Lane V/C Ratio	0.101	-	-	0.149	0.574	0.089	-	-				
HCM Control Delay (s)	10.2	-	-	21.9	55.3	9.7	-	-				
HCM Lane LOS	B	-	-	C	F	A	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	0.5	3	0.3	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↱	↕↱		↱	↕↱	
Traffic Vol, veh/h	60	1	43	1	3	1	32	617	1	30	745	92
Future Vol, veh/h	60	1	43	1	3	1	32	617	1	30	745	92
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	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	33	0	3	3	0	0	3	6
Mvmt Flow	66	1	47	1	3	1	35	678	1	33	819	101
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1347	1685	460	1225	1735	340	920	0	0	679	0	0
Stage 1	936	936	-	749	749	-	-	-	-	-	-	-
Stage 2	411	749	-	476	986	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.94	7.5	7.16	6.9	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.32	3.5	4.33	3.3	2.23	-	-	2.2	-	-
Pot Cap-1 Maneuver	111	95	548	137	63	662	731	-	-	923	-	-
Stage 1	289	346	-	375	350	-	-	-	-	-	-	-
Stage 2	594	422	-	544	263	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	102	87	548	117	58	662	731	-	-	923	-	-
Mov Cap-2 Maneuver	205	200	-	233	146	-	-	-	-	-	-	-
Stage 1	275	334	-	357	333	-	-	-	-	-	-	-
Stage 2	559	402	-	478	254	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	27		24.5			0.5			0.3			
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	731	-	-	276	190	923	-	-				
HCM Lane V/C Ratio	0.048	-	-	0.414	0.029	0.036	-	-				
HCM Control Delay (s)	10.2	-	-	27	24.5	9	-	-				
HCM Lane LOS	B	-	-	D	C	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	1.9	0.1	0.1	-	-				

HCM 6th Signalized Intersection Summary

4: Powell Rd & CR 44A

Wildwood - Atlantic Housing
2026 Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	99	244	268	113	224	150	482	117	143	530	38
Future Volume (veh/h)	97	99	244	268	113	224	150	482	117	143	530	38
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	1870	1900	1900	1885	1870	1885	1870	1856	1900	1870	1856	1752
Adj Flow Rate, veh/h	109	111	212	301	127	197	169	542	91	161	596	43
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	1	2	1	2	3	0	2	3	10
Cap, veh/h	156	1181	527	330	1655	744	236	739	338	256	686	49
Arrive On Green	0.05	0.33	0.33	0.18	0.47	0.47	0.09	0.21	0.21	0.09	0.21	0.21
Sat Flow, veh/h	3456	3610	1610	1795	3554	1598	1781	3526	1610	1781	3335	240
Grp Volume(v), veh/h	109	111	212	301	127	197	169	542	91	161	315	324
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1795	1777	1598	1781	1763	1610	1781	1763	1812
Q Serve(g_s), s	4.4	3.0	14.3	23.0	2.8	10.5	10.3	20.1	6.6	9.9	24.2	24.2
Cycle Q Clear(g_c), s	4.4	3.0	14.3	23.0	2.8	10.5	10.3	20.1	6.6	9.9	24.2	24.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	156	1181	527	330	1655	744	236	739	338	256	362	373
V/C Ratio(X)	0.70	0.09	0.40	0.91	0.08	0.26	0.72	0.73	0.27	0.63	0.87	0.87
Avail Cap(c_a), veh/h	220	1181	527	464	1655	744	298	967	442	285	443	456
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	65.9	32.7	36.5	56.1	20.7	22.8	41.1	51.7	46.3	40.4	53.8	53.8
Incr Delay (d2), s/veh	5.5	0.2	2.3	17.8	0.1	0.9	5.9	2.0	0.4	3.7	14.4	14.3
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(95%),veh/ln	3.7	2.4	10.0	17.7	2.1	7.5	8.6	14.0	4.9	8.1	17.8	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	32.8	38.8	73.8	20.8	23.7	46.9	53.7	46.8	44.1	68.1	68.1
LnGrp LOS	E	C	D	E	C	C	D	D	D	D	E	E
Approach Vol, veh/h	432			625			802			800		
Approach Delay, s/veh	45.5			47.2			51.5			63.3		
Approach LOS	D			D			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.5	52.6	19.3	35.6	13.1	72.0	18.7	36.2				
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8				
Max Green Setting (Gmax), s	* 36	* 24	* 17	* 35	* 8.9	* 51	* 14	* 38				
Max Q Clear Time (g_c+I1), s	25.0	16.3	12.3	26.2	6.4	12.5	11.9	22.1				
Green Ext Time (p_c), s	0.7	0.8	0.2	2.5	0.1	1.5	0.1	3.5				

Intersection Summary

HCM 6th Ctrl Delay	53.1
HCM 6th LOS	D

Notes

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

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕			↕↕
Traffic Vol, veh/h	0	62	663	30	0	864
Future Vol, veh/h	0	62	663	30	0	864
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, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	0	67	713	32	0	929

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	373	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.9	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.3	-
Pot Cap-1 Maneuver	0	630	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	630	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	630	-
HCM Lane V/C Ratio	-	0.106	-
HCM Control Delay (s)	-	11.4	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.4	-

HCM 6th Signalized Intersection Summary
1: Powell Rd & CR 466A/Cleveland Av/CR 466A

Wildwood - Atlantic Housing
2026 Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	549	127	428	542	355	313	428	717	203	228	89
Future Volume (veh/h)	93	549	127	428	542	355	313	428	717	203	228	89
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	1796	1885	1870	1900	1870	1885	1900	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	98	578	134	451	571	300	329	451	511	214	240	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	1	2	0	2	1	0	3	0	0	4	2
Cap, veh/h	322	1012	234	665	1278	575	426	642	557	268	348	136
Arrive On Green	0.07	0.35	0.35	0.08	0.36	0.36	0.14	0.35	0.35	0.07	0.28	0.28
Sat Flow, veh/h	1711	2888	668	3510	3554	1598	1810	1856	1610	1810	1259	493
Grp Volume(v), veh/h	98	358	354	451	571	300	329	451	511	214	0	334
Grp Sat Flow(s),veh/h/ln	1711	1791	1765	1755	1777	1598	1810	1856	1610	1810	0	1752
Q Serve(g_s), s	4.7	21.9	22.0	11.0	16.5	20.0	17.0	28.4	41.1	10.0	0.0	23.0
Cycle Q Clear(g_c), s	4.7	21.9	22.0	11.0	16.5	20.0	17.0	28.4	41.1	10.0	0.0	23.0
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	322	628	618	665	1278	575	426	642	557	268	0	484
V/C Ratio(X)	0.30	0.57	0.57	0.68	0.45	0.52	0.77	0.70	0.92	0.80	0.00	0.69
Avail Cap(c_a), veh/h	325	628	618	665	1278	575	487	742	644	268	0	519
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	0.00	1.00
Uniform Delay (d), s/veh	24.9	35.6	35.6	28.1	33.0	34.1	29.7	38.2	42.3	37.6	0.0	43.7
Incr Delay (d2), s/veh	0.5	3.7	3.8	2.8	1.1	3.4	6.6	2.5	16.7	15.6	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	15.4	15.3	8.4	11.6	13.0	12.7	19.2	25.7	5.6	0.0	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	39.3	39.5	30.9	34.1	37.4	36.3	40.7	59.0	53.1	0.0	47.3
LnGrp LOS	C	D	D	C	C	D	D	D	E	D	A	D
Approach Vol, veh/h		810			1322			1291			548	
Approach Delay, s/veh		37.7			33.8			46.8			49.6	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	52.3	24.4	42.3	14.7	53.6	15.0	51.7				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	11.0	40.0	24.0	40.0	10.0	41.0	10.0	54.0				
Max Q Clear Time (g_c+I1), s	13.0	24.0	19.0	25.0	6.7	22.0	12.0	43.1				
Green Ext Time (p_c), s	0.0	3.9	0.5	1.7	0.1	4.4	0.0	3.6				
Intersection Summary												
HCM 6th Ctrl Delay			41.0									
HCM 6th LOS			D									

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	1	10	89	1	35	59	1005	41	64	665	17
Future Vol, veh/h	12	1	10	89	1	35	59	1005	41	64	665	17
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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	13	1	11	94	1	37	62	1058	43	67	700	18
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1497	2068	359	1689	2056	551	718	0	0	1101	0	0
Stage 1	843	843	-	1204	1204	-	-	-	-	-	-	-
Stage 2	654	1225	-	485	852	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	86	55	643	~ 62	56	483	892	-	-	642	-	-
Stage 1	329	382	-	199	259	-	-	-	-	-	-	-
Stage 2	427	254	-	537	379	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	69	46	643	~ 53	47	483	892	-	-	642	-	-
Mov Cap-2 Maneuver	169	121	-	136	139	-	-	-	-	-	-	-
Stage 1	306	342	-	185	241	-	-	-	-	-	-	-
Stage 2	365	236	-	472	340	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	21.4		75.1		0.5		1					
HCM LOS	C		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	892	-	-	243	170	642	-	-				
HCM Lane V/C Ratio	0.07	-	-	0.1	0.774	0.105	-	-				
HCM Control Delay (s)	9.3	-	-	21.4	75.1	11.3	-	-				
HCM Lane LOS	A	-	-	C	F	B	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.3	5	0.3	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕↗		↙	↕↗	
Traffic Vol, veh/h	84	0	30	1	1	1	27	1036	3	69	684	47
Future Vol, veh/h	84	0	30	1	1	1	27	1036	3	69	684	47
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	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	0	4	0	0	0	0	2	0	0	1	7
Mvmt Flow	91	0	33	1	1	1	29	1126	3	75	743	51
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1541	2106	397	1708	2130	565	794	0	0	1129	0	0
Stage 1	919	919	-	1186	1186	-	-	-	-	-	-	-
Stage 2	622	1187	-	522	944	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.5	6.98	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4	3.34	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 79	52	597	60	50	473	836	-	-	626	-	-
Stage 1	294	353	-	204	265	-	-	-	-	-	-	-
Stage 2	443	264	-	511	344	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 69	44	597	50	42	473	836	-	-	626	-	-
Mov Cap-2 Maneuver	174	122	-	140	140	-	-	-	-	-	-	-
Stage 1	284	311	-	197	256	-	-	-	-	-	-	-
Stage 2	425	255	-	425	303	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	42.7		25		0.2		1					
HCM LOS	E		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	836	-	-	214	183	626	-	-				
HCM Lane V/C Ratio	0.035	-	-	0.579	0.018	0.12	-	-				
HCM Control Delay (s)	9.5	-	-	42.7	25	11.5	-	-				
HCM Lane LOS	A	-	-	E	D	B	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	3.2	0.1	0.4	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

HCM 6th Signalized Intersection Summary

4: Powell Rd & CR 44A

Wildwood - Atlantic Housing
2026 Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	170	296	119	158	226	197	698	302	196	537	60
Future Volume (veh/h)	125	170	296	119	158	226	197	698	302	196	537	60
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	1870	1900	1900	1900	1870	1870	1870	1885	1900	1900	1885	1856
Adj Flow Rate, veh/h	133	181	263	127	168	176	210	743	225	209	571	64
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, %	2	0	0	0	2	2	2	1	0	0	1	3
Cap, veh/h	177	1458	650	150	1547	690	289	870	391	253	784	88
Arrive On Green	0.05	0.40	0.40	0.08	0.44	0.44	0.10	0.24	0.24	0.10	0.24	0.24
Sat Flow, veh/h	3456	3610	1610	1810	3554	1585	1781	3582	1610	1810	3248	363
Grp Volume(v), veh/h	133	181	263	127	168	176	210	743	225	209	314	321
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1810	1777	1585	1781	1791	1610	1810	1791	1820
Q Serve(g_s), s	6.1	5.0	18.6	11.1	4.5	11.3	14.0	31.7	19.7	13.8	25.8	26.0
Cycle Q Clear(g_c), s	6.1	5.0	18.6	11.1	4.5	11.3	14.0	31.7	19.7	13.8	25.8	26.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	177	1458	650	150	1547	690	289	870	391	253	432	439
V/C Ratio(X)	0.75	0.12	0.40	0.85	0.11	0.26	0.73	0.85	0.58	0.83	0.73	0.73
Avail Cap(c_a), veh/h	285	1458	650	262	1547	690	355	1101	495	334	562	571
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	74.9	29.9	34.0	72.4	26.8	28.7	42.0	57.8	53.3	43.4	55.8	55.9
Incr Delay (d2), s/veh	6.2	0.2	1.9	12.3	0.1	0.9	5.7	5.5	1.3	12.0	3.3	3.4
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(95%),veh/ln	5.1	4.1	12.2	9.6	3.5	8.0	10.9	21.3	12.8	11.4	17.8	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	30.1	35.8	84.7	26.9	29.6	47.6	63.3	54.6	55.4	59.2	59.3
LnGrp LOS	F	C	D	F	C	C	D	E	D	E	E	E
Approach Vol, veh/h		577			471			1178			844	
Approach Delay, s/veh		44.5			43.5			58.9			58.3	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	71.4	23.1	45.4	15.0	76.4	22.9	45.7				
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8				
Max Green Setting (Gmax), s	* 23	* 37	* 22	* 50	* 13	* 47	* 23	* 49				
Max Q Clear Time (g_c+I1), s	13.1	20.6	16.0	28.0	8.1	13.3	15.8	33.7				
Green Ext Time (p_c), s	0.2	1.8	0.3	3.8	0.2	1.7	0.3	5.2				

Intersection Summary

HCM 6th Ctrl Delay	53.6
HCM 6th LOS	D

Notes

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

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	38	1090	59	0	772
Future Vol, veh/h	0	38	1090	59	0	772
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	4	2	3	0	2
Mvmt Flow	0	40	1160	63	0	821
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	612	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.98	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.34	-	-	-	-
Pot Cap-1 Maneuver	0	431	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	431	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.2	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	- 431		-		
HCM Lane V/C Ratio	-	- 0.094		-		
HCM Control Delay (s)	-	- 14.2		-		
HCM Lane LOS	-	- B		-		
HCM 95th %tile Q(veh)	-	- 0.3		-		

APPENDIX G
NCHRP Report 457 – Right Turn Lane Analysis

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

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	640
Right-turn volume, veh/h:	10

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	226
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	

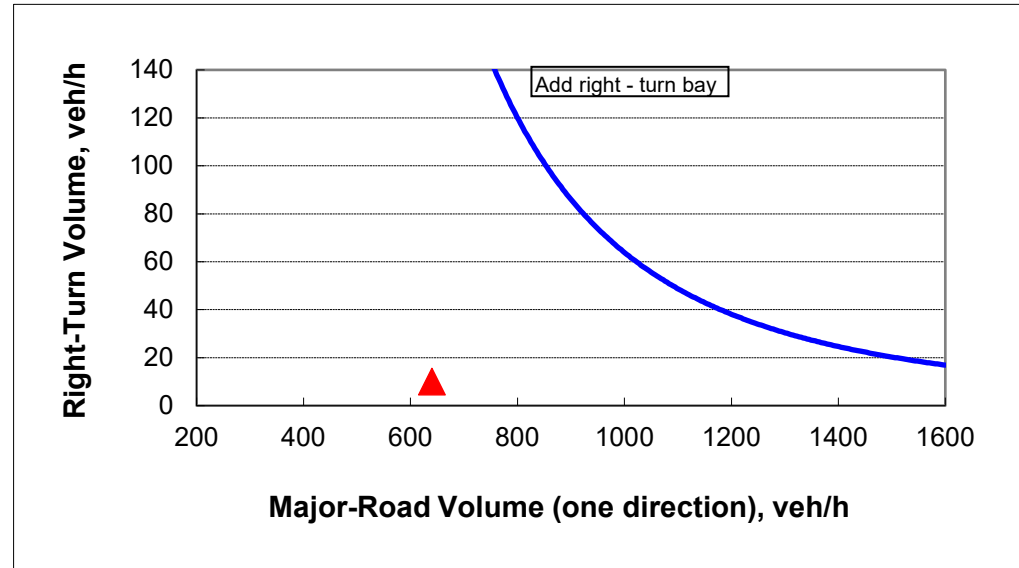


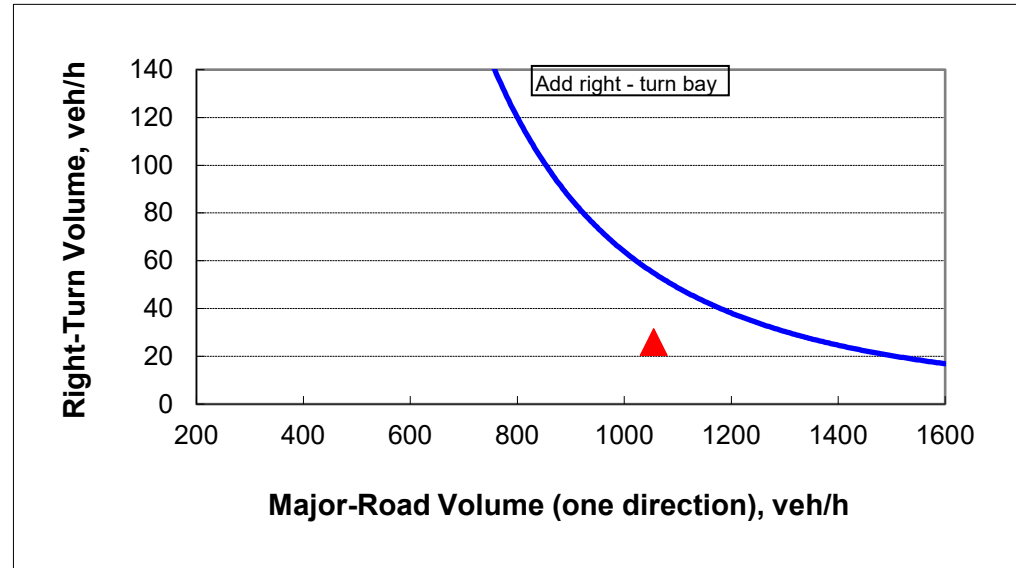
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	1055
Right-turn volume, veh/h:	26

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	55
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	



CITY COMMISSION OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY

SUBJECT: RZ 2309-002 Wildwood East

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval with verification of wastewater capacity, subject to the approval of O2024-18, which establishes a future land use appropriate for the proposed zoning. However, based on the attached analysis of the wastewater capacity, staff recommends DENIAL of the rezoning to change the future land use at this time.

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

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	RZ 2309-002 Wildwood East
Ordinance Number	O2024-19
Applicant(s)	LPG Urban & Regional Planners, Inc
Owner(s)	Southwinds Commercial LTD
Property Location	The subject property is generally located 0.12 miles east of the Powell Rd and CR 144 intersection, north along CR 144.
Parcel(s)	G04-013
Date	July 16, 2024

The applicant is seeking approval from the City of Wildwood City Commission for a Zoning Map Amendment to change the zoning district from RR1 (County) to R-5 (City) for the parcel listed above on 2.94 acres MOL. This request is accompanied by a concurrent Small-Scale Comprehensive Plan Amendment CP 2309-002 (O2024-18).

ANALYSIS: The applicant is proposing to construct a multifamily residential development and is requesting R-5 zoning which allows a maximum of 15 dwelling units per acre. This zoning request would allow a maximum of 44 units for the subject property.

Pursuant to Land Development Regulation (LDR) § 3.3(C)(4), the applicant believes the zoning change to R-5 should be granted based on the following criteria:

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

The proposed rezoning to R-5 is consistent with the proposed Future Land Use Map designation of High Density Residential (HDR) and is consistent with the 2050 Comprehensive Plan policy 1.1.4 which stipulates that the City's zoning map shall be consistent with the FLUM, and further refine densities, intensities, and permitted uses.

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

The land use pattern of the surrounding area is residential and mixed use. The proposed R-5 zoning designation could serve as a transition in this area to serve city residents as the properties to the north and west allow a maximum of 14 units per acre.

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

Schools: The residential development is proposed to add 13 school-aged students to Wildwood Schools.

Potable Water & Sewer: BASED ON THE MOST RECENT ANALYSIS OF UTILITY CAPACITY, STAFF IS UNABLE TO VERIFY ADEQUATE WASTEWATER CAPACITY FOR NEW APPLICATIONS WHICH RESULT IN AN INCREASE IN DENSITY OR INTENSITY. The subject property anticipates project buildout in 2026, adding an estimated 44 ERUs of potable water and sanitary sewer. Although plans to add additional capacity have been programmed, city staff has no way of ensuring that adequate wastewater capacity will be available at the time of buildout. Policy 4.2.3., "The City shall ensure that adequate wastewater supplies and facilities are available to serve new development no later than the date on which the City anticipates issuing a certificate of occupancy." The subject property anticipates project buildout in 2026, according to the accepted TIA, adding an estimated 44 ERUs of potable water and sanitary sewer. There is an existing 12" water main and a 4" force main at the northeast corner of the CR 144 and Powell Rd intersection.

Streets: The applicant has submitted a TIA from VBH that was accepted by Sumter County's Public Works department. Access to the property is proposed from the west side of Powell Rd, using the existing right-in/right-out access from the Wildwood Preserve Apartments, with emergency access off of CR 144. Although this property will be sharing the entrance of the Wildwood Preserve Apartments, the subject property is a separate entity. Cross-access easements will need to be obtained at the site plan stage.

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

The proposed future land use of High Density Residential – HDR requires compatible zoning. This zoning request of R-5 is compatible with the requested future land use and could be considered compatible with adjacent parcel zoning.

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

The TIA provided shows 30 AM peak hour trips and 38 PM peak hour trips, from the new development. A deficiency was identified at the southbound left turn lane on Powell Rd at CR 44A. TIA was accepted under the condition that the southbound left-turn lane on Powell Rd at C 44A is to be extended by 220 feet for a total turn lane length of 380 feet. No right-turn lane is recommended on Powell Rd based on the guidelines in the NCHRP Report 457. In 2026 buildout, all intersections within the TIA are projected to operate at an acceptable LOS.

(f) Whether the proposed change will be a deterrent to the improvement or development

of adjacent property:

The proposed rezoning could not be a deterrent to the improvement or development of adjacent properties based on the western and northern properties, which allow a maximum of 14 units per acre. Surrounding properties are permitted to develop in accordance with their zoning map designation.

ZONING DESIGNATION SURROUNDING PROPERTIES	
NORTH	CMU (City)
SOUTH	RMU (City), R2M, & RR1 (County)
EAST	CMU (City)
WEST	RR1 (County)

If the rezoning is approved, the applicant will be required to submit a site plan to the City prior to development. The site plan will need to follow requirements established in the City's Land Development Regulations and the Design District Standards as well as any Planned Development Agreements or Developer's Agreements that may be needed.

STAFF RECOMMENDATION: Based on the attached analysis of the wastewater capacity, staff recommends DENIAL of the rezoning to change the future land use at this time.

Melanie Strickland, AICP, CPM
Development Services Director

ORDINANCE NO. O2024-19

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

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

G04-013
Southwinds Commercial LTD
2.94 +/-

LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF SUMTER, STATE OF FLORIDA, AND DESCRIBED AS FOLLOWS:

THE WEST 198 FEET OF THE SE ¼ OF THE SW ¼ OF THE SW ¼ OF SECTION 4, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, LESS RIGHTS-OF-WAY.

This property is to be reclassified from RR1 (County) to R-5 (City)

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

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

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

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

SECTION 3. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by a Court or competent jurisdiction, then said holding shall in no way effect the validity of the remaining portions of said Ordinance.

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

DONE AND ORDAINED this _____ day of _____, 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



POWELL RD

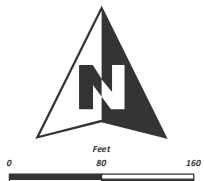
CR 144

-  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



RZ 2309-002

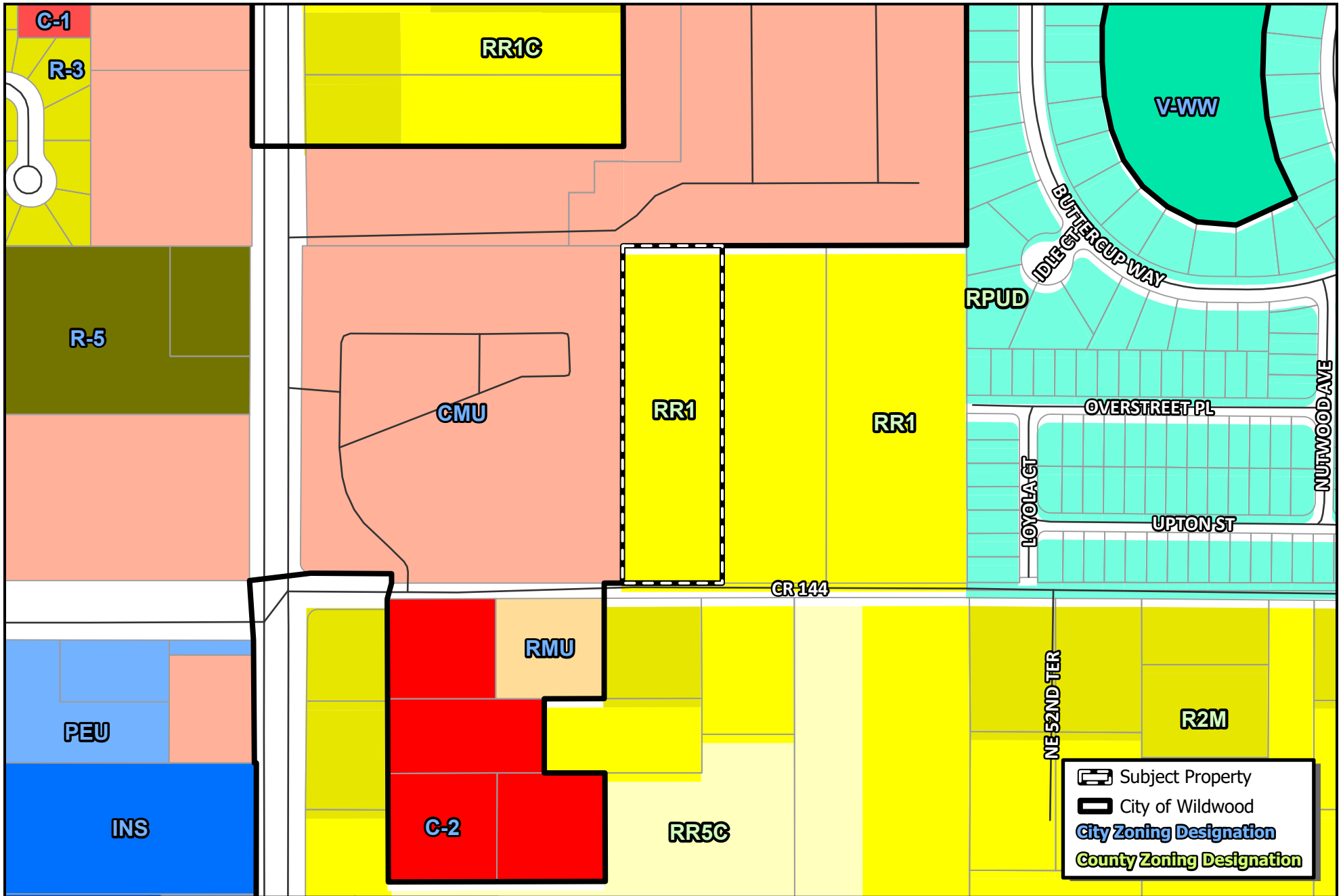
WILDWOOD EAST

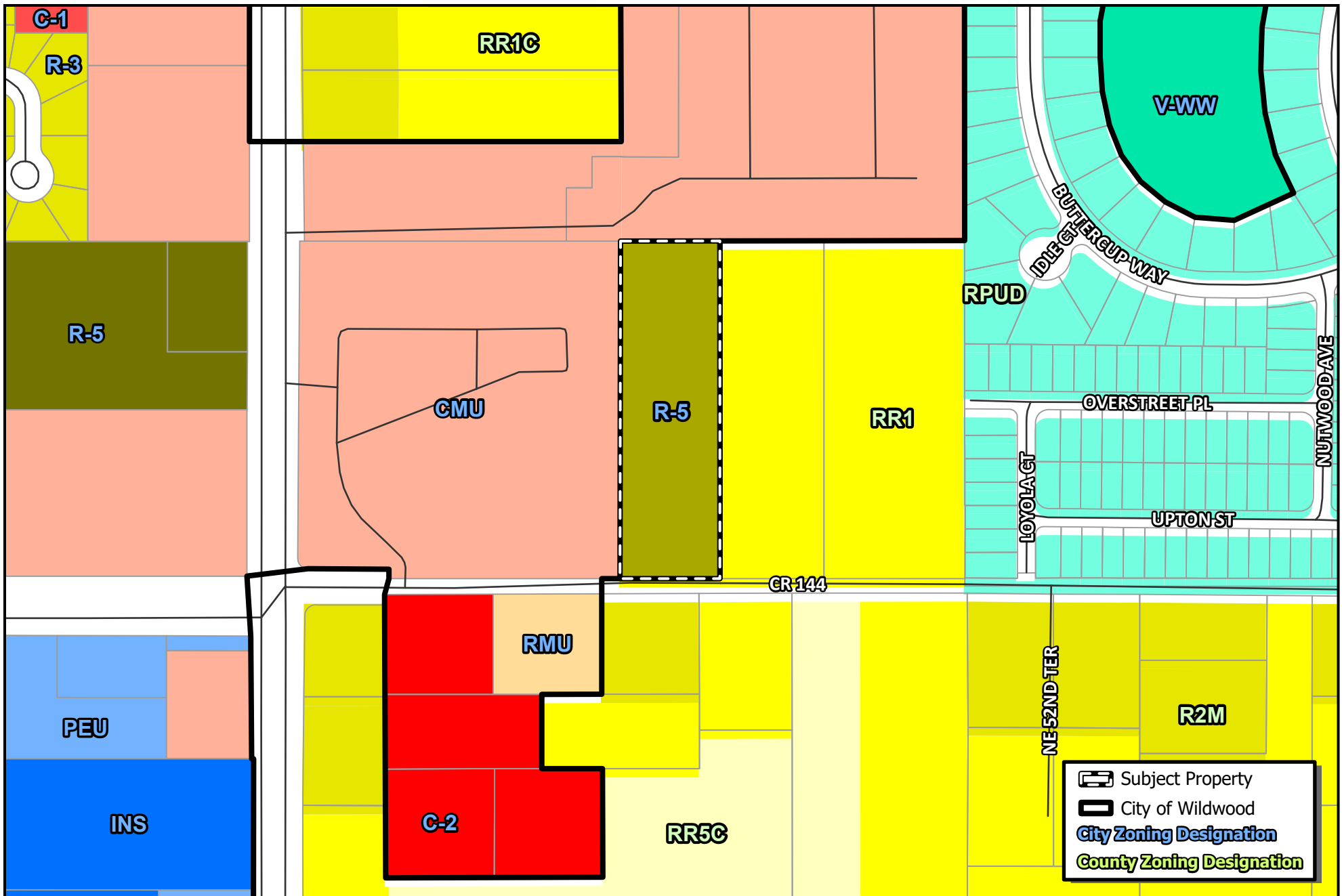
PARCEL G04-013

MAP 1B

**LOCATION
MAP**

**SEPTEMBER
2023**







Business Impact Estimate

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Wildwood website by the time notice of the proposed ordinance is published.

Proposed ordinance's title/reference: O2024-19

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, a business impact estimate is not required by state law¹ for the proposed ordinance. This 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.

¹ See Section 166.041(4)(c), Florida Statutes.

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

The case below was heard on Tuesday, June 11, 2024, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from RR1 (County) to R-5 (City) on 2.94 acres MOL. The subject property is generally located 0.12 miles east of the Powell Rd and CR 144 intersection, north along CR 144.

Case Number: RZ 2309-002 Wildwood East
Applicant(s): LPG Urban & Regional Planners, Inc
Owner(s): Southwinds Commercial LTD
Parcel(s): G04-013

Under Land Development Regulation (LDR) § 1.7(B)(2), the Planning and Zoning Board/Special Magistrate has a duty to make a recommendation to the City Commission on all proposed Zoning Map amendments.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 3.3(C)(4), the Special Magistrate

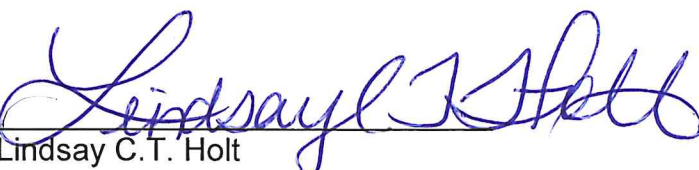
☐ recommends approval.

☒ recommends approval with the following conditions:

verification of wastewater capacity

☐ recommends denial.

Dated: June 11, 2024


Lindsay C.T. Holt
Special Magistrate City of Wildwood



Memorandum

To: Wildwood City Commission
From: Jason F. McHugh, AICP, CPM, City Manager
Date: May 15, 2024
Re: Wastewater Capacity

Dear Mayor and Commissioners:

Pursuant to F.S. 163.3180 (Concurrency) and Objective 4.1 of the City's Comprehensive Plan (Public Services Availability) Staff is required to monitor and forecast demands for public facilities and services including, but not limited to, potable water and sanitary sewer services. The regulations ensure adequate public facilities and services are available to meet forecasted demands from new development. Staff is also required to assess the capacity of these systems during Comprehensive Plan Amendment applications that are ultimately presented to the City Commission for consideration.

While the City's water system has plenty of capacity to meet the demands of future development, the wastewater treatment capacity requires more scrutiny. The City's wastewater treatment plants are permitted through the Florida Department of Environmental Protection (FDEP). The City's main wastewater treatment plant located at Industrial Drive has a permitted capacity of 3.55 MGD (million gallons per day). The City also owns and operates the wastewater treatment plant at Continental Country Club (CCC). The CCC plant solely serves CCC residents and treats approximately 160,000 GPD (gallons per day). The CCC plant requires major repairs and is planned to be decommissioned when practical. The City's contractor is wrapping up a multi-year capital project to decommission the CCC plant and redirect the flows to the City's main wastewater treatment plant.

The City has initiated the expansion of its wastewater treatment plant to meet forecasted wastewater demands. This multi-year project is being completed in phases and will incrementally increase the City's wastewater treatment capacity as certain milestones are reached within the

project. Upon completion of the design and execution of a construction contract, Staff anticipates the contractor will mobilize to begin the construction of Phases 1 and 2 in January 2025. The construction timeframe for Phases 1 and 2 is roughly 14-18 months and will be completed by June 2026. Once completed, the City will have a treatment capacity of 4 MGD. Staff anticipates the contractor will complete the final phase of the plant by March 2027, at which point the total treatment capacity at the wastewater plant will be 5.5 MGD.

The attached analysis demonstrates that the City will be close to reaching its wastewater capacity in the 2nd Quarter of 2026. This analysis forecasts demand from known developments. However, there are many factors to consider in this analysis including:

- 1) CCC Decommissioning: The analysis shows the CCC flows (160,000 GPD or 640 ERCs) being absorbed by the City's main treatment plant before completion of the construction of Phase 1 and 2 of the wastewater treatment plant.
- 2) Level of Service Standard: The City's Comprehensive Plan, Land Development Regulations, and Concurrency Management System establish a high level of service standard of 250 GPD of wastewater usage per Equivalent Residential Connection (ERC).
- 3) Build-For-Rent Housing: The City lacks real-time service demand data on this new housing product. The forecasted demand generated from the 1,200+ units of Build-For-Rent product may be too high.

I remain confident that the City will meet concurrency standards, stay ahead of the forecasted demands, and remain in compliance with our FDEP permit for all currently approved projects. However, we have reached a point where Staff will no longer be able to recommend approval on any new Comprehensive Plan amendment applications until we can ensure the public that our wastewater system has sufficient capacity to take on more demand.

Providing adequate infrastructure to meet the needs of our growing community remains a strategic goal for the City. Staff will continue to monitor our wastewater flows and will scrutinize demand over the next two years while the wastewater treatment plant project is finished. The concurrency analysis will be updated every quarter, and I will update the Commission as warranted.

New Known Development					New ERC's			NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs					
					2024				2025					2026					2027					2028					2029				
Project	Units	ERCs	Type	Status	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q						
Juliette Apartments	330	132	Apartments	Under construction		45	45		42																								
Wildwood Landing	101	51	Cottages	Under construction			10		10	10	10	11																					
Solamar	243	243	BFR	Under construction		50	50		50	50	43																						
Eden (fka Zora)	130	130	BFR	Under construction		30	30		30	30	10																						
Villas at Wildwood	192	192	BFR	Under construction		45	45		45	45	12																						
Wildwood Multifamily at Turkey Run	144	58	Apartments	Under review							40	18																					
Twisted Oaks SFD	734	734	SFD	Under construction					10	10	10	10		15	15	15	15		15	15	15	15		15	15	15	15						
Twisted Oaks Townhomes	248	149	SFA	Under construction					25	25	25	25		25	24																		
Twisted Oaks Multifamily	277	111	Apartments	Under construction					50	50	11																						
Townhomes at Powell	128	77	Townhomes	Under construction					25	25	27																						
Oxford BFR	154	154	BFR	Approved										25	25	25	25		25	25	4												
Highfield at Twisted Oaks	374	374	SFD	Under construction			15		10	10	10	10		15	15	15	15		15	15	15	15		15	15	15	15						
100 Oaks	411	411	SFD	Under review												15	15		15	15	15	15		15	15	15	15						
Southern Waters Capital	323	129	Apartments	Under review															50	50	29												
Sumter Springs (County)	274	274	SFD/Multi-family	Under review															10	10	10	10		10	10	10	10						
Highland Homes (County)	532	532	SFD	Under review										10	10	10	10		10	10	10	10		10	10	10	10						
The Keys at Wildwood I	190	190	BFR	Under construction					80	80	30																						
The Keys at Wildwood II	302	302	BFR	Under construction			25		50	50	50	50		50	27																		
Bellweather Multifamily	248	99	Apartments	Under construction			25		25	49																							
Casablanca at Wildwood	54	32	Townhomes	Approved										24	8																		
Evolve Apartments	248	99	Apartments	Approved								25		25	25	24																	
Wildwood Place PD	300	250	Multi-family	Under review												50	50		50	50													
Tillman Villas	180	180	SFD	Under review							15	15		15	15	15	15		15	15	15	15		15	15								
Commander's Pointe	638	255	Multifamily	Under review												25	25		50	50	50	50		5									
Oxford Crossings (Residential)	886	443	Mixed	Awaiting Submittal												25	25		25	25	25	25		25	25	25	25						
Townhomes at Peppertree (Blount)	144	86	Townhomes	Under review								25		25	25	11																	
Tillman Oaks	160	160	SFA	Under review										25	25	25	25		25	25	10			10	10	10	10						
Mateo Oaks	164	164	SFD	Under review															10	10	10	10		10	10	10	10						
Boulder (CR 213/CR 44A)	312	250	Mixed	Under review										10	10	10	10		10	10	10	10		10	10	10	10						
Wildwood III (CR 213/44A)	350	210	Mixed	Under review													10		25	25	25	25		25	25	25	25						
INFILL					5	5	5		5	5	5	5		5	5	5	5		5	5	5	5		5	5	5	5						
Subtotal	8,771	6,471			5	175	250	430	457	439	258	176	1,330	269	229	310	263	1,071	345	355	298	205	1,203	170	165	150	150	635	125	125	125	125	500
Existing Residential Developments (Additional Units)					2024			NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs					
					2025				2026					2027					2028					2029									
Project	Units	ERCs	Type	Status	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q						
Triumph South (Phase 2)	72	72	SFD	Active					5	5	5	5		5	5	5	5		5	5	5	5		5	5	2							
Simple Life Tiny Homes	134	134	Tiny Homes	Active	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2		5	5	5	5						
Beaumont	10	10	SFD	Active	2	2	2		2																								
Densan Park (Phase 1 & 2)	86	86	SFD	Active	5	5	5		5	5	5	5		5	5	5	5		5	5	5	5		5	6								
Grand Oaks Manor (Phase 1)	145	145	SFD	Dormant	0	0	0		2	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2						
The Mark at Wildwood	105	87	Apartments	Active	25	25	12																										
Sundance Trails at Beaumont	300	250	Apartments	Active	50	50	50		50	50																							
The Wilds (Phase 2 & Phase 3)	218	87	Apartments	Active	25	25	25		12																								
Subtotal	1,070	872			109	109	96	314	78	64	14	14	170	14	14	14	14	56	14	14	14	14	56	17	18	9	7	51	10	10	10	10	40
ILF/ALF Developments					2024			NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs					
					2025				2026					2027					2028					2029									
Project	ERCs		Status		2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q						
Parkview Independent Living Facility	134	74	Under review													35	39																
Trailwinds ALF	130	72	Under review								36	36																					
Subtotal	264	145			0	0	0	0	0	0	36	36	72	0	0	35	39	74	0	0	0	0	0	0	0	0	0	0	0				

Non-Residential Developments			2024			NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs	New ERCs				NEW YEARLY ERCs					
							2025					2026					2027					2028					2029									
Project	ERCs	Status	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q						
Burger-Fi	2	Constructed; Not open			2																															
Preston Place	14	Constructed; Partially open	2	2	2		2	2	2	2																										
Pearl Plaza	3	Under construction		3																																
House of Hope	6	Approved							6																											
Wildwood Professional Plaza	6	Under construction		3																																
Home Depot	45	Constructed; not open		45																																
HCA Trailwinds Hospital	88	Under review							88																											
Target	46	Under construction			46																															
Wildwood Storage	1	Approved		1																																
Ashley Furniture	19	Approved						19																												
VIP Garage	12	Approved			6		6																													
Ocala Eye	6	Under construction			6																															
Bethany Estates Medical Center	1	Under construction	1				1																													
Turkey Run Hotel	72	Under construction										36	36																							
Trailwinds Village Shoppes III	30	Under construction					5	5	5	5		5	5																							
Cave Vehicular Garage	13	Approved								13																										
Bigham Plaza	4	Under construction							4																											
Exalt Rehab Hospital	35	Under review										35																								
Mainstay Expansion	18	Under review							18																											
Freedom Fellowship Church	6	Under review						6																												
New Horizon Plaza	48	Approved					12	6	12	6		6	6																							
Oxford Overnight	73	Under review										35	38																							
Woodspring Suites	61	Approved										31	30																							
Betancur Othodontics	2	Approved											2																							
Stripes Gutters Office	1	Under construction		1																																
South Wildwood Industrial Park Lot 5A	1	Under review						1																												
Self Storage Wildwood	1	Approved		1																																
Chesterfield Villages Plaza Ph 2	8	Approved							8																											
Cleveland Health Center	7	Under review							7																											
Oxford Crossings Commercial	40	Awaiting Submittals										4	4	4	4		4	4	4	4		4	4													
CVC - ASC - Oxford Pointe	3	Under construction		3																																
Chipolte @ Signature Drove	5	Under review						5																												
Lucky U Cycles	3	Under construction							3																											
7 Eleven @ C-462	6	Under construction						6																												
Dentist Office - Oxford Professional Park	2	Under construction					2																													
The Railyard	43	Under review						22	21																											
Mister Car Wash	13	Under construction							13																											
A-1 Ready Mix Block Plant	1	Approved					1																													
Storage at Powell	1	Under construction							1																											
Cleveland Law Office	2	Under construction						2																												
Karparti Law	2	Under review								2																										
Premier Psychological	1	Under review								1																										
Werner Trucking (County)	20	Under review					10	10																												
Old Dominion Trucking (County)	20	Under construction																																		
INFILL			5	5	5		5	5	5	5		5	5	5	5																					
Subtotal	791		8	64	67	139	44	89	193	34	360	167	136	9	9	321	4	4	4	4	16	4	4	0	0	8	0	0	0	0	0					
Total All Developments			New ERCs 2024			NEW YEARLY ERCs	New ERCs 2025				NEW YEARLY ERCs	New ERCs 2026				NEW YEARLY ERCs	New ERCs 2027				NEW YEARLY ERCs	New ERCs 2028				NEW YEARLY ERCs	New ERCs 2029				NEW YEARLY ERCs					
			2nd Q				1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q											
			122	348	413		579	592	501	260		1,932	450	379	368		325	1,522	363	373		316	223	1,275	191		187	159	157	694		135	135	135	135	540

City of Wildwood Wastewater Treatment Plant Flow Projections

PROJECTED FLOWS (GPD) CURRENT	PROJECTED NEW FLOW (GPD)			PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)			
	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	30,500	87,000	103,250	304,750	148,000	125,250	65,000	112,500	94,750	92,000	81,250	90,750	93,250	79,000	55,750	47,750	46,750	39,750	39,250	33,750	33,750	33,750	33,750
2,281,000	2,311,500	2,398,500	2,501,750	2,806,500	2,954,500	3,079,750	3,144,750	3,417,250	3,512,000	3,604,000	3,685,250	3,776,000	3,869,250	3,948,250	4,004,000	4,051,750	4,098,500	4,138,250	4,177,500	4,211,250	4,245,000	4,278,750	4,312,500

Notes:

Continental Country Club flow (160,000 gpd) added to City's main wastewater treatment facility in 2026

Projected growth of 200 ERCs per quarter from 2030 onward

PROJECTED CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	Column3	Column4	Column5	Column6	Column7	Column8	Column9																
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	4,000,000	4,000,000	4,000,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000

Notes:

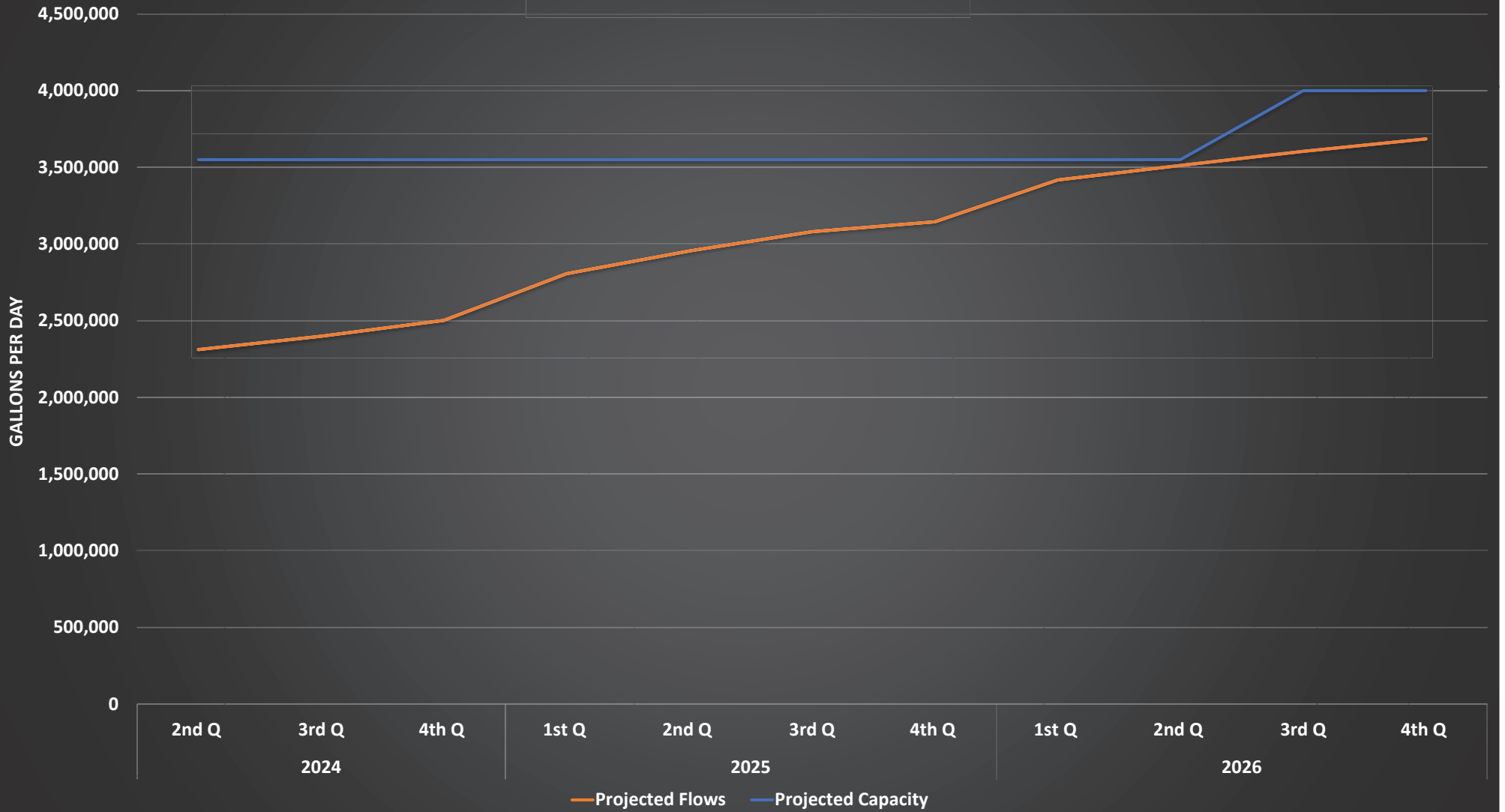
FDEP Permitted capacity is 3.55 MGD

Phase 1 and 2 completed by June 2026 to bring total capacity to 4.0 MGD

Phase 3 completed by March 2027 to increase total capacity to 5.5 MGD

PROJECTED EXCESS CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	1,238,500	1,151,500	1,048,250	743,500	595,500	470,250	405,250	132,750	38,000	396,000	314,750	224,000	1,630,750	1,551,750	1,496,000	1,448,250	1,401,500	1,361,750	1,322,500	1,288,750	1,255,000	1,221,250	1,187,500

Wastewater Flow Projections



City of Wildwood Wastewater Treatment Plant Flow Projections

PROJECTED FLOWS (GPD)	2024			PROJECTED NEW FLOW (GPD) 2025				PROJECTED NEW FLOW (GPD) 2026				PROJECTED NEW FLOW (GPD) 2027				PROJECTED NEW FLOW (GPD) 2028				PROJECTED NEW FLOW (GPD) 2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	30,500	87,000	103,250	304,750	148,000	125,250	65,000	112,500	94,750	92,000	81,250	90,750	93,250	79,000	55,750	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
	2,281,000	2,311,500	2,398,500	2,501,750	2,806,500	2,954,500	3,079,750	3,144,750	3,417,250	3,512,000	3,604,000	3,685,250	3,776,000	3,869,250	3,948,250	4,004,000	4,054,000	4,104,000	4,154,000	4,204,000	4,254,000	4,304,000	4,354,000

Notes:
Continental Country Club WWTP (160,000 gpd) decommissioned and added to City's main wastewater treatment facility in 2026
Projected growth of 200 ERCs per quarter from 2030 onward

PROJECTED CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14	Column15	Column16	Column13	Column14	Column15	Column16	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	4,000,000	4,000,000	4,000,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000

Notes:
FDEP Permitted capacity is 3.55 MGD
Phase 1 and 2 completed by June 2026 to bring total capacity to 4.0 MGD
Phase 3 completed by March 2027 to increase total capacity to 5.5 MGD

COMMITTED CAPACITY OUTSIDE OF KNOWN DEVELOPMENTS (GPD)	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250
--	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

Notes:
Capacity reserved through Developer's Agreement or Concurrency Reservation not accounted for in the flow projections

PROJECTED EXCESS CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	1,219,250	1,132,250	1,029,000	724,250	576,250	451,000	386,000	113,500	18,750	376,750	295,500	204,750	1,611,500	1,532,500	1,476,750	1,426,750	1,376,750	1,326,750	1,276,750	1,226,750	1,176,750	1,126,750	1,076,750

Threshold Margin of Error (2026 2Q)	0.53%
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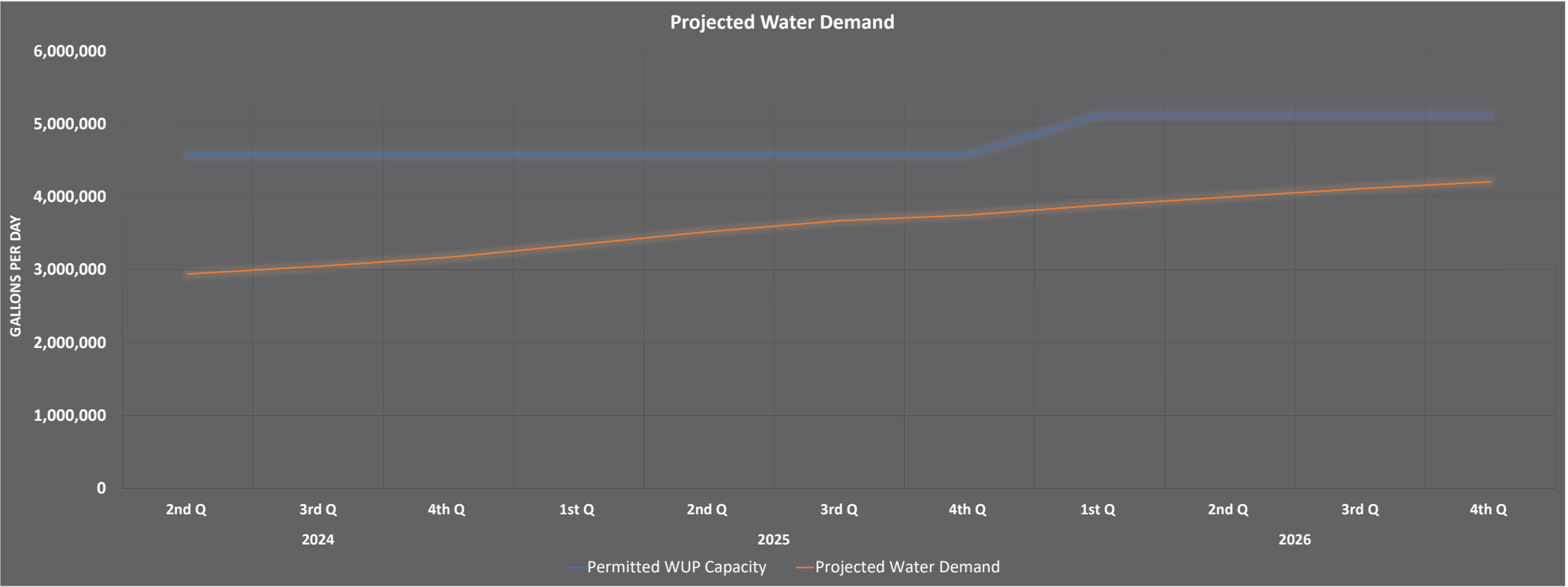
City of Wildwood Water Demand Projections

PROJECTED FLOWS (GPD)	PROJECTED NEW FLOW (GPD)			PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)			
	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	36,600	104,400	123,900	173,700	177,600	150,300	78,000	135,000	113,700	110,400	97,500	108,900	111,900	94,800	66,900	57,300	56,100	47,700	47,100	39,250	173,500	33,750	33,750
2,905,270	2,941,870	3,046,270	3,170,170	3,343,870	3,521,470	3,671,770	3,749,770	3,884,770	3,998,470	4,108,870	4,206,370	4,315,270	4,427,170	4,521,970	4,588,870	4,646,170	4,702,270	4,749,970	4,797,070	4,836,320	5,009,820	5,043,570	5,077,320

PROJECTED CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	4,583,200	4,583,200	4,583,200	4,583,200	4,583,200	4,583,200	4,583,200	5,119,200	5,119,200	5,119,200	5,119,200	5,119,200	5,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200

Notes:
CR 501 WTP expansion to 3.2 MGD online in January of 2026 (.536 MGD added capacity)
Oxford WTP expansion to 3.35 MGD online in June 2027 (1 MGD added capacity)
Water Use Permit Modification in 2025
Projected Growth of 200 ERCs per quarter from 2030 onward

PROJECTED EXCESS CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	1,641,330	1,536,930	1,413,030	1,239,330	1,061,730	911,430	833,430	1,234,430	1,120,730	1,010,330	912,830	803,930	692,030	1,597,230	1,530,330	1,473,030	1,416,930	1,369,230	1,322,130	1,282,880	1,109,380	1,075,630	1,041,880



Print

Sumter County Traffic Impact Analysis (TIA) - Submission #1267825

Date Submitted: 3/5/2024

First Name*	Last Name*	Email Address*
Joedel	Zaballero	jzaballero@vhb.com

Address

225 E Robinson St, Suite 300

City	State	Zip Code
Orlando	FL	32801

Phone	Alt Phone	Parcel Number
407.965.0510		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@sumtercoun
tyfl.gov, c=US
Date: 2024.03.22 16:46:44 -04'00'

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

- The southbound left-turn lane on Powell Road at C 44A is to be extended by 220 feet for a total turn lane length of 380 feet.

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

Atlantic Housing-Powell Rd TIA 2024-3-5.pdf

**Date of Methodology
Acceptance by County**

12/15/2023

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](#)

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Introduction

VHB has been retained by Atlantic Housing to conduct a traffic impact study in support of the 2.97 +/- acre Development located at 5136 CR 144 (east of CR 139/Powell Road) in the City of Wildwood, Sumter County, Florida. The project location is illustrated on **Figure 1**. The purpose of this study is to fulfill the County's concurrency requirements for annexation and rezoning for the proposed development.

The analysis quantifies both the existing traffic conditions along area roadways surrounding the parcel and the projected future traffic conditions expected for the Build condition (including development of the proposed site). This document provides a detailed description of the study methodology, analysis, and key findings.

Project Description

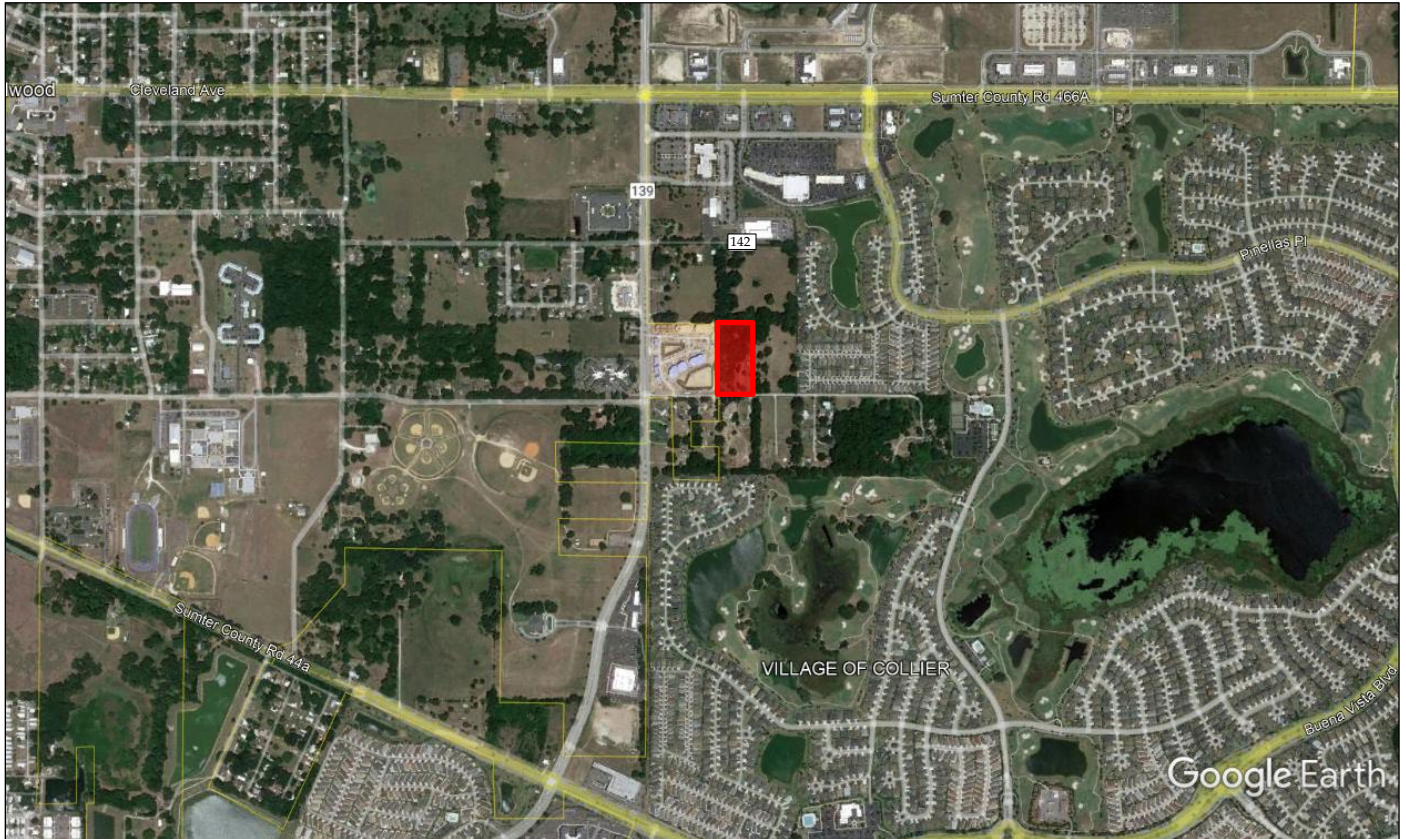
The property is generally located on the east side of Powell Road and north of CR 144, in the City of Wildwood, Sumter County, Florida as shown in **Figure 1**.

The development proposes on Powell Road via the existing right-in/right-out access for Wildwood Preserve Apartments. The subject site and the adjacent development (Wildwood Preserve Apartments) to the west of the subject property will remain as separate entities. It should be noted that a driveway connection on CR 144 is provided for emergency access only and is currently gated to prevent public access to CR 144.

For the purposes of this analysis, the proposed Development will consist of four (4) low-rise and 40 mid-rise multi-family dwelling units with a build-out year of 2025. The project will have right-in/right-out access to CR 139/Powell Road. A preliminary site plan can be found in **Appendix A**.

Project buildout is anticipated in 2026. A conceptual plan is provided as part of the methodology in **Appendix A**.

Figure 1 **Project Location Map**



 Project Location

Study Area

The analysis was conducted for a study area of 1,320 feet in radius and where the project consumes 3% or more of the adopted peak hour directional capacity. Per the approved methodology, the analysis considers the project impacts on the following roadways and intersections:

Roadway Segments:

- CR 139/Powell Road
 - CR 44A to CR 466A

In addition, the following intersections were analyzed for the existing and future AM and PM peak-hour conditions:

- CR 44A at CR 139/Powell Road (signalized)
- CR 142/Broken Oak Drive at CR 139/Powell Road
- Right-in/Right-out Project Entrance at CR 139/Powell Road
- Sumter County Road/CR 144/Huey Street at CR 139/Powell Road
- CR 466A and Powell Road (Signalized)

Trip Generation

Table 1 summarize the trip generation for the proposed development. The daily, AM peak hour and PM peak hour trips were calculated based on average rates contained in the Institute of Transportation Engineers' *Trip Generation*, 11th Edition. As shown in **Table 1**, the proposed build out condition is expected to generate 245 new daily trips, 30 new AM peak hour trips, and 38 new PM peak hour trips.

Table 1: Project Trip Generation

Land Use	ITE		Daily Trip Ends	AM Peak Period			PM Peak Period		
	Code	Intensity		In Trips	Out Trips	Total	In Trips	Out Trips	Total
Multi-Family Housing (Low-Rise)	220	4 DU	101	6	18	24	14	8	22
Multi-Family Housing (Mid-Rise)	221	40 DU	144	1	5	6	10	6	16
Total			245	7	23	30	24	14	38

Source: ITE Trip Generation, 11th Edition

Trip Distribution and Assignment

The distribution of site generated traffic is a function of population in surrounding areas, existing travel patterns, ease of access to the site, and traffic conditions on area roadways. Project trip distribution was based on the 2025 Central Florida Regional Planning Model (CFRPM version 7.0).

Figure 2 provides a summary of the trip distribution percentages on the nearby roadway network. The percentages from the model will be utilized to calculate the actual project traffic volumes. The CFRPM travel demand model output and adjustments can be observed in the methodology statement provided in **Appendix A**.

Figure 2 – Project Trip Distribution Map



2

Existing Conditions

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

Existing Roadway Capacity Analysis

VHB conducted an assessment to determine the existing level of service of the study roadways. The level of service (LOS) of a given roadway is related to prevailing traffic volumes and to capacity, which is defined as the maximum number of vehicles that can pass through a roadway section during a specified period of time. The capacity of a roadway is determined by a number of factors including composition of traffic (cars, buses, and trucks); roadway alignment; width and number of lanes; posted travel speeds and other variables.

The level of service and remaining capacity for each of the study roadways were determined based on the *Sumter County 2022 Congestion Management Plan* database. A comparison of the AM and PM peak hour directional roadway traffic volumes was made against the roadway capacities to determine the existing level of service. The existing roadway capacity analysis was performed for all roadways within the study area as shown in **Table 2**. In summary, all study roadways operate at an acceptable level of service (LOS) for the 2023 daily, AM and PM peak hour conditions.



Table 2 : Existing Roadway Conditions

AM PEAK HOUR

2023 Roadway Conditions - AM Peak Hour															
Roadway / Segment	Sta	No. of Lanes	Adopted LOS	Growth Rate	2022 AADT	2022 PHPD		2023 PHPD Volume		PHPD Capacity	v/c Ratio		Remaining Capacity		Over Capacity?
						NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	
CR 139/Powell Rd															
CR 44A to CR 466A	500	4	D	2.5%	17,456	774	654	793	670	1,549	0.51	0.43	756	879	No

PM PEAK HOUR

2022 Roadway Conditions - PM Peak Hour															
Roadway / Segment	Sta	No. of Lanes	Adopted LOS	Growth Rate	2022 AADT	2022 PHPD		2023 PHPD Volume		PHPD Capacity	v/c Ratio		Remaining Capacity		Over Capacity?
						NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	
CR 139/Powell Rd															
CR 44A to CR 466A	500	4	D	2.5%	17,456	938	597	961	612	1,549	0.62	0.40	588	937	No

Sources: Sumter County CMP Database 2022
Sumter County Annual Traffic Counts 2022
VHB, Inc.

Existing Intersection Capacity Analysis

Turning movement counts (TMC) were conducted on November 29, 2023 and December 19, 2023. The peak season factor obtained from the Florida Department of Transportation (FDOT) Florida Traffic Online peak season report was 1.0 for the November 29th counts and 1.06 for the December 19th counts. TMC information, signal timing plans and the peak season report are provided in **Appendix B**. Existing Turning movement volumes are provided in **Figure 2**.

The existing intersections were evaluated using the methodology outlined in the *Highway Capacity Manual*, 6th Edition, and using the Synchro 11 Software. The results of the intersection capacity analysis for the peak hours are shown in **Table 3**. All study intersections operate at an acceptable level of service (LOS) in the AM and PM peak analyses except for the intersection of CR 466A at Powell Road. The Synchro intersection report printouts are provided in the **Appendix C**.

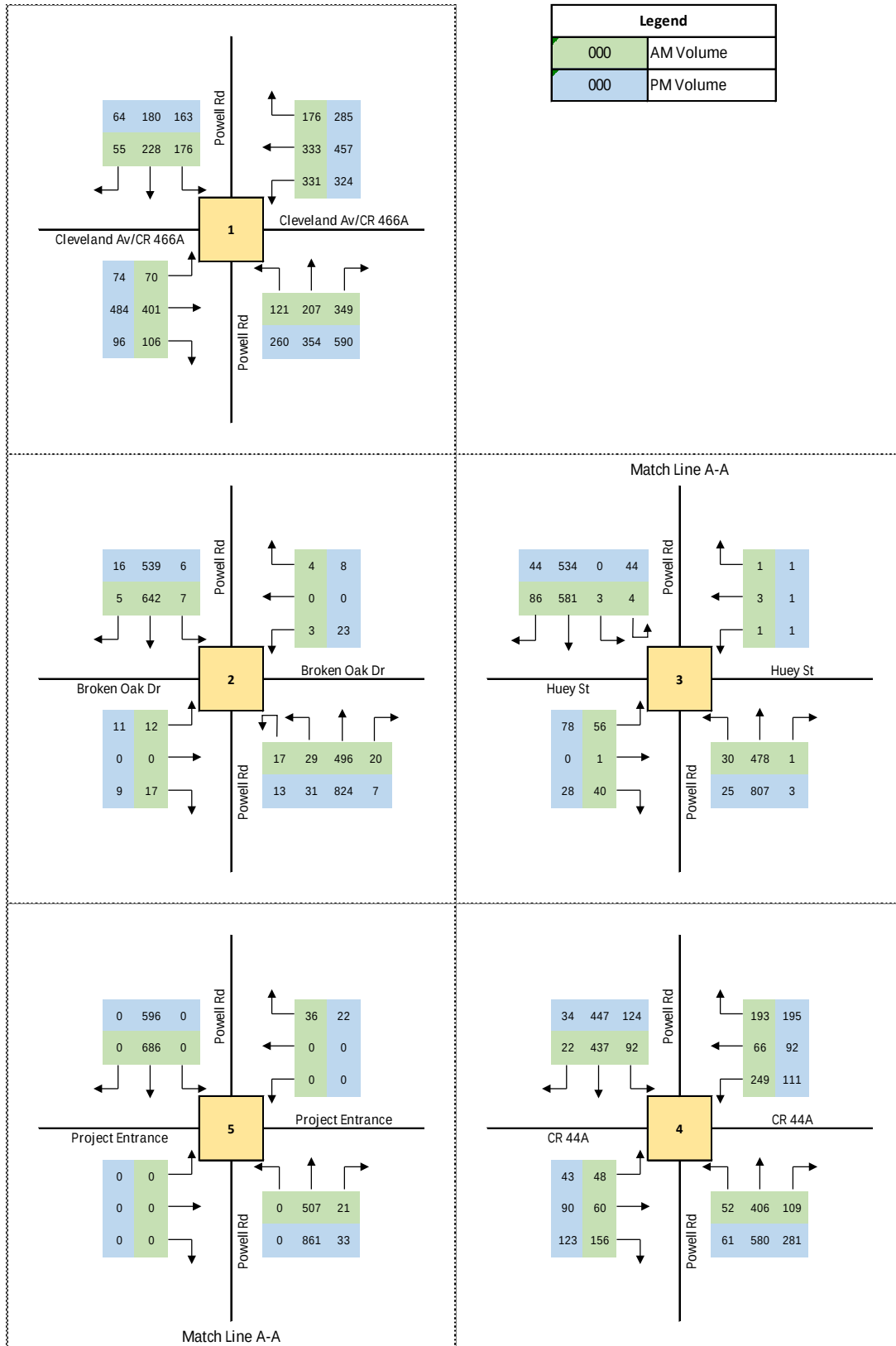
Table 3: Intersection Capacity Analysis – Existing Conditions

Intersection	Control	Approach	Existing					
			AM Peak Hour			PM Peak Hour		
			v/c	Delay	LOS	v/c	Delay	LOS
1: Powell Rd at CR 466A	Signal	EB	0.70	26.4	C	0.39	26.2	C
		WB	1.42	124.3	F	0.39	23.3	C
		NB	0.74	50.9	D	0.92	55.0	D
		SB	0.89	60.9	E	0.70	50.2	D
		Overall		71.7	E		37.8	D
2: Powell Rd at Broken Oak Dr	TWSC	EB	0.09	155.0	C	0.06	14.9	B
		WB	0.03	16.6	C	0.13	21.3	C
		NB	0.06	0.8	A	0.05	0.05	A
		SB	0.01	0.1	A	0.01	0.01	A
		Overall		0.9	A		0.9	A
3: Powell Rd at Huey St	Signal	EB	0.29	19.0	C	0.38	24.0	C
		WB	0.02	19.3	C	0.01	18.9	C
		NB	0.04	0.6	A	0.03	0.3	A
		SB	0.02	0.3	A	0.06	0.7	A
		Overall		1.9	A		2.1	A
4: Powell Rd at CR 44A	Signal	EB	0.14	18.6	B	0.10	19.6	B
		WB	0.34	14.5	B	0.18	18.7	B
		NB	0.82	66.1	E	0.84	63.8	E
		SB	0.79	65.8	E	0.66	55.1	E
		Overall		46.7	D		48.8	D
5: Powell Rd at Project Entrance	TWSC	WB	0.05	10.3	B	0.04	12.1	B
		NB	0.00	0.0	A	0.00	0.0	A
		SB	0.00	0.0	A	0.00	0.0	A
		Overall		0.3	A		0.2	A

Source:

Synchro 11.0, HCM 6th Edition

Figure 2 Existing AM and PM Peak Hour Traffic Volumes



3

Future Conditions

To determine the impacts of the site-generated traffic volumes on the surrounding study intersections and roadway segments, future traffic conditions were analyzed. The existing traffic was projected to a future year of 2026 assuming a 2.5% annual growth rate and adding committed development trips for the background analysis. Copies of the committed development traffic studies provided by the County can be found in **Appendix D**. Project traffic from this development was added to the background traffic to develop the future build out analysis. The intersection volume derivation is documented in **Appendix E**.

Future Roadway Capacity Analysis

The future capacity analysis for the study area roadways for the proposed development can be found in **Table 4** for the AM and PM peak hour condition. The analysis concludes that all study area roadways exhibit traffic volumes lower than their respective maximum service volumes.



Table 4 : Year 2026 Future Roadway Capacity Analysis

AM PEAK HOUR

Roadway	No. of Lanes	Adopted LOS	2022 AADT	PHPD Capacity	2022 PHPD Vol		Annual Growth Rate	2023 PHPD		2026 Background						Project		2024 Total							
					NB/EB	SB/WB		NB/EB	SB/WB	Volume		Committed		v/c	Deficient?	Distrib	Volume		Total Volume		Remaining Capacity			Project Deficiency?	
										NB/EB	SB/WB	NB/EB	SB/WB				NB/EB	SB/WB	NB/EB	SB/WB	v/c	NB/EB	SB/WB		Deficient?
CR 139/Powell Rd																									
CR 44A to CR 466A	4	D	17,456	1,549	774	654	2.5%	793	670	853	721	154	112	0.65	No	52.83%	12	4	1019	837	0.66	530	712	No	No

PM PEAK HOUR

Roadway	No. of Lanes	Adopted LOS	2022 AADT	PHPD Capacity	2022 PHPD Vol			2023 PHPD			2026 Background					Project			2024 Total							
					NB/EB	SB/WB	Annual Growth Rate	NB/EB	SB/WB	Volume		Committed			v/c	Deficient?	Distrib	Volume		Total Volume		Remaining Capacity			Project Deficiency?	
										NB/EB	SB/WB	NB/EB	SB/WB	v/c				Deficient?	Distrib	NB/EB	SB/WB	NB/EB	SB/WB	v/c		NB/EB
CR 139/Powell Rd																										
CR 44A to CR 466A	4	D	17,456	1,549	938	597	2.5%	961	612	1,034	658	158	157	0.77	No	52.83%	7	13	1199	828	0.77	350	721	No	No	

Sources: Sumter County CMP Database 2022
Sumter County Annual Traffic Counts 2022
VHB, Inc.

Future Intersection Capacity Analysis

To determine the operational conditions at the study area intersections, a future conditions evaluation was conducted for the background and build future AM and PM peak hour conditions using Synchro 11 software. The results of the intersection capacity analysis for the AM and PM peak hours are shown in **Table 5**. **Figures 3 and 4** illustrate the AM and PM peak hour future traffic volumes, respectively.

The results of the intersection capacity analysis for the AM and PM peak hours are shown in **Table 6**. In the background condition, all intersections are operating at an overall acceptable LOS except for the intersection of CR 466A at Powell Road which is projected to operate at an overall LOS F with the westbound left turning movement with a v/c exceeding 1.0 during the AM Peak and the northbound right turn exceeding 1.0 during the PM Peak (overall LOS D). Background conditions include the committed construction of the eastbound left turn (to create dual left turn lanes) on CR 44A at Powell Road with signal retiming. Signal retiming at the intersection of CR 466A at Powell Road improved the overall LOS intersection to LOS D with v/c less than 1.0 for all movements. The Synchro intersection report printouts are provided in the **Appendix F**.

In the build condition, all studied intersections are projected to operate an overall acceptable LOS with no additional deficiencies beyond those identified due to background traffic conditions. The results of the intersection capacity analysis for the AM and PM peak hours are shown in **Table 6**. All studied intersections operate at an overall acceptable level of service (LOS) in the AM and PM peak analysis with v/c less than 1.0 for all movements.



Table 5 : Intersection Capacity Analysis –Future Conditions

Intersection	Control	Approach	Background						Background Improved						Project					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
1: Powell Rd at CR 466A	Signal	EB	0.83	33.6	C	0.49	30.6	C	0.83	39.6	D	0.57	37.2	D	0.83	40.3	D	0.57	37.7	D
		WB	1.77	198.9	F	0.59	27.9	C	0.89	44.5	C	0.66	33.1	C	0.89	44.9	D	0.68	33.8	C
		NB	0.82	50.0	D	1.06	74.8	E	0.89	55.9	E	0.92	46.9	D	0.89	55.7	E	0.92	46.8	D
		SB	0.91	70.4	E	0.93	70.9	E	0.90	63.3	E	0.8	50.1	D	0.89	61.2	E	0.80	49.6	D
		Overall		98.5	F		49.6	D		49.7	D		40.8	D		49.6	D		41.0	D
2: Powell Rd at Broken Oak Dr	TWSC	EB	0.14	21.1	C	0.10	20.9	C							0.15	21.9	C	0.10	21.4	C
		WB	0.53	48.6	E	0.74	68.3	F							0.57	55.3	F	0.77	75.1	F
		NB	0.08	10.1	B	0.06	0.4	A							0.10	10.2	B	0.07	9.3	A
		SB	0.09	9.6	A	0.10	1.0	A							0.09	9.7	A	0.11	11.0	B
		Overall		3.4	A		5.2	A								3.8	A		5.6	A
3: Powell Rd at Huey St	Signal	EB	0.40	26.1	D	0.55	39.0	E							0.41	27.0	B	0.58	42.7	E
		WB	0.03	24.2	C	0.02	24.3	C							0.03	24.5	D	0.02	25.0	D
		NB	0.05	10.1	B	0.04	9.4	B							0.05	0.5	C	0.04	9.5	A
		SB	0.03	9.0	A	0.10	11.3	A							0.04	0.3	A	0.12	11.5	B
		Overall		2.1	A		2.7	A								2.2	A		3.0	A
4: Powell Rd at CR 44A	Signal	EB	0.70	45.2	D	0.75	44.2	D							0.70	45.5	D	0.75	44.5	D
		WB	0.91	47.1	D	0.85	43.3	D							0.91	47.2	D	0.85	43.5	D
		NB	0.74	51.9	D	0.85	59.0	E							0.73	51.5	D	0.85	58.9	E
		SB	0.87	63.9	E	0.82	58.6	E							0.87	63.3	E	0.83	58.3	E
		Overall		53.3	D		53.7	D								53.1	D		53.6	D
5: Powell Rd at Project Entrance	TWSC	WB	0.07	11.0	B	0.06	13.6	B							0.11	11.4	B	0.09	14.2	B
		NB	0.00	0.0	A	0.00	0.0	A							0.00	0.0	A	0.00	0.0	A
		SB	0.00	0.0	A	0.00	0.0	A							0.00	0.0	A	0.00	0.0	A
		Overall		0.3	A		0.2	A								0.4	A		0.3	A

Source: Synchro 11.0, HCM 6th Edition

Figure 3 Future Turning Movement Volumes AM Peak Hour

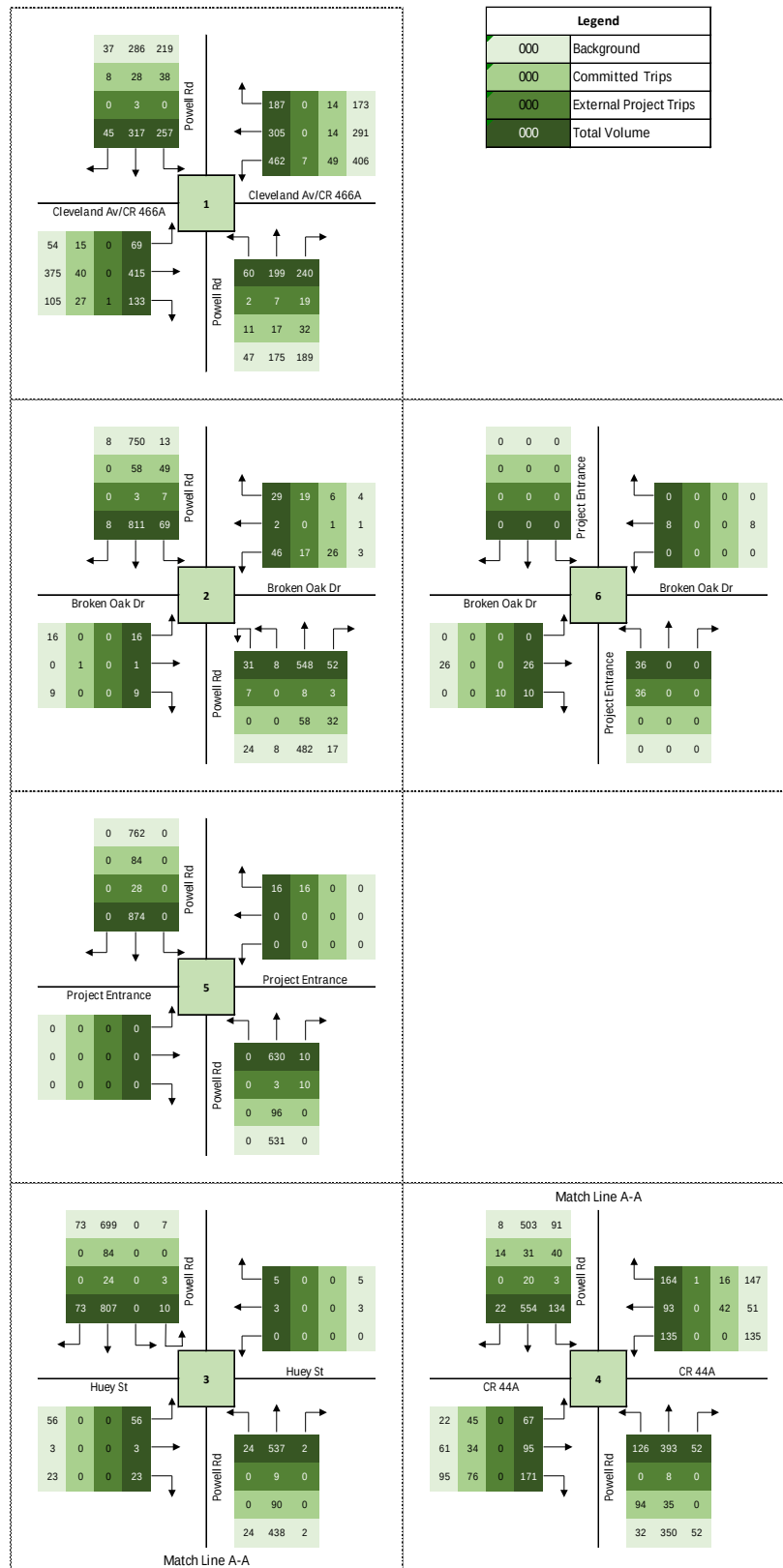
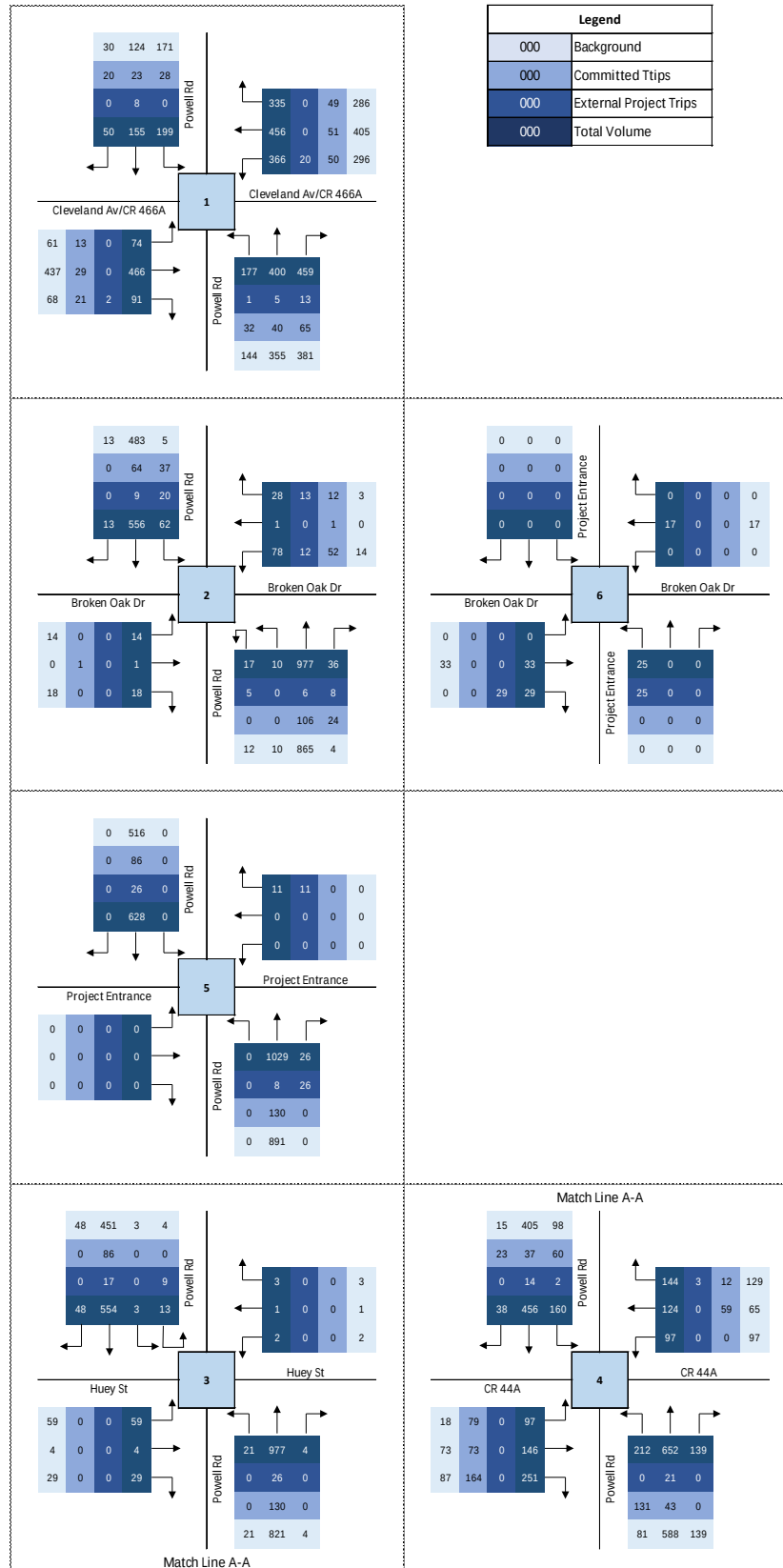


Figure 4 Future Turning Movement Volumes PM Peak Hour



Project Turn Lane Analysis

An intersection queue analysis was performed for turning movements at the study intersections where project trips are present. The analysis compares the existing storage length to the 95th percentile queues for future build conditions in the AM and PM peak periods. It should be noted that the existing conditions assumes that the planned northbound left turn lanes extension at the intersection of Powell Road at CR 466A from 335 feet to 510 feet. The Synchro movement queue printouts are provided in the **Appendix F**.

Table 6 shows a background deficiency for the southbound left on Powell Road at CR 44A; however, the deficiency is due to the background traffic. The full access median at the commercial driveway north of CR 44A does not meet spacing requirements for a full or directional access with less than 350' feet from CR 44A (measured center to center). It is recommended that the commercial full access be closed, and the left turn lane extended to the recommended 380 feet. No additional length is needed due to the project.

For the project entrance, a northbound right turn lane is not recommended on Powell Road based on the guidelines in the *NCHRP Report 457* for through lane and turning volumes. Right turn lane analysis sheets are provided in **Appendix G**.

It should be noted that deceleration lengths were based on the Florida Design Manual (FDM) Exhibit 212 using a design speed of 40 miles per hour.

Table 6: Turn Lane Queue Analysis

Intersection	Control	Movement	Existing Length (ft)	Decel Length (ft) ¹	95th %ile (Veh)	Queue Length (ft)	Total Length (ft)	Deficient Length?	95th %ile (Veh)	Queue Length (ft)	Total Length (ft)	Deficient Length?	Addl Length due to project
1: Powell Rd at CR 466A	Signal	WBL	675	155	13.2	350	505	No	13.3	350	505	No	--
		NBL ²	510	155	12.8	325	480	No	12.7	325	480	No	--
2: Powell Rd at Broken Oak Dr	TWSC	NBL	260	155	0.3	50	205	No	0.3	50	205	No	--
		SBL	260	155	0.3	50	205	No	0.5	50	205	No	--
3: Powell Rd at Huey St	TWSC	SBL	320	155	0.3	50	205	No	0.4	50	205	No	--
4: Powell Rd at CR 44A	Signal	SBL	160	155	8.1	225	380	Yes	8.1	225	380	Yes	0
		EBL	370	155	3.7	100	255	No	3.7	100	255	No	--
		WBR	1010	155	7.4	200	355	No	7.5	200	355	No	--

Notes:

¹ Deceleration (Decel) Length is based on the FDM 212

² A left turn lane extension to 510 feet is currently planned per the County

4

Conclusions

This traffic analysis has been performed to assess the impacts of the proposed Townhomes at Powell development comprised of 44 multifamily development fronting on Powell Road. The subject property is located on Powell Road north of CR 144 with a buildout year of 2026. Access is provided via Powell Road via the existing right-in/right-out access for Wildwood Preserve Apartments. The following is a summary of study findings:

- The proposed development is expected to generate 245 daily trips, 30 AM peak hour trips, and 24 PM peak hour trips.
- The existing roadway capacity analysis was performed for all roadways within the study area and were determined to operate at an acceptable Level of Service (LOS) .
- All studied intersections under existing conditions operate at an overall acceptable LOS in the AM and PM peak analysis except for the intersection of Powell Road at CR 466A which is operating at an overall LOS E with a v/c ratio exceeding 1.0 for the westbound left turning movement.
- The future roadway capacity analysis was performed for all roadways within the study area and were determined to operate at an acceptable Level of Service (LOS) with and without the proposed project.
- In the background condition, all intersections are operating at an overall acceptable LOS except for the intersection of Powell Road at CR 466A which is operating at an LOS E with a v/c ratio exceeding 1.0 for the westbound left turning movement. Retiming of the signal (due to background conditions) resulted in the intersection operating at an acceptable LOS D with v/c ratios less than 1.0 for all movements.
- In the build condition, all studied intersections are projected to operate an overall acceptable LOS and v/c less than 1.0 for all movements.
- A background deficiency was identified for the southbound left on Powell Road at CR 44A. The full access median at the commercial driveway north of CR 44A does not meet spacing requirements for a full or directional access with less than 350 feet from CR 44A (measured center to center). It is recommended that the commercial full access be closed, and the left turn lane extended to the recommended 380 feet. No additional length is needed due to the project.
- For the project entrance on Powell Road, a northbound right turn lane is not recommended on Powell Road based on the guidelines in the NCHRP Report 457.



- The proposed development does not adversely impact traffic operations in the vicinity of the site.

APPENDICES

APPENDIX A

Methodology

Print

Sumter County Traffic Impact Analysis (TIA) - Submission #71448

Date Submitted: 12/7/2023

First Name*	Last Name*	Email Address*
Joedel	Zaballero	jzaballero@vhb.com

Address

225 E Robinson St, Suite 300

City	State	Zip Code
Orlando	FL	32801

Phone	Alt Phone	Parcel Number
407.965.0510		G04-013

Sumter County Traffic Impact Analysis (TIA)

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

Purpose and Applicability

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

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

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

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

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

Methodology Statement

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

Sumter County 2022 County Annual Traffic Reports Summary Table

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

Exemption 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

64294.01_Wildwood-Atlantic Housing_Methodology.pdf

Please submit your TIA No file chosen**Date of Methodology
Acceptance by County**

Sumter County Traffic
Impact Analysis (TIA)
Methodology acceptance,
as noted:

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](#)



To: Sumter County
Public Works Department

Date: December 7, 2023

Memorandum

Project #: 64294.01

From: Joedel Zaballero, PE, PTOE

Re: Wildwood Residential Annexation & Rezone
Traffic Impact Analysis Methodology

Purpose

The purpose of this document is to outline the proposed methodology for the Traffic Impact Analysis (TIA) to be prepared in support of the 2.97 +/- acre Development located at 5136 CR 144 (east of CR 139/Powell Road) in the City of Wildwood, Sumter County, Florida. The methodology is consistent with the requirements of the City of Wildwood and Sumter County for a Minor TIA.

The project Traffic Assessment Methodology is separated into the following eight (8) sections:

- Project Description
- Primary Impact Area/Study Area
- Data Collection / Existing Conditions
- Minimum Acceptable Level of Service
- Background Traffic
- Planned and/or Programmed Improvements
- Trip Generation
- Trip Distribution
- Transportation Assessment
- Capacity Analysis
- Report

Section 1: Project Description

The property is generally located on the east side of Powell Road and north of CR 144, in the City of Wildwood, Sumter County, Florida as shown in **Figure 1**.

The development proposes on Powell Road via the existing right-in/right-out access for Wildwood Preserve Apartments. The subject site and the adjacent development (Wildwood Preserve Apartments) to the west of the subject property will remain as separate entities. It should be noted that a driveway connection on CR 144 is provided for emergency access only and is currently gated to prevent public access to CR 144.

For the purposes of this analysis, the proposed Development will consist of four (4) low-rise and 40 mid-rise multi-family dwelling units with a build-out year of 2025. The project will have right-in/right-out access to CR 139/Powell Road. A preliminary site plan can be found in **Attachment A**.

Project buildout is anticipated in 2026.

Figure 1: Location Map

Wildwood East Annexation & Rezone CR 144

FINAL | December 7, 2023



Project Location

Source: Bing Maps 20223

\\vhb.com\gb\proj\Orlando\64294.01 Atlantic-Wildwood Rezone\tech\Traffic Study\Figures

Section 2: Primary Impact Area/Study Area

Per the requirements from the Sumter County Traffic Impact Study Methodology, the primary impact area will include all roadway segments that are adjacent to the development, along with the segments where project's peak hour trips consume more than 3% of the roadway's generalized peak hour two-way maximum service volume or more than 70 peak hour two-way trips. All major intersections that are part of the impacted roadways within 1,320 feet of the site access will also be included. A summary of the roadway segment area screening is provided in **Table 2**.

Table 1: Roadway Segments Screening

Roadway Segment	Sta	No. of Lanes	Adopted LOS	% Project Distrib	Daily			PM Peak Hour Peak Direction (PHPD)						Adj to Site	Incl. in Study	Significance (Yes/No)
					Daily Cap	Project Trips	% Significance	PHPD Cap	NB/EB	Project Trips		% Significance				
										NB/EB	SB/WB	NB/EB	SB/WB			
CR 139/Powell Rd																
CR 44A to CR 466A	500	4	D	52.83%	30,780	129	0.4%	1,549	Out	7	13	0.5%	0.8%	Y	Y	No
CR 466A																
US 301 to CR 139/Powell Rd	40	2	D	2.41%	14,763	6	0.0%	713	In	1	0	0.1%	0.0%	N	N	No
CR 139/Powell Rd to Buena Vista Bv	41	4	D	35.50%	37,810	87	0.2%	1,900	Out	5	9	0.3%	0.5%	N	N	No
CR 44A																
US 301 to CR 139/Powell Rd	1120	2	D	0.00%	13,320	0	0.0%	675	In	0	0	0.0%	0.0%	N	N	No
CR 139/Powell Rd to Buena Vista Bv	9	4	D	4.57%	30,780	11	0.0%	1,549	Out	1	1	0.1%	0.1%	N	N	No

Sources: Sumter County CMP Database 2022
VHB, Inc.

The following roadway segments will be analyzed for the PM peak hour as part of this study:

- CR 139/Powell Road
 - SR 44A to CR 466A

Use AM peak hour as well per Sumter County TIA Guidelines.

The following intersections will be analyzed for the AM and PM peak hour as part of this study:

- CR 142/Broken Oak Drive at CR 139/Powell Road
- Right-in/Right-out Project Entrance at CR 139/Powell Road
- Sumter County Road/CR 144/Huey Street at CR 139/Powell Road

Include the intersections of Powell Rd/C 466A and Powell Rd/C 44A as these are major intersections that are part of the impacted roadway.

Section 3: Data Collection/Existing Conditions

The Year 2023 existing roadway conditions analysis will document the current status of the roadways and intersections identified within the primary impact area. Existing roadway counts will be identified using the latest traffic information provided by Sumter County. VHB will identify the existing intersection volumes by conducting AM and PM peak hour turning movement counts for a single weekday condition. The data will be collected from 7:00-9:00 AM and 4:00-6:00 PM. The turning movement counts (TMCs) will be provided in the report.

Section 4: Minimum Acceptable Level of Service

The level of service capacities and adopted standards used in this evaluation are proposed to be consistent with the 2022 Sumter County CMP database (see Attachment B) and/or the FDOT 2023 Multimodal Quality/Level of Service (Q/LOS) Handbook.

Section 5: Background Traffic

Projected traffic includes the project trips, background traffic volumes, and/or committed trips generated by approved developments within the study area, if applicable. Committed trips from the following development projects will be included as part of background traffic:

- Parkview at Brownwood
- Highfield at Twisted Oaks
- Powell Plaza
- NE 81st Blvd Subdivision
- Solamar at Wildwood (formerly known as Wildwood Residential)
- Townhomes at Powell

Below is a summary of the vested trips are provided below in **Table 3**:

Table 2: Roadway Segments – Vested Trips

Roadway	Vested Traffic													
	Parkview at Brownwood		Highfield at Twisted Oaks		Powell Plaza		NE 81st Blvd Subdivision		Solamar at Wildwood (fka Wildwood Residential)		Townhomes at Powell		Total Vested	
	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
CR 139/Powell Rd														
CR 44A to CR 466A	44	55	18	10	19	11	3	1	19	11	30	20	133	108

Sources:

Parkview at Brownwood TIA, TMC, 1/18/2021

Highfield at Twisted Oaks TIA, TMC, 1/6/2022

Powell Plaza, TEM, 10/2020

NE 81st Blvd Subdivision, MPH, 8/19/2021

Solamar at Wildwood (fka Wildwood Residential) Methodology, TMC, 2/15/2021

Townhomes at Powell Supplemental Traffic Analysis, VHB, 10/3/223

Projected background traffic for the buildout year of 2026 will be calculated using the higher volumes calculated based on the annual growth rates from the Sumter County CMP or 2.5% annual growth plus committed trips. **Table 3** summarizes the growth rate comparison and support to use a 2.5% growth rate plus committed trips.

Table 3: Growth Rate Comparison

Growth Scenario	2022 PHPD		Annual Growth Rate	2026 Background PM PHPD Volume					
	Volume			Initial BG		Committed Dev		Total Volume	
	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
6% growth (CMP)	938	597	6.0%	1,163	740	0	0	1163	740
2.5%+Committed Dev	938	597	2.5%	1,032	657	133	108	1165	765

A seasonal factor based on the 2022 FDOT Florida Traffic Online will be applied to TMC data for future background conditions at the study area intersections.

Section 6: Planned, Programmed and Committed Projects

Referencing the Sumter County Transportation Improvement Plan (TIP) and the FDOT Five Year Work program, there are no planned, programmed and/or committed roadway widening or intersection improvement projects in the proposed study roadway segment or intersections within the next three (3) years.

Section 7: Trip Generation

The project traffic volumes for the proposed development will be generated using the trip generation rates/equations outlined in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition). Internal capture and pass-by trip opportunities do not apply to this site. A summary of the trip generation is provided in **Table 4** and relevant sheets from the Trip Generation Manual are provided as **Attachment B**.

Table 4: Trip Generation Summary

Land Use	ITE Code	Intensity	Daily Trip Ends	AM Peak Period			PM Peak Period		
				In Trips	Out Trips	Total	In Trips	Out Trips	Total
Multi-Family Housing (Low-Rise)	220	4 DU	101	6	18	24	14	8	22
Multi-Family Housing (Mid-Rise)	221	40 DU	144	1	5	6	10	6	16
Total			245	7	23	30	24	14	38

Source: ITE Trip Generation, 11th Edition

Section 8: Trip Distribution

The project traffic trip distribution will be established using the Central Florida Regional Planning Model (CFRPM) version 7.0 model utilizing the 2025 network. The proposed distribution is shown in **Figure 2** and will be summarized in the final report. Raw model output is provided in **Attachment C**.

Section 9: Transportation Assessment

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 at (present) existing year 2023 and at future 2026 traffic conditions.

A roadway capacity analysis of the study roadway segments will be conducted for the PM peak hour under existing and projected conditions. The roadway capacity analysis will be based on service volumes and capacities obtained from 2022 Sumter County CMP database, the 2022 Florida Department of Transportation (FDOT) District 5 Level of Service Open Data Hub, and/or the FDOT 2023 Quality/Level of Service (Q/LOS) Handbook.

The study intersections will be analyzed for both AM and PM peak hours under existing and projected conditions using Synchro 11 based on the methodology outlined in Highway Capacity Manual (HCM), 6th Edition. The intersection analysis will include turn lane and access analyses.

Offsite and access improvements necessary to support the proposed development at buildout will be identified in the study. An intersection queue analysis will be conducted for any proposed turn lanes. The applicant is seeking approval

Include AM peak hour as well.

for the entire project. In addition, VHB will determine the necessary Mitigation Plan, if any is required, to accommodate the project.

Section 10: Report

A traffic impact analysis report detailing the methods and findings of the study, including all associated graphics, tables, calculations, and supporting information, will be prepared for submittal to the City of Wildwood and Sumter County.

Attachments:

Attachment A – Concept Plan

Attachment B – ITE Trip Generation Sheets

Attachment C – CFRPM Model Output

Figure 2: Project Trip Distribution Map

Wildwood East Annexation & Rezone CR 144

FINAL | December 7, 2023



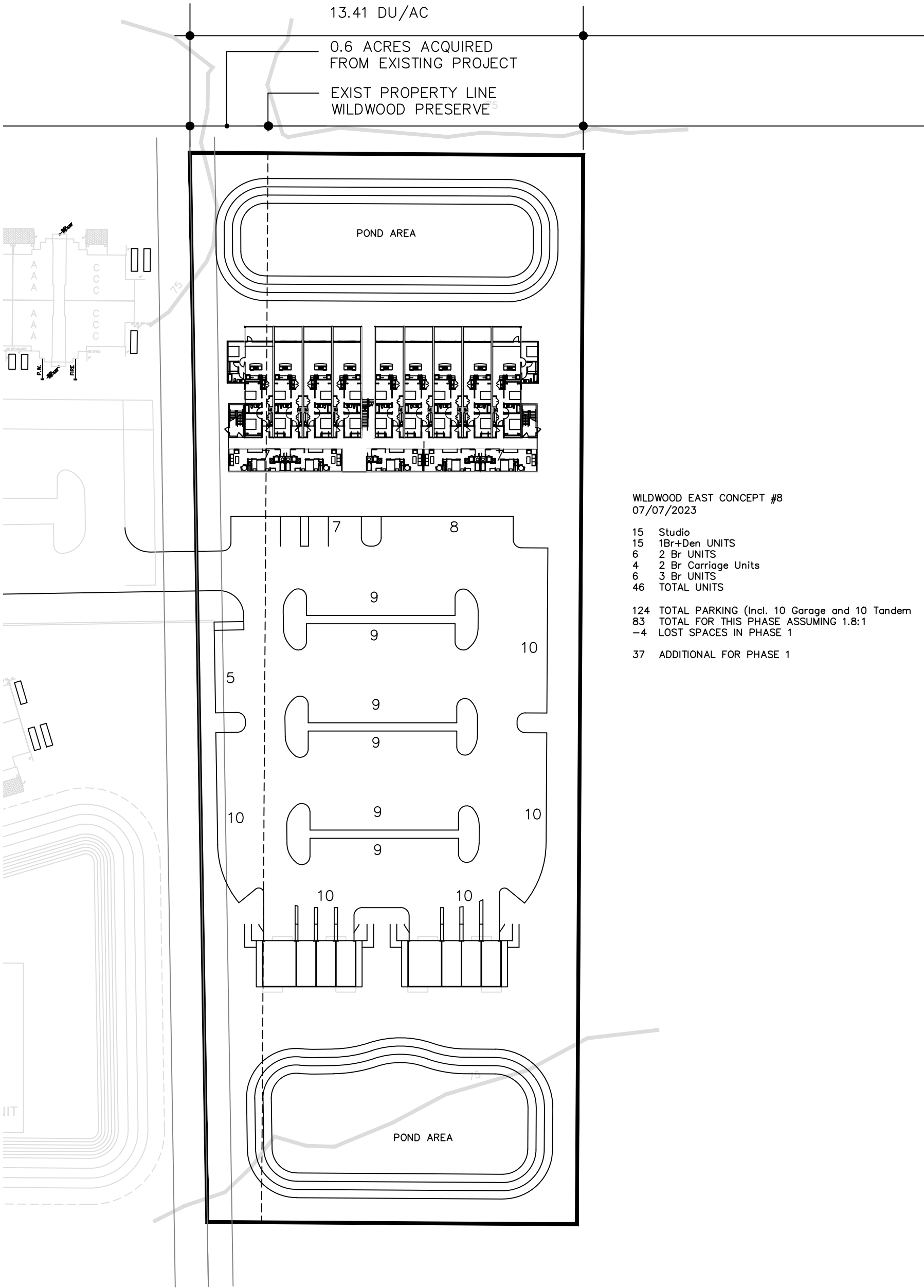
\\vhb.com\gb\proj\Orlando\64294.01 Atlantic-Wildwood Rezone\tech\Traffic Study\Figures

3.43 AC, INCLUDING 0.6 ACRES
ACQUIRED FROM EXIST PROJECT

46 UNITS
13.41 DU/AC

0.6 ACRES ACQUIRED
FROM EXISTING PROJECT

EXIST PROPERTY LINE
WILDWOOD PRESERVE⁵



WILDWOOD EAST CONCEPT #8
07/07/2023

- 15 Studio
- 15 1Br+Den UNITS
- 6 2 Br UNITS
- 4 2 Br Carriage Units
- 6 3 Br UNITS
- 46 TOTAL UNITS

- 124 TOTAL PARKING (Incl. 10 Garage and 10 Tandem
- 83 TOTAL FOR THIS PHASE ASSUMING 1.8:1
- 4 LOST SPACES IN PHASE 1

- 37 ADDITIONAL FOR PHASE 1

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

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

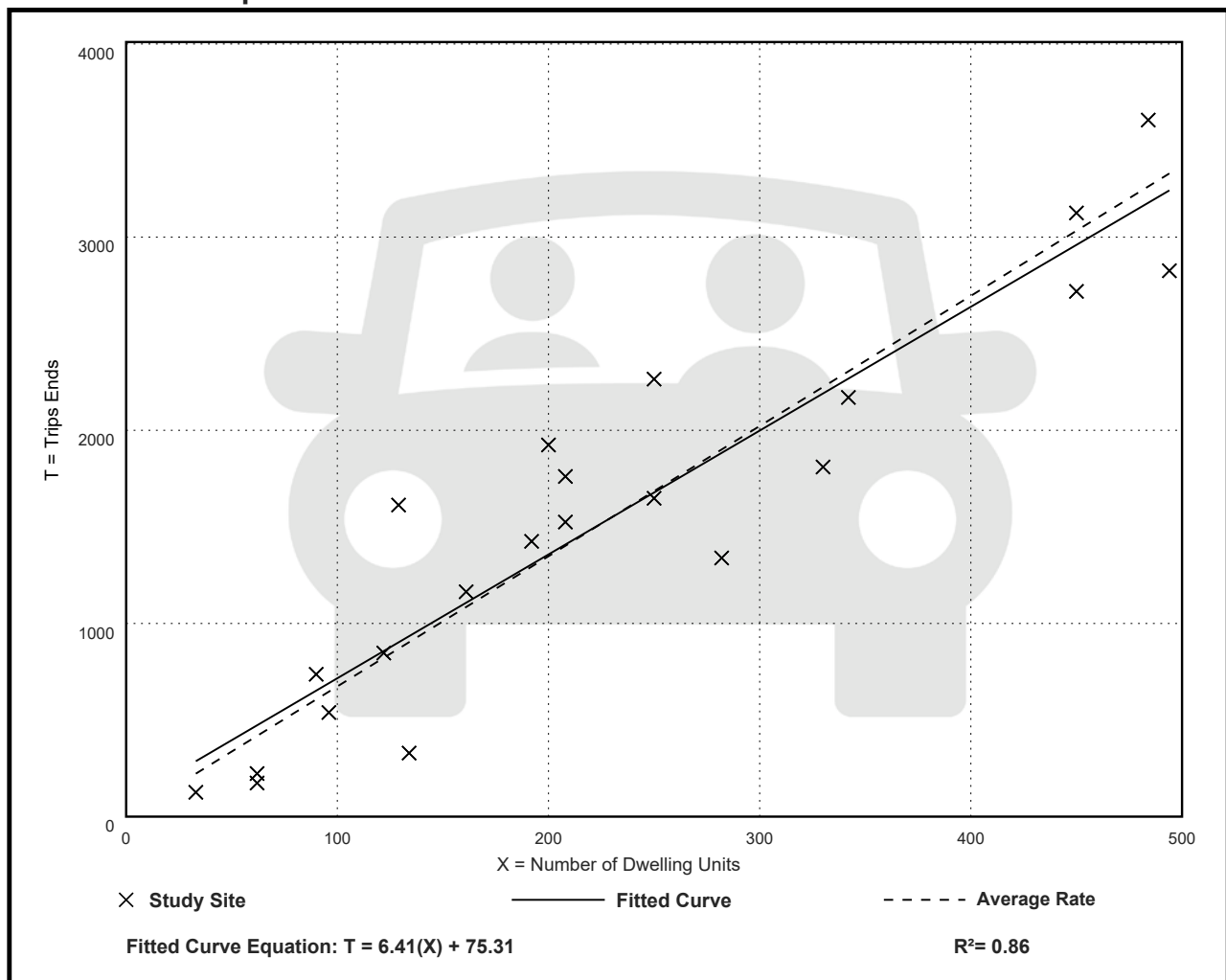
Avg. Num. of Dwelling Units: 229

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



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

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

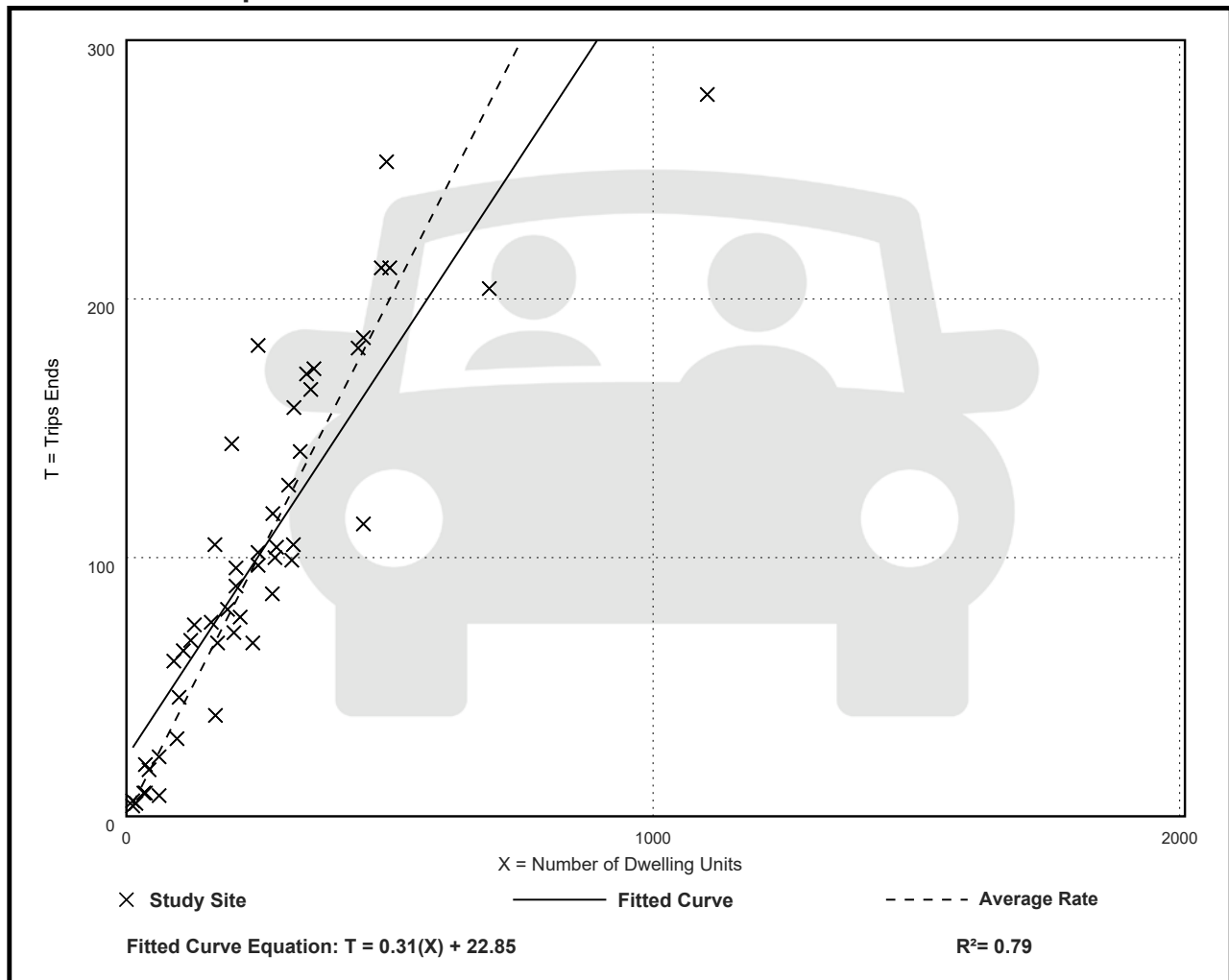
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



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

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 59

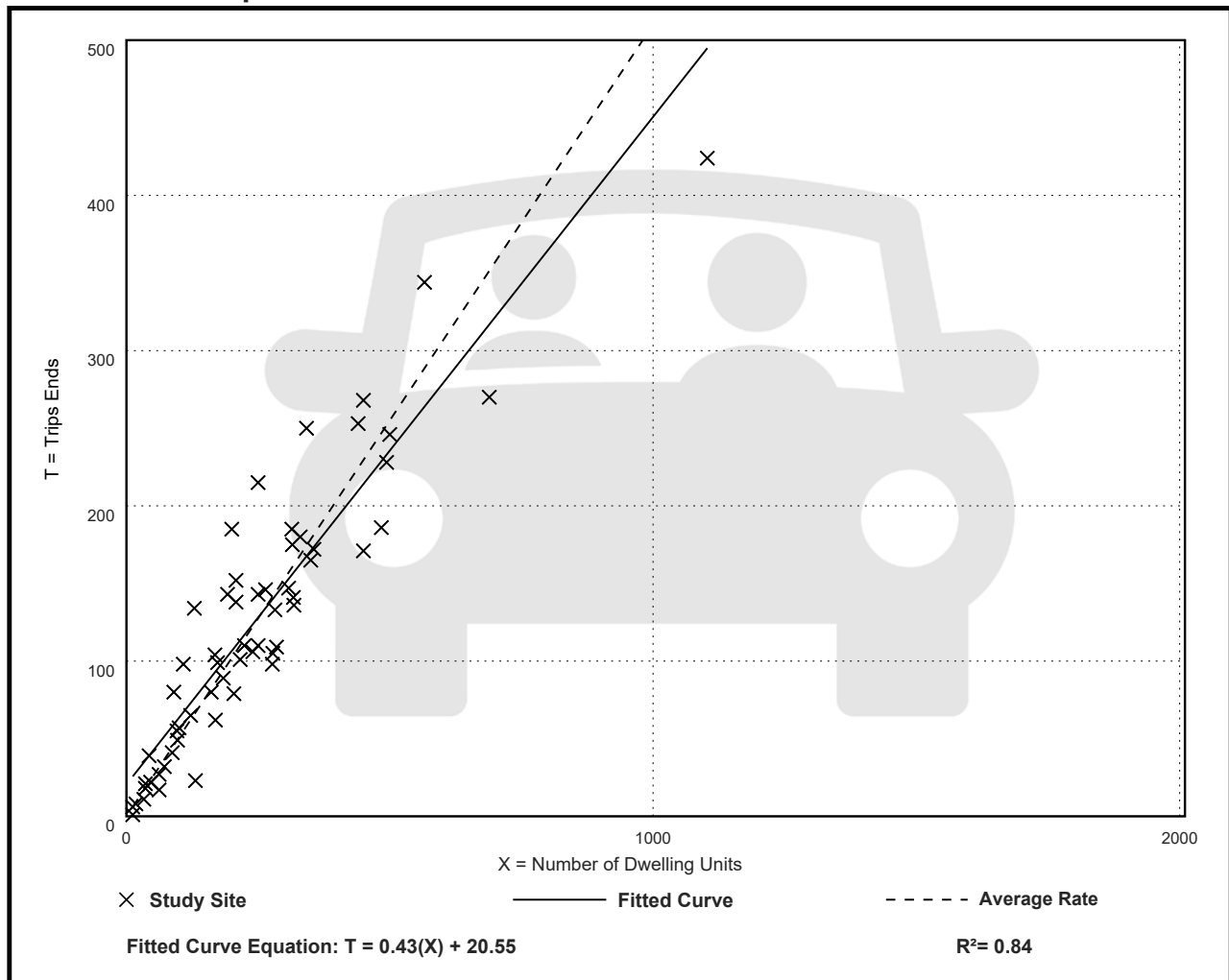
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

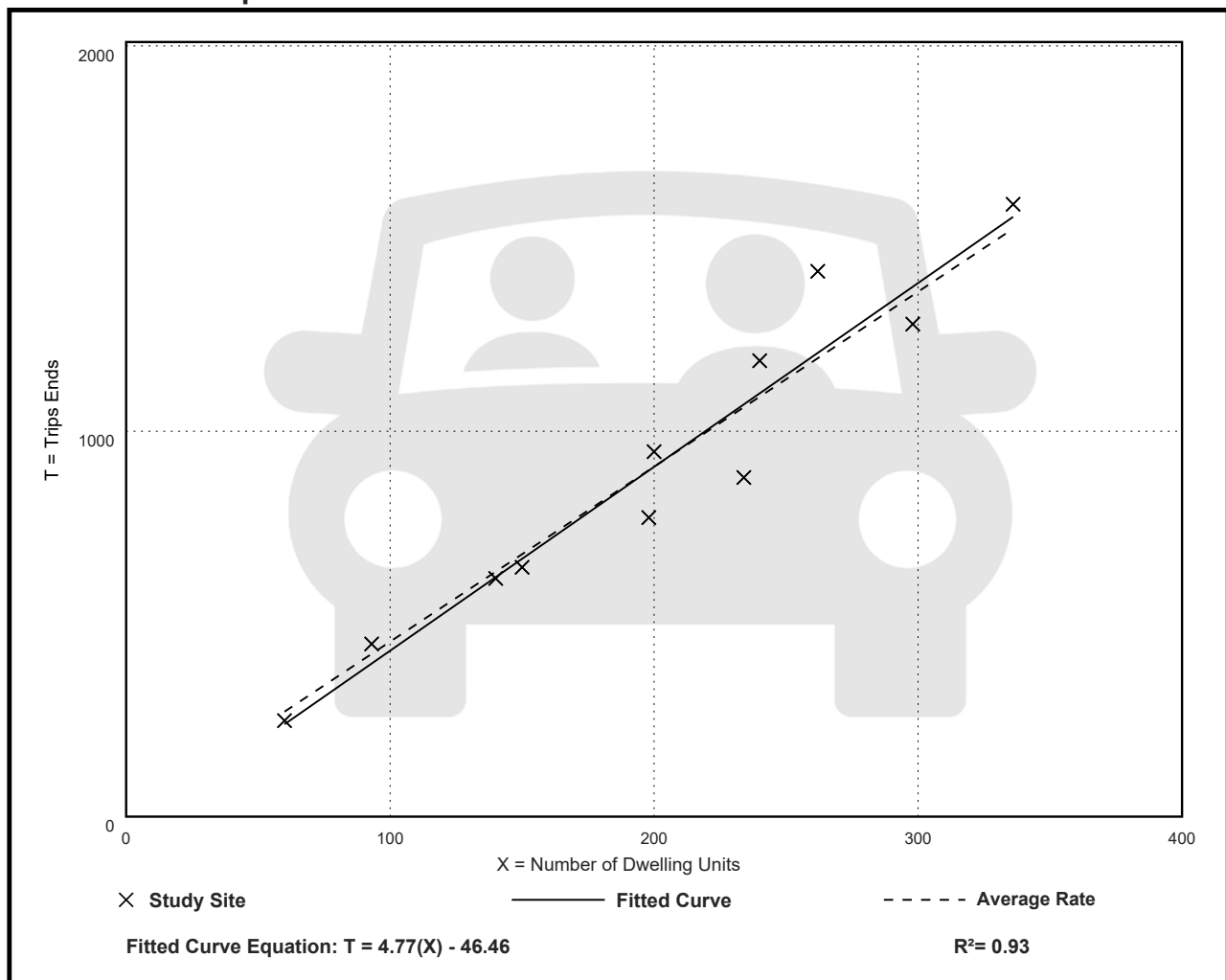
Avg. Num. of Dwelling Units: 201

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

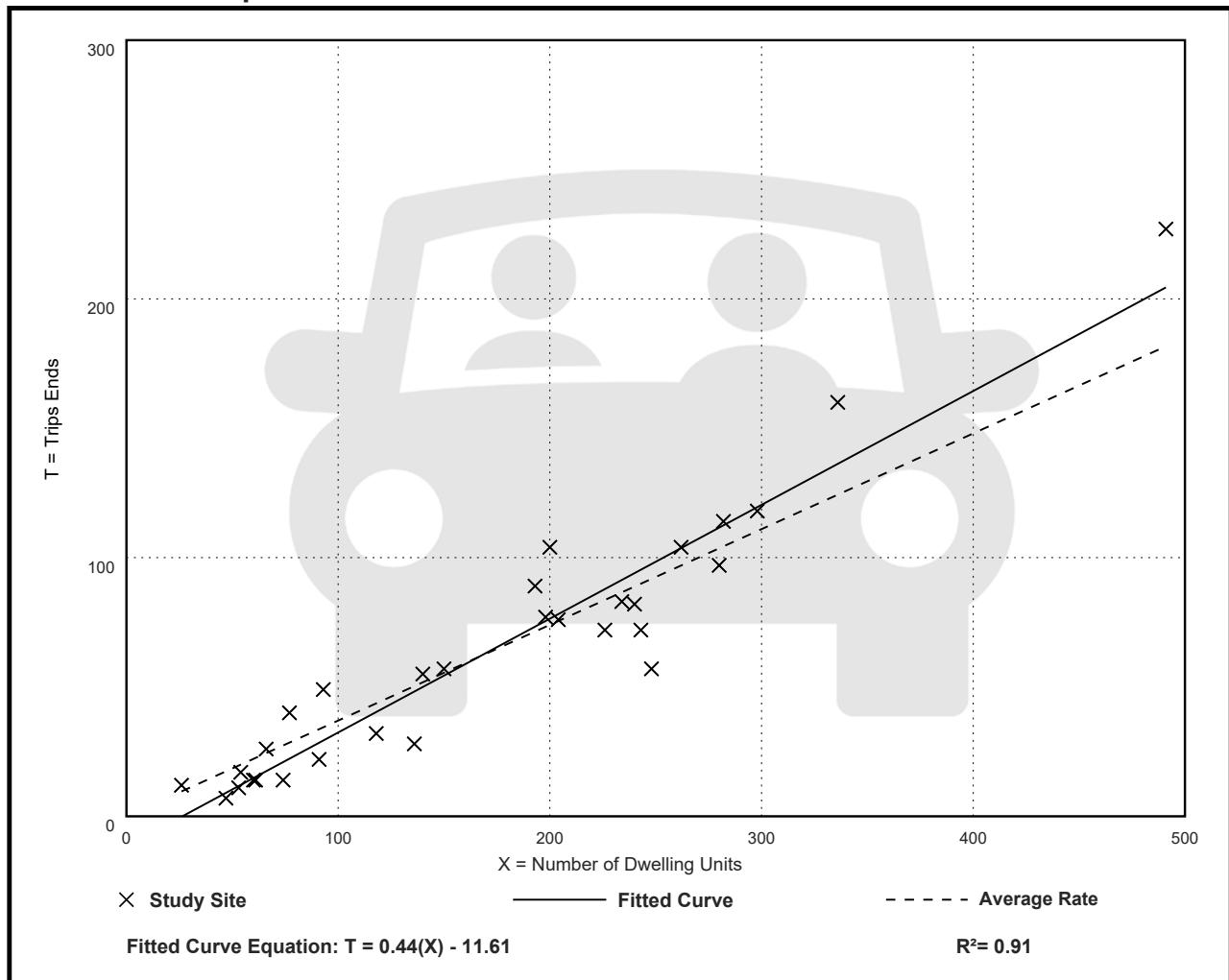
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

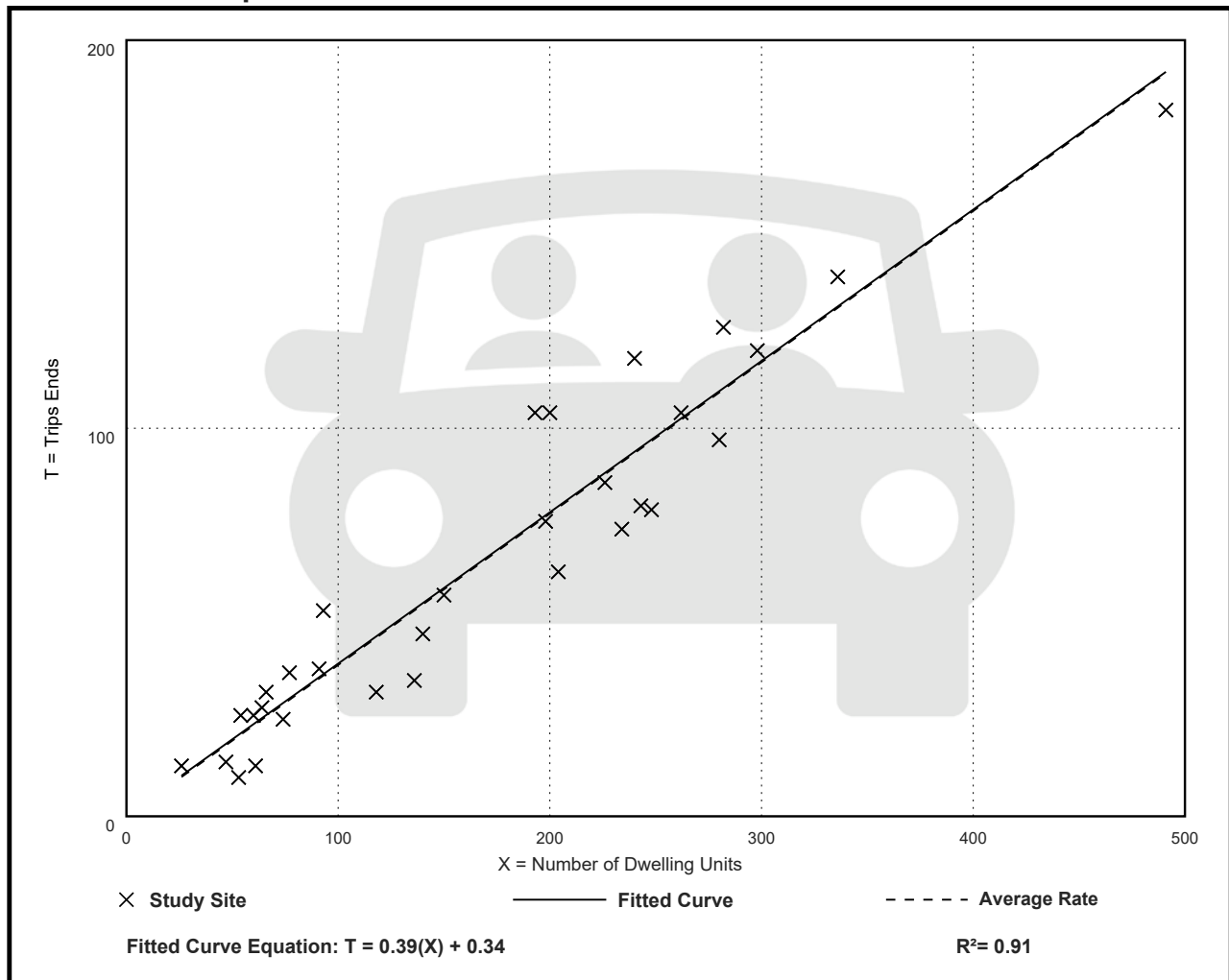
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 AADT	2022 DAILY VIC	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR NB/EB VOLUME	2022 PEAK HOUR SB/WB VOLUME	2022 PEAK HOUR VIC	2022 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2027)	2027 AADT	2027 DAILY VIC	2027 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	2027 PEAK HOUR NB/EB VOLUME	2027 PEAK HOUR SB/WB VOLUME	2027 PEAK HOUR VIC	2027 PEAK HOUR LOS
4000	177		SUMTER	20	1.61	ST. CHARLES	BUENA VISTA BLVD	AMBERJACK TERR	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	4,638	0.35	C	675	264	259	0.39	C	1.00%	13,320	4,875	0.37	C	675	277	272	0.41	C
4010	176		SUMTER	20	0.66	ST. CHARLES	AMBERJACK TERR	BAILEY TRL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	8,132	0.61	D	675	463	403	0.69	D	1.00%	13,320	8,547	0.64	D	675	487	424	0.72	D
4020	178		SUMTER	20	0.83	ST. CHARLES	BAILEY TRL	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	11,586	0.87	D	675	627	519	0.93	D	1.50%	13,320	12,481	0.94	D	675	675	559	1.00	D
4030	183		SUMTER	20	0.55	TAMARIND GROVE RUN	DIVINDING CREEK PATH	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,339	0.32	C	525	143	169	0.32	C	1.00%	10,360	3,509	0.34	C	525	150	178	0.34	C
4040	11		SUMTER	20	0.71	HARDING PATH	BUTTONWOOD RUN	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	5,707	0.55	D	525	280	340	0.65	D	1.00%	10,360	5,998	0.58	D	525	294	357	0.68	D
4050	148		SUMTER	20	0.57	PENNECAMP DR	MEADOWLARK AVE	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	4,706	0.45	C	525	240	252	0.48	C	1.00%	10,360	4,946	0.48	C	525	252	285	0.50	D
4060	181		SUMTER	20	0.57	STILLWATER TRL	MORSE BLVD	LOCKHART AVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	5,533	0.53	D	525	294	253	0.56	D	1.00%	10,360	5,815	0.56	D	525	309	266	0.59	D
4070	2020-270		SUMTER	20	1.08	STILLWATER TRL	LOCKHART AVE	ODELL CIRCLE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	2,965	0.29	C	525	144	184	0.35	C	1.00%	10,360	3,116	0.30	C	525	151	193	0.37	C
4830	129		SUMTER	30	1.18	HILLSBOROUGH TRL	BUENA VISTA BLVD	ANNA MARIA AVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	12,224	0.92	D	675	507	580	0.86	D	3.75%	13,320	14,694	1.10	F	675	609	697	1.03	E
4835	130		SUMTER	55	1.34	HILLSBOROUGH TRL	ANNA MARIA AVE	MORSE BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	15,930	7,338	0.46	C	792	415	341	0.52	C	1.00%	15,930	7,712	0.48	C	792	436	358	0.55	C
4860	1		SUMTER	35	0.60	ANNA MARIA AVE	HILLSBOROUGH TRL	PINELLAS PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,976	0.38	C	525	199	197	0.38	C	1.00%	10,360	4,179	0.40	C	525	209	207	0.40	C
4870	88		SUMTER	35	0.85	CHARLOTTE CRT	HILLSBOROUGH TRL	PINELLAS PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,349	0.32	C	525	153	181	0.34	C	4.00%	10,360	4,075	0.39	C	525	186	220	0.42	C
4880	149		SUMTER	35	0.90	PINELLAS PL	BUENA VISTA BLVD	ANNA MARIA AVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	9,148	0.69	D	675	432	494	0.73	D	1.00%	13,320	9,615	0.72	D	675	454	519	0.77	D
4885	150		SUMTER	35	1.52	PINELLAS PL	ANNA MARIA AVE	MORSE BLVD	2	3	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	12,534	0.94	D	675	609	594	0.90	D	5.00%	13,320	15,997	1.20	F	675	777	758	1.15	F
4890	182		SUMTER	35	1.84	TALLEY RIDGE DR	BUENA VISTA BLVD	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,958	0.38	C	525	242	175	0.46	C	1.00%	10,360	4,160	0.40	C	525	254	184	0.48	C
4910	2020-491		NO COUNT	35	0.82	OAK FOREST DR	SOUTHERN TRACE	TALLEY RIDGE RD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	-	-	-	525	-	-	-	-	-	10,360	-	-	-	525	-	-	-	-
4915	172		SUMTER	35	0.83	SOUTHERN TRACE	CR 466	BUENA VISTA BLVD	2	3	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	5,995	0.58	D	525	318	303	0.61	D	5.00%	10,360	7,651	0.74	D	525	406	387	0.77	D
4920	147		SUMTER	35	0.79	PARR DR	BELVEDERE BLVD	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	3,876	0.29	C	675	258	195	0.38	C	1.00%	13,320	4,074	0.31	C	675	271	205	0.40	C
4930	2020-493		SUMTER	35	0.53	TRIGGERFISH RUN	BUTTONWOOD RUN	PENNECAMP DR	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	1,339	0.13	C	525	59	69	0.13	C	6.25%	10,360	1,814	0.18	C	525	80	93	0.18	C
5000	2		SUMTER	25	0.93	BUENA VISTA BLVD N	BAILEY TRL	SUNSET RIDGE DR	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	8,045	0.60	D	675	389	400	0.59	D	1.00%	13,320	8,455	0.63	D	675	409	420	0.62	D
5010	3		SUMTER	30	0.39	BAILEY TRL	SUNSET RIDGE DR	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	9,416	0.71	D	675	492	435	0.73	D	1.00%	13,320	9,896	0.74	D	675	517	457	0.77	D
5020	4		SUMTER	20	0.50	BAILEY TRL	ST. CHARLES PL	BASSINGER CRT	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	3,848	0.29	C	675	192	187	0.28	C	1.00%	13,320	4,044	0.30	C	675	202	197	0.30	C
5030	5		SUMTER	20	0.39	BAILEY TRL	BASSINGER CRT	BUENA VISTA BLVD S	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	4,706	0.35	C	675	241	258	0.38	C	1.00%	13,320	4,946	0.37	C	675	253	271	0.40	C
5080	102	-	SUMTER	35	1.00	CR 209	CR 232	CR 462 E	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	610	0.06	C	525	42	33	0.08	C	1.00%	10,360	641	0.06	C	525	44	35	0.08	C
6000	104	-	SUMTER	30	1.26	CR 213 (WALKER RD)	SR 44	CR 44A	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	13,320	505	0.04	C	675	34	20	0.05	C	2.75%	13,320	578	0.04	C	675	39	23	0.06	C
12500	184		SUMTER	55	0.76	WOODRIDGE DR	CR 103	CR 101	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	15,930	4,177	0.26	C	792	253	190	0.32	C	1.00%	15,930	4,390	0.28	C	792	266	200	0.34	C
325310	180122	180122	FDOT	60	2.73	US 301/SR 35	CR 656	CR 478	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	5,770	0.67	C	450	191	259	0.58	C	1.25%	8,600	6,140	0.71	C	450	203	276	0.61	C
3221000	99	-	SUMTER	25	1.40	CR 156	US 301/SR 35	SR 44	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	1,396	0.13	C	525	59	57	0.11	C	5.50%	10,360	1,825	0.18	C	525	77	74	0.15	C
3223000	113		SUMTER	45	3.53	CR 673	CR 673-75	CR 674	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	15,700	3,508	0.22	B	820	130	168	0.20	B	5.50%	15,700	4,585	0.29	B	820	170	220	0.27	B
3224000	96		SUMTER	30	1.37	CR 121	CR 462	CR 114	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	4,174	0.40	C	525	257	155	0.49	C	6.00%	10,360	5,586	0.54	D	525	344	207	0.66	D
3229000	120		SUMTER	35	2.08	CR 727	SR 50	CR 721	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	9,030	245	0.03	C	469	19	10	0.04	C	5.00%	9,030	313	0.03	C	469	24	13	0.05	C
3231000	121	118009	FDOT	35	0.83	CR 728	CR 469	LAKE COUNTY BOUNDARY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	611	0.06	C	525	31	40	0.08	C	1.00%	10,360	642	0.06	C	525	33	42	0.08	C
3245100	105	-	SUMTER	45	1.56	CR 229	SR 44	CR 462	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	12,390	4,654	0.38	C	616	210	217	0.35	C	5.00%	15,930	5,940	0.37	C	792	268	277	0.35	C
3245110	106	-	SUMTER	45	2.26	CR 229	CR 462	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	3,893	0.16	B	1,200	190	179	0.16	B	4.00%	24,200	4,736	0.20	B	1,200	231	218	0.19	B
3248000	90		SUMTER	35	0.29	CR 101	CR 466	WOODRIDGE DR	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	29,160	7,098	0.24	C	1,467	376	317	0.26	C	1.00%	29,160	7,460	0.26	C	1,467	395	333	0.27	C
3248102	101	-	SUMTER	35	1.25	CR 209	CR 216	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	1,363	0.13	C	525	109	80	0.21	C	5.00%	10,360	1,740	0.17	C	525	139	102	0.26	C
3248105	100	-	SUMTER	45	1.51	CR 209	CR 462 E	CR 216	2	2	URBAN	UNDIVIDED	WILDWOOD	UNINCORPORATED SUMTER COUNTY	D	12,390	2,491	0.20	C	616	266	220	0.43	C	5.00%	12,390	3,179	0.26	C	616	339	281	0.55	C
3248110	103		SUMTER	35	1.26	CR 209	CR 466	CR 202	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	1,272	0.12	C	525	191	40	0.36	C	1.00%	10,360	1,337	0.13	C	525	201	42	0.38	C
3248400	94		SUMTER	35	1.31	CR 104	US 301/SR 35	CR 101	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	5,110	3,208	0.63	C	259	108	242	0.93	C	2.75%	5,110	3,674	0.72	C	259	124	277	1.07	D
3253100	85307	85307	FDOT	60	0.61	US 301/SR 35	HERNANDO COUNTY BOUNDARY	CR 656	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	4,560	0.53	B	450	188	222	0.49	B	1.00%	8,600	4,793	0.56	C	450	198	233	0.52	B
3253110	180042	180042	FDOT	30	0.18	US 301/SR 35 (NOBLE AVE)	CR 48 (FLORIDA ST)	CR 476 (NOBLE AVE)	2	2	RURAL	UNDIVIDED	STATE	BUSHNELL	C	10,320	3,770	0.37	C	536	190	168	0.35	C	1.00%	10,320	3,962	0.38	C	536	200	177	0.37	C
3253130	180117	180117	FDOT	30	0.13	US 301/SR 35 (NOBLE AVE)	SR 48 (MAIN ST)	CR 48 (FLORIDA ST)	2	2	URBAN	UNDIVIDED	STATE	BUSHNELL	D	11,840	8,820	0.74	D	600														

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 AADT	2022 DAILY V/C	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR NB/EB VOLUME	2022 PEAK HOUR SB/WB VOLUME	2022 PEAK HOUR V/C	2022 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2027)	2027 AADT	2027 DAILY V/C	2027 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	2027 PEAK HOUR NB/EB VOLUME	2027 PEAK HOUR SB/WB VOLUME	2027 PEAK HOUR V/C	2027 PEAK HOUR LOS
3542100	16		SUMTER	45	2.01	CR 462	CR 475	CR 229	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	844	0.03	B	1,200	19	72	0.06	B	1.00%	24,200	887	0.04	B	1,200	20	76	0.06	B
3542120	21		SUMTER	45	1.05	CR 462	CR 229	CR 223	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	1,651	0.07	B	1,200	66	104	0.09	B	1.00%	24,200	1,735	0.07	B	1,200	69	109	0.09	B
3542130	17		SUMTER	45	1.34	CR 462	CR 223	CR 209	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	2,842	0.12	B	1,200	111	250	0.21	B	3.00%	24,200	3,295	0.14	B	1,200	129	290	0.24	B
3542150	18		SUMTER	55	1.01	CR 462	CR 209	US 301/SR 35	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	24,200	3,348	0.14	B	1,200	112	286	0.24	B	1.00%	24,200	3,519	0.15	B	1,200	118	301	0.25	B
3543100	46		SUMTER	35	0.75	CR 472	US 301/SR 35	CR 117	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	14,060	6,086	0.43	C	713	329	218	0.46	C	3.25%	14,060	7,141	0.51	D	713	386	256	0.54	D
3545100	972210	972210	FDOT	70	3.35	SR 91/FLORIDAS TURNPIKE	SR 93H-75	US 301/SR 35	4	4	RURAL	FREEWAY	STATE	WILDWOOD	C	48,000	42,410	0.88	C	2,770	2,654	1,799	0.96	C	1.00%	48,000	44,573	0.93	C	2,770	2,789	1,891	1.01	D
3545110	972200	972200	FDOT	70	7.32	SR 91/FLORIDAS TURNPIKE	US 301/SR 35	LAKE COUNTY BOUNDARY	4	4	RURAL	FREEWAY	STATE	WILDWOOD	C	48,000	46,882	0.98	C	2,770	2,609	2,314	0.94	C	1.00%	48,000	49,273	1.03	D	2,770	2,742	2,432	0.99	C
3546100	180208	180208	FDOT	70	1.78	SR 93H-75	HERNANDO COUNTY BOUNDARY	CR 673	6	6	RURAL	FREEWAY	STATE	UNINCORPORATED SUMTER COUNTY	C	69,000	53,169	0.77	C	3,990	1,870	2,044	0.51	B	1.00%	69,000	55,881	0.81	C	3,990	1,965	2,148	0.54	B
3546120	180194	180194	FDOT	70	5.91	SR 93H-75	CR 673	CR 48	6	6	RURAL	FREEWAY	STATE	BUSHNELL	C	69,000	53,464	0.77	C	3,990	2,508	2,378	0.63	B	1.25%	69,000	56,890	0.82	C	3,990	2,668	2,530	0.87	B
3546130	180358	180358	FDOT	70	6.43	SR 93H-75	CR 48 (FLORIDA ST)	CR 470 E	6	6	RURAL	FREEWAY	STATE	BUSHNELL	C	69,000	55,771	0.81	C	3,990	3,145	2,711	0.79	C	2.75%	69,000	63,874	0.93	C	3,990	3,602	3,105	0.90	C
3546140	189920	189920	FDOT	70	7.71	SR 93H-75	CR 470 E	SR 91/FLORIDAS TURNPIKE	6	6	RURAL	FREEWAY	STATE	UNINCORPORATED SUMTER COUNTY	C	69,000	54,359	0.79	C	3,990	3,054	2,654	0.77	C	1.00%	69,000	57,132	0.83	C	3,990	3,210	2,789	0.80	C
3546150	180186	180186	FDOT	70	0.82	SR 93H-75	SR 91/FLORIDAS TURNPIKE	SR 44	6	6	RURAL	FREEWAY	STATE	UNINCORPORATED SUMTER COUNTY	C	69,000	91,014	1.32	E	3,990	5,122	4,434	1.28	E	1.00%	69,000	95,657	1.39	F	3,990	5,383	4,660	1.35	E
3546180	180188	180188	FDOT	70	6.37	SR 93H-75	SR 44	MARION COUNTY BOUNDARY	6	6	RURAL	FREEWAY	STATE	UNINCORPORATED SUMTER COUNTY	C	69,000	70,250	1.02	D	3,990	3,954	3,423	0.99	C	1.00%	69,000	73,833	1.07	D	3,990	4,156	3,598	1.04	D
3547105	180209	180209	FDOT	45	0.51	US 27/US 441/SR 500	MARION COUNTY BOUNDARY	BUENOS AIRES BLVD	6	6	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	59,900	37,300	0.62	C	3,020	1,301	1,757	0.58	C	1.00%	59,900	39,203	0.65	C	3,020	1,367	1,847	0.61	C
3547120	180209	180209	FDOT	45	0.51	US 27/US 441/SR 500	BUENOS AIRES BLVD	MORSE BLVD	6	6	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	59,900	37,300	0.62	C	3,020	1,301	1,757	0.58	C	1.00%	59,900	39,203	0.65	C	3,020	1,367	1,847	0.61	C
3549100	60		SUMTER	55	1.34	CR 476 W	HERNANDO COUNTY BOUNDARY	CR 575	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	18,000	5,028	0.28	B	890	168	250	0.28	B	4.25%	18,000	6,191	0.34	B	890	207	308	0.35	B
3549110	61		SUMTER	45	2.01	CR 476 W	CR 575	CR 476B	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	18,000	5,905	0.33	B	890	180	310	0.35	B	3.25%	18,000	6,929	0.38	B	890	211	364	0.41	B
3549120	62		SUMTER	45	1.55	CR 476 W	CR 476B	CR 625	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	18,000	5,405	0.30	B	890	173	290	0.33	B	2.25%	18,000	6,041	0.34	B	890	193	324	0.36	B
3549130	56		SUMTER	45	1.82	CR 476 W	CR 625	CR 616	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	5,802	0.24	B	1,200	186	327	0.27	B	1.75%	24,200	6,328	0.26	B	1,200	203	357	0.30	B
3549140	63		SUMTER	45	2.34	CR 476 W	CR 616	US 301/SR 35	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	5,572	0.23	B	1,200	223	328	0.27	B	4.00%	24,200	6,779	0.28	B	1,200	271	399	0.33	B
3549160	54		SUMTER	30	0.27	CR 476 (SEMINOLE AVE)	US 301/SR 35	CR 48	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	10,360	5,832	0.56	D	525	220	355	0.68	D	5.00%	10,360	7,443	0.72	D	525	281	453	0.86	D
3550100	43		SUMTER	45	2.90	CR 470 N	CR 416 N	CR 479	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	6,930	0.29	B	1,200	405	198	0.34	B	1.00%	24,200	7,283	0.30	B	1,200	426	208	0.36	B
3550110	39		SUMTER	55	2.48	CR 470 E	SR 93H-75	US 301/SR 35	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	17,029	0.70	C	1,200	685	685	0.57	C	1.50%	24,200	18,345	0.76	D	1,200	738	738	0.82	C
3551100	180201	180201	FDOT	45	1.15	SR 44	US 301/SR 35	CR 139	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	41,790	17,810	0.43	C	2,100	692	941	0.45	C	1.00%	41,790	18,718	0.45	C	2,100	727	989	0.47	C
3551130	180102	180102	FDOT	45	2.59	SR 44	CR 44A	US 301/SR 35	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	41,790	18,510	0.44	C	2,100	662	988	0.47	C	1.00%	41,790	19,454	0.47	C	2,100	696	1,038	0.49	C
3552100	180203	180203	FDOT	60	2.92	SR 44	CITRUS COUNTY BOUNDARY	CR 470 N	4	4	RURAL	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	44,900	12,640	0.28	B	2,350	636	564	0.27	B	1.00%	44,900	13,285	0.30	B	2,350	668	593	0.28	B
3552110	180203: 180202	180203: 180202	FDOT	60	3.67	SR 44	CR 470 N	CR 475	4	4	RURAL	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	44,900	11,690	0.26	B	2,350	589	522	0.25	B	1.00%	44,900	12,286	0.27	B	2,350	619	549	0.26	B
3552120	180202	180202	FDOT	60	1.73	SR 44	CR 475	SR 93H-75	4	4	RURAL	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	44,900	10,740	0.24	B	2,350	541	480	0.23	B	1.00%	44,900	11,288	0.25	B	2,350	569	504	0.24	B
3552130	180102	180102	FDOT	45	1.00	SR 44	SR 93H-75	CR 44A	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	66,200	18,510	0.28	B	3,280	662	988	0.30	B	1.00%	66,200	19,454	0.29	B	3,280	696	1,038	0.32	B
3553100	2020-378		SUMTER	35	0.27	CR 48	CR 478 (VIRGINIA AVE)	CR 469	2	2	RURAL	UNDIVIDED	COUNTY	CENTER HILL	D	21,300	6,975	0.33	B	1,110	188	333	0.30	B	2.00%	21,300	7,701	0.36	B	1,110	208	368	0.33	B
3553130	71		SUMTER	30	0.51	CR 48 (FLORIDA ST)	US 301/SR 35 (NOBLE AVE)	CR 476 W	2	2	URBAN	UNDIVIDED	BUSHNELL	BUSHNELL	D	10,360	3,626	0.35	C	525	164	219	0.42	C	1.25%	10,360	3,858	0.37	C	525	175	233	0.44	C
3553140	37		SUMTER	55	2.75	CR 469	CR 728	CR 48 E	2	2	RURAL	UNDIVIDED	COUNTY	CENTER HILL	D	9,940	4,863	0.49	C	518	193	166	0.37	C	4.50%	9,940	6,060	0.61	C	518	241	207	0.47	C
3553150	38		SUMTER	55	2.90	CR 469	SR 50	CR 728	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	12,390	4,567	0.37	C	616	192	160	0.31	C	5.00%	12,390	5,829	0.47	C	616	245	204	0.40	C
3553160	72		SUMTER	35	0.59	CR 48	CR 473 W	CR 557	2	2	RURAL	UNDIVIDED	COUNTY	BUSHNELL	D	21,300	8,713	0.41	B	1,110	388	460	0.41	B	4.50%	21,300	10,858	0.51	C	1,110	484	573	0.52	C
3553170	75	187001	SUMTER	55	1.75	CR 48	CR 557	CR 747	2	2	RURAL	UNDIVIDED	COUNTY	BUSHNELL	D	21,300	8,341	0.39	B	1,110	399	452	0.41	B	4.00%	21,300	10,148	0.48	B	1,110	412	550	0.50	C
3553180	73	187001	SUMTER	45	1.26	CR 48	CR 747	SR 471	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	7,301	0.30	B	1,200	308	346	0.29	B	3.50%	24,200	8,671	0.36	B	1,200	366	411	0.34	B
3553190	76		SUMTER	55	1.45	CR 48	SR 471	CR 567	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	7,340	0.30	B	1,200	310	336	0.28	B	4.50%	24,200	9,147	0.38	B	1,200	386	419	0.35	B
3553200	77		SUMTER	55	1.82	CR 48	CR 567	CR 569 (NORTH AVE)	2	2	RURAL	UNDIVIDED	COUNTY	CENTER HILL	D	21,300	8,608	0.40	B	1,110	350	381	0.34	B	4.25%	21,300	10,599	0.50	C	1,110	431	469	0.42	B
3553210	77		ADJACENT	55	1.82	CR 48	CR 569 (NORTH AVE)	CR 478 (VIRGINIA AVE)	2	2	RURAL	UNDIVIDED	COUNTY	CENTER HILL	D	21,300	8,608	0.40	B	1,110	350	381	0.34	B	4.25%	21,300	10,599	0.50	C	1,110	431	469	0.42	B
3554120	180016: 180009	180016: 180009	FDOT	40	1.00	SR 48 (CR 48 W)	CR 609	CR 311 (N WEST ST)	4	4	RURAL	DIVIDED	STATE	BUSHNELL	D	30,400	12,																	

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 AADT	2022 DAILY V/C	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR NB/EB VOLUME	2022 PEAK HOUR SB/WB VOLUME	2022 PEAK HOUR V/C	2022 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2027)	2027 AADT	2027 DAILY V/C	2027 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	2027 PEAK HOUR NB/EB VOLUME	2027 PEAK HOUR SB/WB VOLUME	2027 PEAK HOUR V/C	2027 PEAK HOUR LOS	
6000065	85		SUMTER	30	0.97	CANAL ST	BONITA BLVD	ODELL CIR (N)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	6,251	0.47	C	675	287	332	0.49	C	1.50%	13,320	6,734	0.51	D	675	309	358	0.53	D	
6000070	2020-198		SUMTER	35	0.76	CANAL ST	ODELL CIR N	STILLWATER TRL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	5,804	0.44	C	675	258	274	0.41	C	2.50%	13,320	6,567	0.49	C	675	292	310	0.46	C	
6000080	0		NO COUNT	25	0.62	CHURCHILL DOWNS	BELVEDERE BLVD	MORVEN PARKWAY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	-	-	-	675	-	-	-	-	-	-	13,320	-	-	-	675	-	-	-	-
6000085	89		SUMTER	35	2.00	NE 90TH ST (CR 100)	TERMINUS (LAKE ELLA RD)	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,382	0.32	C	525	137	162	0.31	C	7.25%	10,360	4,771	0.46	C	525	194	230	0.44	C	
6000090	188040	188040	FDOT	35	0.23	LYNNHAVEN LN	CR 472	CHURCHILL DOWNS	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	1,920	0.14	C	675	164	149	0.24	C	1.00%	13,320	2,018	0.15	C	675	172	157	0.25	C	
6000095	0		NO COUNT	35	0.30	LYNNHAVEN LN	CHURCHILL DOWNS	BELVEDERE BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	-	-	-	675	-	-	-	-	-	-	13,320	-	-	-	675	-	-	-	-
6000100	145		SUMTER	25	0.44	ODELL CIR	BUENA VISTA BLVD S	BACKWATER WAY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	6,500	0.49	C	675	296	396	0.59	D	1.00%	13,320	6,832	0.51	D	675	311	416	0.62	D	
6000105	143		SUMTER	35	0.38	ODELL CIR	CANAL ST	ARVIN LN	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	7,015	0.53	D	675	379	366	0.56	D	1.00%	13,320	7,373	0.55	D	675	398	385	0.59	D	
6000110	141		SUMTER	25	0.51	ODELL CIR	MORSE BLVD N (S)	STILLWATER TRL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	6,191	0.46	C	675	278	352	0.52	D	1.00%	13,320	6,507	0.49	C	675	292	370	0.55	D	
6000115	146		SUMTER	30	1.55	ODELL CIR	STILLWATER TRL	MORSE BLVD N (N)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	11,040	0.83	D	675	574	578	0.86	D	1.75%	13,320	12,040	0.90	D	675	626	630	0.93	D	
6000120	140		SUMTER	30	0.31	ODELL CIR	MORSE BLVD N	CANAL ST (N)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	5,173	0.39	C	675	293	256	0.43	C	1.00%	13,320	5,437	0.41	C	675	308	269	0.46	C	
6000125	139		SUMTER	30	0.36	ODELL CIR	CANAL ST	BUENA VISTA BLVD (N)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	4,669	0.35	C	675	265	268	0.40	C	1.00%	13,320	4,907	0.37	C	675	279	282	0.42	C	
6000130	180		SUMTER	20	0.39	STILLWATER TRL	CANAL ST	MORSE BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	10,488	0.36	C	1,467	459	539	0.37	C	1.00%	29,160	11,023	0.38	C	1,467	482	566	0.39	C	
6000135	179		SUMTER	35	0.35	STILLWATER TRL	BUENA VISTA BLVD	CANAL ST	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	10,322	0.35	C	1,467	459	516	0.35	C	1.00%	29,160	10,849	0.37	C	1,467	482	542	0.37	C	
6000145	98		SUMTER	35	0.51	CR 139 (POWELL RD)	SR 44	CR 44A	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	30,780	12,446	0.40	C	1,549	482	629	0.41	C	4.50%	30,780	15,510	0.50	D	1,549	601	784	0.51	D	
32230001	114		SUMTER	40	0.63	CR 673	CR 674	US 301/SR 35	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	15,700	2,532	0.16	B	820	103	125	0.15	B	3.00%	15,700	2,935	0.19	B	820	119	145	0.18	B	
32531601	180088	180088	FDOT	50	5.60	US 301/SR 35	CR 542	CR 470 E (S)	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	24,200	4,850	0.20	B	1,200	244	217	0.20	B	1.00%	24,200	5,097	0.21	B	1,200	256	228	0.21	B	
32531602	180001 180042	180001 180042	FDOT	55	1.36	US 301/SR 35	CR 476 (NOBLE AVE)	CR 542	2	2	URBAN	UNDIVIDED	STATE	BUSHNELL	D	14,160	4,160	0.29	C	704	210	186	0.30	C	1.00%	14,160	4,372	0.31	C	704	220	195	0.31	C	
32532601	185008	185008	FDOT	40	1.28	US 301/SR 35	CR 466A (CLEVELAND AVE)	CR 462 (S)	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	30,650	0.77	C	2,000	1,249	1,093	0.62	C	7.25%	39,800	43,493	1.09	F	2,000	1,772	1,551	0.89	C	
32533001	180210	180210	FDOT	45	1.26	US 301/SR 35	CR 472	CR 466	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	41,790	31,100	0.74	C	2,100	1,311	1,013	0.62	C	2.75%	41,790	35,618	0.85	C	2,100	1,501	1,160	0.71	C	
32533101	180100	180100	FDOT	45	0.75	US 301/SR 35	CR 466	CR 204	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	19,580	0.49	C	2,000	1,173	729	0.59	C	1.00%	39,800	20,579	0.52	C	2,000	1,233	766	0.62	C	
32533102	180100	180100	FDOT	45	1.52	US 301/SR 35	CR 204	MARION COUNTY BOUNDARY	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	19,580	0.49	C	2,000	1,173	729	0.59	C	1.00%	39,800	20,579	0.52	C	2,000	1,233	766	0.62	C	
33000001	163		SUMTER	20	0.33	BUENA VISTA BLVD	BELVEDERE BLVD	TALL TREES LN	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	18,280	0.63	D	1,467	955	845	0.65	D	1.00%	29,160	19,212	0.66	D	1,467	1,004	888	0.68	D	
33000002	162		SUMTER	35	0.23	BUENA VISTA BLVD	TALL TREES LN	LAUREL MANOR DR	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	18,301	0.63	D	1,467	914	814	0.62	D	1.50%	29,160	19,715	0.68	D	1,467	985	877	0.67	D	
33000003	156		SUMTER	35	0.15	BUENA VISTA BLVD	LAUREL MANOR DR	CR 466	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	15,658	0.54	D	1,467	725	729	0.50	D	1.00%	29,160	16,457	0.56	D	1,467	762	766	0.52	D	
35270001	188014	188014	FDOT	55	2.45	CR 470 E	US 301/SR 35	NE 50TH WAY	2	0	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	8,380	0.35	B	1,200	422	374	0.35	B	2.25%	0	9,366	-	-	0	472	418	-	-	
35270002	40		SUMTER	55	1.49	CR 470 E	NE 50TH WAY	CR 501	2	0	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	24,200	15,678	0.65	C	1,200	647	465	0.54	C	5.50%	0	20,491	-	-	0	846	608	-	-	
35270003	41		SUMTER	55	2.56	CR 470 E	CR 501	LAKE COUNTY BOUNDARY	2	0	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	24,200	15,563	0.64	C	1,200	691	529	0.58	C	5.50%	0	20,340	-	-	0	903	691	-	-	
35281102	12		SUMTER	35	1.54	CR 44A	SR 44 W	CR 213	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	1,599	0.07	B	1,200	65	103	0.09	B	7.50%	24,200	2,296	0.09	B	1,200	93	148	0.12	B	
35281103	2020-1100		WILDWOOD	35	1.13	CR 44A	CR 213	US 301/SR 35	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	24,200	16,341	0.68	C	1,200	406	725	0.60	C	8.00%	24,200	24,010	0.99	D	1,200	597	1,065	0.89	D	
35281301	13	-	SUMTER	35	0.52	CR 44A	CR 139	BUENA VISTA BLVD	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	30,780	7,627	0.25	C	1,549	307	374	0.24	C	1.00%	30,780	8,226	0.27	C	1,549	323	393	0.25	C	
35281302	14		SUMTER	25	2.80	CR 44A	BUENA VISTA BLVD	SR 44 (E)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	3,155	0.13	B	1,200	119	174	0.15	B	9.25%	24,200	4,910	0.20	B	1,200	185	271	0.23	B	
35310001	187006	187006	SUMTER	35	0.43	CR 475 S (MAIN STREET)	SR 48 W	JUMPER DR S	4	4	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	30,780	6,470	0.21	C	1,549	326	289	0.21	C	1.00%	30,780	6,800	0.22	C	1,549	343	304	0.22	C	
35310002	52		SUMTER	45	0.57	CR 475 S (MAIN STREET)	JUMPER DR S	CR 542 W	4	4	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	37,810	5,951	0.16	C	1,900	286	258	0.15	C	1.00%	37,810	6,255	0.17	C	1,900	301	271	0.16	C	
35310003	51	-	CONSTRUCTION	55	1.27	CR 475 S (MAIN STREET)	CR 542 W	CR 532 W	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	5,681	0.23	B	1,200	308	223	0.26	B	2.25%	24,200	6,350	0.26	B	1,200	344	249	0.29	B	
35310004	50	-	CONSTRUCTION	55	3.69	CR 475 S (MAIN STREET)	CR 532 W	CR 470 E	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	5,297	0.22	B	1,200	314	214	0.26	B	2.25%	24,200	5,920	0.24	B	1,200	351	239	0.29	B	
35320001	84	188011	FDOT	55	1.60	CR 575	CR 476	CR 663	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	15,700	1,053	0.07	B	820	42	61	0.07	B	1.00%	15,700	1,107	0.07	B	820	44	64	0.08	B	
35331101	29		SUMTER	45	0.75	CR 466A	CR 462/CR 139	CR 133 (NE 57TH Dr)	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	37,810	26,935	0.71	C	1,900	1,095	1,277	0.67	C	4.50%	37,810	33,566	0.89	C	1,900	1,365	1,591	0.84	C	
35331102	30		SUMTER	45	0.68	CR 466A	CR 133 (NE 57TH DR)	BUENA VISTA BLVD	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	37,810	28,605	0.76	C	1,900	1,270	1,305	0.69	C	3.75%	37,810	34,386	0.91	C	1,900	1,527	1,569	0.83	C	
35331103	31		ADJACENT	45	1.07	CR 466A	BUENA VISTA BLVD	CANAL ST	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	37,810	19,155	0.51	C	1,900	879	858	0.46	C	1.00%	37,810	20,132	0.53	C	1,900	924	902	0.49	C	
35331104	31		SUMTER	45	1.07	CR 466A	CANAL ST	MORSE BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	37,810																			

APPENDIX B

Turning Movement County, Signal Timing Plans, Peak Season Report

VEHICLE TURNING MOVEMENT COUNT																											
SECTION: 64294.01							CITY: Wildwood							COUNTY: Sumter													
STATE ROUTE: CR 139-Powell Road							INTERSECTING ROUTE: CR 466A							MILEPOST: 3.982													
OBSERVER: VHB							DATE OF COUNT: 1/0/00							COMPLETED BY: VV													
WEATHER: Good							ROAD CONDITION: Good							DATE COMPLETED: 12/12/23													
							COUNT PERIODS:																				
ALL VEHICLES / ALL MOVEMENTS																											
Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	2	11	25	19	18	75	0	22	68	9	0	99	174	0	17	51	15	0	83	0	56	56	18	8	138	221	395
7:15 AM	1	5	40	12	19	77	0	33	72	8	1	114	191	0	13	62	26	6	107	2	78	64	18	17	179	286	477
7:30 AM	0	15	46	20	29	110	0	29	72	10	1	112	222	0	23	76	24	0	123	0	92	41	21	10	164	287	509
7:45 AM	1	13	69	31	17	131	0	39	67	7	0	113	244	0	25	100	27	0	152	0	84	64	29	24	201	353	597
Total	4	44	180	82	83	393	0	123	279	34	2	438	831	0	78	289	92	6	465	2	310	225	86	59	682	1,147	1,978
8:00 AM	0	19	42	28	26	115	0	31	45	8	0	84	199	0	20	64	23	3	110	0	59	64	17	4	144	254	453
8:15 AM	2	25	44	14	26	111	0	37	49	11	0	97	208	0	18	107	32	3	160	0	96	85	18	14	213	373	581
8:30 AM	4	18	53	24	36	135	0	52	64	9	4	129	264	0	14	103	11	0	128	0	72	77	24	14	187	315	579
8:45 AM	6	28	56	21	33	144	0	46	57	14	1	118	262	0	14	104	16	3	137	0	85	88	23	10	206	343	605
Total	12	90	195	87	121	505	0	166	215	42	5	428	933	0	66	378	82	9	535	0	312	314	82	42	750	1,285	2,218
4:00 PM	15	39	65	38	61	218	0	54	42	12	2	110	328	0	15	125	19	0	159	0	83	83	44	6	216	375	703
4:15 PM	9	49	85	33	57	233	0	42	41	9	1	93	326	0	21	136	22	0	179	0	75	125	26	11	237	416	742
4:30 PM	7	51	78	26	45	207	0	41	49	17	2	109	316	0	16	117	22	1	156	0	85	94	58	7	244	400	716
4:45 PM	8	29	78	28	64	207	0	41	35	11	3	90	297	0	20	105	20	0	145	1	65	113	37	11	227	372	669
Total	39	168	306	125	227	865	0	178	167	49	8	402	1,267	0	72	483	83	1	639	1	308	415	165	35	924	1,563	2,830
5:00 PM	8	52	93	62	38	253	1	28	45	11	0	85	338	0	13	99	17	4	133	1	77	99	26	32	235	368	706
5:15 PM	5	34	79	36	31	185	0	42	35	10	1	88	273	1	11	87	15	2	116	3	78	92	27	27	227	343	616
5:30 PM	5	24	79	25	33	166	0	38	40	13	3	94	260	0	17	90	10	3	120	0	56	120	23	32	231	351	611
5:45 PM	6	31	59	31	31	158	0	34	33	12	1	80	238	0	15	81	8	6	110	0	46	91	17	14	168	278	516
Total	24	141	310	154	133	762	1	142	153	46	5	347	1,109	1	56	357	50	15	479	4	257	402	93	105	861	1,340	2,449
AM	12	102	195	208	121	505	0	166	215	47	5	428	933	0	66	378	91	9	535	0	312	314	124	42	750	1285	0.91652893
AM Truck	0	4	9	5	5	23	0	7	15	4	0	26	49	0	12	15	3	0	30	0	9	9	1	1	20	50	
AM Truck %	0.0%	3.9%	4.6%	2.4%	4.1%	4.6%	0.0%	4.2%	7.0%	8.5%	0.0%	6.1%	5.3%	0.0%	18.2%	4.0%	3.3%	0.0%	5.6%	0.0%	2.9%	2.9%	0.8%	2.4%	2.7%	3.9%	0.9545148
PM	32	213	334	353	204	900	1	153	170	54	6	377	1277	0	70	457	86	5	613	2	304	431	208	61	943	1556	
PM Truck	0	0	10	1	2	13	0	0	6	1	0	7	20	0	5	4	2	0	11	0	1	7	3	0	11	22	
PM Truck %	0.0%	0.0%	3.0%	0.3%	1.0%	1.4%	0.0%	0.0%	3.5%	1.9%	0.0%	1.9%	1.6%	0.0%	7.1%	0.9%	2.3%	0.0%	1.8%	0.0%	0.3%	1.6%	1.4%	0.0%	1.2%	1.4%	

VEHICLE TURNING MOVEMENT COUNT																											
SECTION: 64294.01							CITY: Wildwood							COUNTY: Sumter													
STATE ROUTE: CR 139-Powell Road							INTERSECTING ROUTE: CR 466A							MILEPOST: 3.982													
OBSERVER: VHB							DATE OF COUNT: 1/0/00							COMPLETED BY: VV													
WEATHER: Good							ROAD CONDITION: Good							DATE COMPLETED: 12/12/23													
COUNT PERIODS:																											
HEAVY VEHICLES (TRUCKS + BUSES)																											
Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	1	3	2	1	7	0	0	3	0	0	3	10	0	5	1	0	0	6	0	2	1	1	0	4	10	20
7:15 AM	0	0	1	2	1	4	0	0	0	1	0	1	5	0	0	2	1	0	3	0	4	3	0	0	7	10	15
7:30 AM	0	2	3	1	0	6	0	2	2	0	0	4	10	0	1	1	0	0	2	0	1	0	0	0	1	3	13
7:45 AM	0	0	3	0	0	3	0	1	5	2	0	8	11	0	2	5	1	0	8	0	2	2	2	2	8	16	27
Total	0	3	10	5	2	20	0	3	10	3	0	16	36	0	8	9	2	0	19	0	9	6	3	2	20	39	75
8:00 AM	0	2	0	2	3	7	0	1	3	0	0	4	11	0	1	3	1	0	5	0	2	2	0	0	4	9	20
8:15 AM	0	1	2	0	0	3	0	3	4	2	0	9	12	0	2	3	0	0	5	0	3	3	1	0	7	12	24
8:30 AM	0	0	3	1	2	6	0	2	4	0	0	6	12	0	4	4	0	0	8	0	1	2	0	0	3	11	23
8:45 AM	0	1	4	2	0	7	0	1	4	2	0	7	14	0	5	5	2	0	12	0	3	2	0	1	6	18	32
Total	0	4	9	5	5	23	0	7	15	4	0	26	49	0	12	15	3	0	30	0	9	9	1	1	20	50	99
4:00 PM	0	1	1	1	0	3	0	0	1	0	0	1	4	0	0	3	0	0	3	0	0	0	1	0	1	4	8
4:15 PM	0	0	1	0	2	3	0	0	1	0	0	1	4	0	0	2	0	0	2	0	0	3	0	0	3	5	9
4:30 PM	0	0	5	0	0	5	0	0	2	1	0	3	8	0	2	0	1	0	3	0	1	0	2	0	3	6	14
4:45 PM	0	0	4	0	0	4	0	0	1	0	0	1	5	0	3	1	1	0	5	0	0	0	0	0	0	5	10
Total	0	1	11	1	2	15	0	0	5	1	0	6	21	0	5	6	2	0	13	0	1	3	3	0	7	20	41
5:00 PM	0	0	0	1	0	1	0	0	2	0	0	2	3	0	0	1	0	0	1	0	0	4	1	0	5	6	9
5:15 PM	0	0	1	0	0	1	0	1	1	0	0	2	3	0	1	0	0	0	1	0	2	1	0	0	3	4	7
5:30 PM	0	0	2	1	0	3	0	2	0	0	0	2	5	0	0	1	0	0	1	0	0	2	0	1	3	4	9
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	1	0	1	1	0	1	3	4	5
Total	0	0	3	2	0	5	0	4	3	0	0	7	12	0	1	3	0	0	4	0	3	8	1	2	14	18	30

**FLORIDA DEPARTMENT OF TRANSPORTATION
PEDESTRIANS & BICYCLES COMBINED**

SECTION 64294.01
STATE ROUTE CR 139-Powell Road
OBSERVER VHB
COUNTY Sumter
MILEPOST 3.982
COUNT HOURS

CITY Wildwood
INTERSECTING ROUTE CR 466A
DATE OF COUNT 1/0/00
WEATHER Good
COMPLETED BY VV
DATE 12/12/23

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	0	0	0
8-9	1	0	1
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	1	1
17-18	0	0	0
18-19	0	0	0
19-20	0	0	0
20-21	0	0	0
21-22	0	0	0
22-23	0	0	0
23-24	0	0	0
Total	1	1	2

WEST APPROACH
CR 139-Powell Road

NORTH APPROACH
CR 139-Powell Road

CR 139-Powell Road
SOUTH APPROACH

CR 466A
EAST APPROACH

12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	0	0	0
8-9	0	1	1
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
18-19	0	0	0
19-20	0	0	0
20-21	0	0	0
21-22	0	0	0
22-23	0	0	0
23-24	0	0	0
Total	0	1	1

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

VEHICLE TURNING MOVEMENT COUNT																											
SECTION:		64294.01						CITY:		Wildwood						COUNTY:		Sumter									
STATE ROUTE:		CR 139-Powell Road						INTERSECTING ROUTE:		CR 142						MILEPOST:		3.982									
OBSERVER:		VHB						DATE OF COUNT:		1/0/00						COMPLETED BY:		VV									
WEATHER:		Good						ROAD CONDITION:		Good						DATE COMPLETED:		11/29/23									
COUNT PERIODS:																											
ALL VEHICLES / ALL MOVEMENTS																											
Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	3	4	80	3	0	90	0	0	153	1	0	154	244	0	4	0	4	0	8	0	3	0	1	0	4	12	256
7:15 AM	6	2	92	2	0	102	0	1	162	0	0	163	265	0	4	0	4	0	8	0	0	0	0	0	0	8	273
7:30 AM	4	4	135	4	0	147	0	0	160	0	0	160	307	0	4	0	7	0	11	0	0	0	1	0	1	12	319
7:45 AM	3	5	146	12	0	166	0	3	178	2	0	183	349	0	2	0	1	0	3	0	3	0	2	0	5	8	357
Total	16	15	453	21	0	505	0	4	653	3	0	660	1,165	0	14	0	16	0	30	0	6	0	4	0	10	40	1,205
8:00 AM	4	1	123	2	0	130	1	1	142	3	0	147	277	0	2	0	5	0	7	0	0	0	1	0	1	8	285
8:15 AM	5	1	100	1	0	107	1	2	144	1	0	148	255	0	2	0	3	0	5	0	1	0	0	0	1	6	261
8:30 AM	4	3	138	3	0	148	1	0	144	2	0	147	295	0	1	0	3	0	4	0	0	0	1	0	1	5	300
8:45 AM	2	2	139	1	0	144	0	3	148	0	0	151	295	0	4	0	4	0	8	0	1	0	0	0	1	9	304
Total	15	7	500	7	0	529	3	6	578	6	0	593	1,122	0	9	0	15	0	24	0	2	0	2	0	4	28	1,150
4:00 PM	2	0	192	0	0	194	0	0	142	0	0	142	336	0	3	0	5	0	8	0	1	0	0	0	1	9	345
4:15 PM	2	8	197	3	0	210	1	1	136	5	0	143	353	0	5	0	3	0	8	0	5	0	2	0	7	15	368
4:30 PM	6	5	202	0	0	213	0	1	139	5	0	145	358	0	0	0	4	0	4	1	5	0	2	0	8	12	370
4:45 PM	2	2	193	2	0	199	1	0	141	1	0	143	342	0	4	0	0	0	4	0	5	0	2	0	7	11	353
Total	12	15	784	5	0	816	2	2	558	11	0	573	1,389	0	12	0	12	0	24	1	16	0	6	0	23	47	1,436
5:00 PM	3	3	232	2	0	240	0	0	123	5	0	128	368	0	2	0	2	0	4	0	6	0	2	0	8	12	380
5:15 PM	2	5	189	2	0	198	1	1	141	2	0	145	343	0	5	0	1	0	6	0	3	0	1	0	4	10	353
5:30 PM	2	0	183	1	0	186	1	3	146	6	0	156	342	0	5	0	0	0	5	0	3	0	1	0	4	9	351
5:45 PM	0	2	118	0	0	120	0	1	135	3	0	139	259	0	2	0	2	0	4	0	1	1	1	0	3	7	266
Total	7	10	722	5	0	744	2	5	545	16	0	568	1,312	0	14	0	5	0	19	0	13	1	5	0	19	38	1,350
AM	17	29	496	20	0	545	1	6	642	5	0	653	1198	0	12	0	17	0	29	0	3	0	4	0	7	36	0.86414566
AM Truck	0	0	17	0	0	17	0	0	25	0	0	25	42	0	1	0	0	0	1	0	2	0	0	0	2	3	
AM Truck %	0.0%	0.0%	3.4%	0.0%	0.0%	3.1%	0.0%	0.0%	3.9%	0.0%	0.0%	3.8%	3.5%	0.0%	8.3%	0.0%	0.0%	0.0%	3.4%	0.0%	66.7%	0.0%	0.0%	0.0%	28.6%	8.3%	0.9677632
PM	13	31	824	7	0	862	2	4	539	16	0	559	1421	0	11	0	9	0	20	1	22	0	8	0	30	50	
PM Truck	0	0	14	0	0	14	0	0	10	0	0	10	24	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Truck %	0.0%	0.0%	1.7%	0.0%	0.0%	1.6%	0.0%	0.0%	1.9%	0.0%	0.0%	1.8%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

VEHICLE TURNING MOVEMENT COUNT																											
SECTION:		64294.01					CITY:		Wildwood					COUNTY:		Sumter											
STATE ROUTE:		CR 139-Powell Road					INTERSECTING ROUTE:		CR 142					MILEPOST:		3.982											
OBSERVER:		VHB					DATE OF COUNT:		1/0/00					COMPLETED BY:		VV											
WEATHER:		Good					ROAD CONDITION:		Good					DATE COMPLETED:		11/29/23											
COUNT PERIODS:																											
HEAVY VEHICLES (TRUCKS + BUSES)																											
Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	1	5	1	0	7	0	0	8	0	0	8	15	0	1	0	0	0	1	0	0	0	0	0	0	1	16
7:15 AM	0	0	3	0	0	3	0	0	8	0	0	8	11	0	1	0	0	0	1	0	0	0	0	0	0	1	12
7:30 AM	0	0	6	0	0	6	0	0	3	0	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:45 AM	0	0	4	0	0	4	0	0	8	0	0	8	12	0	0	0	0	0	0	0	2	0	0	0	2	2	14
Total	0	1	18	1	0	20	0	0	27	0	0	27	47	0	2	0	0	0	2	0	2	0	0	0	2	4	51
8:00 AM	0	0	4	0	0	4	0	0	6	0	0	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:15 AM	0	0	3	0	0	3	0	0	3	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:30 AM	1	0	4	0	0	5	0	0	3	1	0	4	9	0	1	0	0	0	1	0	0	0	0	0	0	1	10
8:45 AM	0	1	7	0	0	8	0	0	4	0	0	4	12	0	1	0	1	0	2	0	0	0	0	0	0	2	14
Total	1	1	18	0	0	20	0	0	16	1	0	17	37	0	2	0	1	0	3	0	0	0	0	0	0	3	40
4:00 PM	0	0	1	0	0	1	0	0	4	0	0	4	5	0	0	0	1	0	1	0	0	0	0	0	0	1	6
4:15 PM	0	0	2	0	0	2	0	0	4	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:30 PM	0	0	3	0	0	3	0	0	3	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:45 PM	0	0	9	0	0	9	0	0	2	0	0	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	0	0	15	0	0	15	0	0	13	0	0	13	28	0	0	0	1	0	1	0	0	0	0	0	0	1	29
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	1	0	0	2	0	0	3	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	0	1	0	0	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	1	0	0	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	3	0	0	4	0	0	6	0	0	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10

FLORIDA DEPARTMENT OF TRANSPORTATION
PEDESTRIANS & BICYCLES COMBINED

SECTION 64294.01
STATE ROUTE CR 139-Powell Road
OBSERVER VHB
COUNTY Sumter
MILEPOST 3.982
COUNT HOURS

CITY Wildwood
INTERSECTING ROUTE CR 142
DATE OF COUNT 1/0/00
WEATHER Good
COMPLETED BY VV
DATE 11/29/23

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	0	0	0
8-9	0	0	0
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	1	6	7
17-18	1	2	3
18-19	0	0	0
19-20	0	0	0
20-21	0	0	0
21-22	0	0	0
22-23	0	0	0
23-24	0	0	0
Total	2	8	10

WEST APPROACH
CR 139-Powell Road

NORTH APPROACH
CR 139-Powell Road

CR 139-Powell Road
SOUTH APPROACH

CR 142
EAST APPROACH

12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	0	0	0
8-9	0	0	0
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
18-19	0	0	0
19-20	0	0	0
20-21	0	0	0
21-22	0	0	0
22-23	0	0	0
23-24	0	0	0
Total	0	0	0

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

VEHICLE TURNING MOVEMENT COUNT																											
SECTION:		64294.01						CITY:		Wildwood						COUNTY:		Sumter									
STATE ROUTE:		CR 139-Powell Road						INTERSECTING ROUTE:		CR 144 Huey St						MILEPOST:		3.982									
OBSERVER:		VHB						DATE OF COUNT:		1/0/00						COMPLETED BY:		VV									
WEATHER:		Good						ROAD CONDITION:		Good						DATE COMPLETED:		11/29/23									
COUNT PERIODS:																											
ALL VEHICLES / ALL MOVEMENTS																											
Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	3	79	0	0	82	3	1	134	24	0	162	244	0	6	0	5	0	11	0	2	1	0	0	3	14	258
7:15 AM	0	4	82	0	0	86	4	0	141	24	0	169	255	0	13	0	10	0	23	0	2	1	1	0	4	27	282
7:30 AM	0	10	126	0	0	136	3	0	156	17	0	176	312	0	16	1	6	0	23	0	0	0	0	0	0	23	335
7:45 AM	0	9	140	0	0	149	1	0	168	14	0	183	332	0	12	0	9	0	21	0	0	0	0	0	0	21	353
Total	0	26	427	0	0	453	11	1	599	79	0	690	1,143	0	47	1	30	0	78	0	4	2	1	0	7	85	1,228
8:00 AM	0	5	122	0	0	127	5	1	137	22	0	165	292	0	7	0	10	0	17	0	0	0	0	0	0	17	309
8:15 AM	0	6	90	1	0	97	1	0	120	33	0	154	251	0	21	0	15	0	36	0	1	3	1	0	5	41	292
8:30 AM	0	7	114	0	0	121	1	1	128	25	0	155	276	0	33	0	11	0	44	0	0	0	1	0	1	45	321
8:45 AM	0	7	139	0	0	146	0	1	151	11	0	163	309	0	8	0	9	0	17	0	1	0	0	0	1	18	327
Total	0	25	465	1	0	491	7	3	536	91	0	637	1,128	0	69	0	45	0	114	0	2	3	2	0	7	121	1,249
4:00 PM	0	11	193	1	0	205	1	1	128	22	0	152	357	0	13	0	11	0	24	0	0	3	1	0	4	28	385
4:15 PM	0	5	177	0	0	182	5	0	131	12	0	148	330	0	38	0	15	0	53	0	0	0	0	0	0	53	383
4:30 PM	0	5	189	0	0	194	5	2	144	15	0	166	360	0	22	0	2	0	24	0	1	0	0	0	1	25	385
4:45 PM	0	8	177	1	0	186	4	0	141	5	0	150	336	0	12	0	6	0	18	0	0	0	1	0	1	19	355
Total	0	29	736	2	0	767	15	3	544	54	0	616	1,383	0	85	0	34	0	119	0	1	3	2	0	6	125	1,508
5:00 PM	0	7	264	2	0	273	7	0	118	12	0	137	410	0	6	0	5	0	11	0	0	1	0	0	1	12	422
5:15 PM	0	7	197	1	0	205	3	1	132	13	0	149	354	0	15	0	7	0	22	0	0	2	0	0	2	24	378
5:30 PM	0	7	168	2	0	177	5	1	133	14	0	153	330	0	15	0	11	0	26	0	2	0	2	0	4	30	360
5:45 PM	0	9	111	2	0	122	4	2	118	15	0	139	261	0	10	0	5	0	15	0	1	1	0	0	2	17	278
Total	0	30	740	7	0	777	19	4	501	54	0	578	1,355	0	46	0	28	0	74	0	3	4	2	0	9	83	1,438
AM	0	30	478	1	0	509	10	11	581	86	0	678	1187	0	56	1	40	0	97	0	1	3	1	0	5	102	0.91288952
AM Truck	0	1	14	0	0	15	0	0	19	5	0	24	39	0	0	0	1	0	1	0	0	1	0	0	1	2	
AM Truck %	0.0%	3.3%	2.9%	0.0%	0.0%	2.9%	0.0%	0.0%	3.3%	5.8%	0.0%	3.5%	3.3%	0.0%	0.0%	0.0%	2.5%	0.0%	1.0%	0.0%	0.0%	33.3%	0.0%	0.0%	20.0%	2.0%	0.9152844
PM	0	25	807	3	0	835	21	23	534	44	0	601	1436	0	78	0	28	0	106	0	1	1	1	0	3	109	
PM Truck	0	0	16	0	0	16	0	0	7	3	0	10	26	0	1	0	1	0	2	0	0	0	0	0	0	2	
PM Truck %	0.0%	0.0%	2.0%	0.0%	0.0%	1.9%	0.0%	0.0%	1.3%	6.8%	0.0%	1.7%	1.8%	0.0%	1.3%	0.0%	3.6%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	

SECTION:

STATE ROUTE:

OBSERVER:

WEATHER:

64294.01
CR 139-Powell Road
VHB
Good

CITY:

INTERSECTING ROUTE:

DATE OF COUNT:

ROAD CONDITION:

COUNT PERIODS:

Wildwood
CR 144 Huey St
1/0/00
Good

COUNTY:

MILEPOST:

COMPLETED BY:

DATE COMPLETED:

Sumter
3.982
VV
11/29/23

VEHICLE TURNING MOVEMENT COUNT

HEAVY VEHICLES (TRUCKS + BUSES)

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	0	6	0	0	6	0	0	7	1	0	8	14	0	0	0	0	0	0	0	0	0	0	0	0	14	
7:15 AM	0	0	4	0	0	4	0	0	7	0	0	7	11	0	0	0	0	0	0	0	0	0	0	0	0	11	
7:30 AM	0	0	6	0	0	6	0	0	3	1	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	10	
7:45 AM	0	0	2	0	0	2	0	0	9	1	0	10	12	0	0	0	0	0	0	0	0	0	0	0	0	12	
Total	0	0	18	0	0	18	0	0	26	3	0	29	47	0	0	0	0	0	0	0	0	0	0	0	0	47	
8:00 AM	0	0	3	0	0	3	0	0	5	1	0	6	9	0	0	0	0	0	0	0	0	0	0	0	0	9	
8:15 AM	0	1	3	0	0	4	0	0	2	2	0	4	8	0	0	0	1	0	1	0	0	1	0	0	1	10	
8:30 AM	0	1	6	0	0	7	0	1	5	0	0	6	13	0	0	0	0	0	0	0	0	1	0	1	1	14	
8:45 AM	0	0	9	0	0	9	0	0	6	0	0	6	15	0	2	0	0	0	2	0	0	0	0	0	2	17	
Total	0	2	21	0	0	23	0	1	18	3	0	22	45	0	2	0	1	0	3	0	0	1	1	0	2	5	50
4:00 PM	0	0	2	0	0	2	0	0	3	2	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	7	
4:15 PM	0	0	5	0	0	5	0	0	4	0	0	4	9	0	0	0	0	0	0	0	0	0	0	0	0	9	
4:30 PM	0	0	4	0	0	4	0	0	2	1	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	7	
4:45 PM	0	0	6	0	0	6	0	0	1	1	0	2	8	0	1	0	1	0	2	0	0	0	0	0	2	10	
Total	0	0	17	0	0	17	0	0	10	4	0	14	31	0	1	0	1	0	2	0	0	0	0	0	2	33	
5:00 PM	0	0	1	0	0	1	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:15 PM	0	0	2	0	0	2	0	0	2	1	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	5	
5:30 PM	0	0	1	0	0	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:45 PM	0	1	1	0	0	2	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
Total	0	1	5	0	0	6	0	0	4	2	0	6	12	0	0	0	0	0	0	0	0	0	0	0	0	12	

CITY	Wildwood
INTERSECTING ROUTE	CR 144 Huey St
DATE OF COUNT	1/0/00
WEATHER	Good
COMPLETED BY	VV
DATE	11/29/23

[illegible]

VEHICLE TURNING MOVEMENT COUNT																											
SECTION:		64294.01						CITY:		Wildwood						COUNTY:		Sumter									
STATE ROUTE:		CR 139-Powell Road						INTERSECTING ROUTE:		CR 44A						MILEPOST:		3.982									
OBSERVER:		VHB						DATE OF COUNT:		1/0/00						COMPLETED BY:		VV									
WEATHER:		Good						ROAD CONDITION:		Good						DATE COMPLETED:		12/19/23									

SECTION:

STATE ROUTE:

OBSERVER:

WEATHER:

64294.01
CR 139-Powell Road
VHB
Good

CITY:

INTERSECTING ROUTE:

DATE OF COUNT:

ROAD CONDITION:

COUNT PERIODS:

Wildwood
CR 44A
1/0/00
Good

COUNTY:

MILEPOST:

COMPLETED BY:

DATE COMPLETED:

Sumter
3.982
VV
12/19/23

VEHICLE TURNING MOVEMENT COUNT

HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	1	5	0	0	6	0	1	2	0	0	3	9	0	1	0	0	0	1	0	0	0	1	0	2	11	
7:15 AM	0	0	2	0	0	2	0	1	1	0	0	2	4	0	0	1	0	0	1	0	1	0	1	0	3	7	
7:30 AM	0	0	3	0	0	3	0	1	2	0	0	3	6	0	1	0	0	0	1	0	0	0	1	0	2	8	
7:45 AM	0	0	2	0	0	2	0	0	4	2	0	6	8	0	1	0	0	0	1	0	0	0	0	0	1	9	
Total	0	1	12	0	0	13	0	3	9	2	0	14	27	0	3	1	0	0	4	0	1	0	3	0	4	8	35
8:00 AM	0	1	4	0	0	5	0	1	2	0	0	3	8	0	0	0	0	0	0	1	1	1	1	0	3	11	
8:15 AM	0	0	1	0	0	1	0	1	4	0	0	5	6	0	0	0	0	0	0	0	0	1	0	1	1	7	
8:30 AM	0	0	6	0	0	6	0	0	4	0	0	4	10	0	0	0	0	0	0	2	0	0	0	0	2	12	
8:45 AM	0	0	3	0	0	3	0	1	7	0	0	8	11	0	0	0	0	0	0	1	0	1	0	2	2	13	
Total	0	1	14	0	0	15	0	3	17	0	0	20	35	0	0	0	0	0	0	4	1	3	0	8	8	43	
4:00 PM	0	0	2	0	0	2	0	1	1	0	0	2	4	0	0	1	1	0	2	0	1	0	0	0	1	3	7
4:15 PM	0	0	1	0	0	1	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	1	0	1	3	
4:30 PM	0	0	2	0	0	2	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	1	1	2	2	5	
4:45 PM	0	1	1	0	0	2	0	0	1	0	0	1	3	0	1	0	0	0	1	0	0	1	1	0	2	3	6
Total	0	1	6	0	0	7	0	1	3	1	0	5	12	0	1	1	1	0	3	0	1	1	3	1	6	9	21
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	1	0	1	1	2	
5:15 PM	0	0	2	0	0	2	0	0	2	0	0	2	4	0	0	1	0	0	1	0	0	0	0	0	1	5	
5:30 PM	0	0	2	0	0	2	0	0	0	1	0	1	3	0	0	1	0	0	1	0	1	1	1	4	5	8	
5:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	1	2	3	
Total	0	0	5	0	0	5	0	0	3	1	0	4	9	0	0	3	0	0	3	0	2	2	1	1	6	9	18
6:00 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	0	0	
6:15 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	0	0	
6:30 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	0	0	
6:45 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	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

FLORIDA DEPARTMENT OF TRANSPORTATION
PEDESTRIANS & BICYCLES COMBINED

SECTION 64294.01
STATE ROUTE CR 139-Powell Road
OBSERVER VHB
COUNTY Sumter
MILEPOST 3.982
COUNT HOURS

CITY Wildwood
INTERSECTING ROUTE CR 44A
DATE OF COUNT 1/0/00
WEATHER Good
COMPLETED BY VV
DATE 12/19/23

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	1	0	1
8-9	0	1	1
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	1	1
18-19	0	0	0
19-20	0	0	0
20-21	0	0	0
21-22	0	0	0
22-23	0	0	0
23-24	0	0	0
Total	1	2	3

WEST APPROACH
CR 139-Powell Road

NORTH APPROACH
CR 139-Powell Road

CR 139-Powell Road
SOUTH APPROACH

CR 44A
EAST APPROACH

12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	0	0	0
8-9	0	0	0
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
18-19	0	0	0
19-20	0	0	0
20-21	0	0	0
21-22	0	0	0
22-23	0	0	0
23-24	0	0	0
Total	0	0	0

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

VEHICLE TURNING MOVEMENT COUNT																											
SECTION:		64294.01						CITY:		Wildwood						COUNTY:		Sumter									
STATE ROUTE:		CR 139-Powell Road						INTERSECTING ROUTE:		Project Entrance						MILEPOST:		3.982									
OBSERVER:		VHB						DATE OF COUNT:		1/0/00						COMPLETED BY:		VV									
WEATHER:		Good						ROAD CONDITION:		Good						DATE COMPLETED:		11/29/23									
COUNT PERIODS:																											
ALL VEHICLES / ALL MOVEMENTS																											
Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	0	80	3	0	83	0	0	167	0	0	167	250	0	0	0	0	0	0	0	0	0	6	0	6	6	256
7:15 AM	0	0	96	4	0	100	0	0	168	0	0	168	268	0	0	0	0	0	0	0	0	13	0	13	13	281	
7:30 AM	0	0	139	8	0	147	0	0	180	0	0	180	327	0	0	0	0	0	0	0	0	10	0	10	10	337	
7:45 AM	0	0	145	3	0	148	0	0	177	0	0	177	325	0	0	0	0	0	0	0	0	7	0	7	7	332	
Total	0	0	460	18	0	478	0	0	692	0	0	692	1,170	0	0	0	0	0	0	0	0	36	0	36	36	1,206	
8:00 AM	0	0	127	6	0	133	0	0	161	0	0	161	294	0	0	0	0	0	0	0	0	6	0	6	6	300	
8:15 AM	0	0	112	3	0	115	0	0	150	0	0	150	265	0	0	0	0	0	0	0	0	5	0	5	5	270	
8:30 AM	0	0	145	1	0	146	0	0	154	0	0	154	300	0	0	0	0	0	0	0	0	4	0	4	4	304	
8:45 AM	0	0	147	0	0	147	0	0	160	0	0	160	307	0	0	0	0	0	0	0	0	3	0	3	3	310	
Total	0	0	531	10	0	541	0	0	625	0	0	625	1,166	0	0	0	0	0	0	0	0	18	0	18	18	1,184	
4:00 PM	0	0	204	7	0	211	0	0	167	0	0	167	378	0	0	0	0	0	0	0	0	2	0	2	2	380	
4:15 PM	0	0	211	9	0	220	0	0	149	0	0	149	369	0	0	0	0	0	0	0	0	6	0	6	6	375	
4:30 PM	0	0	200	9	0	209	0	0	166	0	0	166	375	0	0	0	0	0	0	0	0	7	0	7	7	382	
4:45 PM	0	0	195	5	0	200	0	0	146	0	0	146	346	0	0	0	0	0	0	0	0	6	0	6	6	352	
Total	0	0	810	30	0	840	0	0	628	0	0	628	1,468	0	0	0	0	0	0	0	0	21	0	21	21	1,489	
5:00 PM	0	0	255	10	0	265	0	0	135	0	0	135	400	0	0	0	0	0	0	0	0	3	0	3	3	403	
5:15 PM	0	0	207	6	0	213	0	0	142	0	0	142	355	0	0	0	0	0	0	0	0	6	0	6	6	361	
5:30 PM	0	0	176	11	0	187	0	0	155	0	0	155	342	0	0	0	0	0	0	0	0	5	0	5	5	347	
5:45 PM	0	0	115	6	0	121	0	0	136	0	0	136	257	0	0	0	0	0	0	0	0	5	0	5	5	262	
Total	0	0	753	33	0	786	0	0	568	0	0	568	1,354	0	0	0	0	0	0	0	0	19	0	19	19	1,373	
AM	0	0	507	21	0	528	0	0	686	0	0	686	1214	0	0	0	0	0	0	0	0	36	0	36	36	0.9272997	
AM Truck	0	0	18	0	0	18	0	0	27	0	0	27	45	0	0	0	0	0	0	0	0	0	0	0	0		
AM Truck %	0.0%	0.0%	3.6%	0.0%	0.0%	3.4%	0.0%	0.0%	3.9%	0.0%	0.0%	3.9%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9379653	
PM	0	0	861	33	0	894	0	0	596	0	0	596	1490	0	0	0	0	0	0	0	0	22	0	22	22		
PM Truck	0	0	14	1	0	15	0	0	9	0	0	9	24	0	0	0	0	0	0	0	0	1	0	1	1		
PM Truck %	0.0%	0.0%	1.6%	3.0%	0.0%	1.7%	0.0%	0.0%	1.5%	0.0%	0.0%	1.5%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	0.0%	4.5%	4.5%		

VEHICLE TURNING MOVEMENT COUNT																											
SECTION:		64294.01						CITY:		Wildwood						COUNTY:		Sumter									
STATE ROUTE:		CR 139-Powell Road						INTERSECTING ROUTE:		Project Entrance						MILEPOST:		3.982									
OBSERVER:		VHB						DATE OF COUNT:		1/0/00						COMPLETED BY:		VV									
WEATHER:		Good						ROAD CONDITION:		Good						DATE COMPLETED:		11/29/23									

FLORIDA DEPARTMENT OF TRANSPORTATION
PEDESTRIANS & BICYCLES COMBINED

SECTION 64294.01
STATE ROUTE CR 139-Powell Road
OBSERVER VHB
COUNTY Sumter
MILEPOST 3.982
COUNT HOURS

CITY Wildwood
INTERSECTING ROUTE Project Entrance
DATE OF COUNT 1/0/00
WEATHER Good
COMPLETED BY VV
DATE 11/29/23

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2

12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	0	0	0
8-9	0	0	0
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
18-19	0	0	0
19-20	0	0	0
20-21	0	0	0
21-22	0	0	0
22-23	0	0	0
23-24	0	0	0
Total	0	0	0

WEST APPROACH
CR 139-Powell Road

NORTH APPROACH
CR 139-Powell Road

CR 139-Powell Road
SOUTH APPROACH

Project Entrance
EAST APPROACH

12-1	0	0	0
1-2	0	0	0
2-3	0	0	0
3-4	0	0	0
4-5	0	0	0
5-6	0	0	0
6-7	0	0	0
7-8	0	0	0
8-9	0	0	0
9-10	0	0	0
10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
18-19	0	0	0
19-20	0	0	0
20-21	0	0	0
21-22	0	0	0
22-23	0	0	0
23-24	0	0	0
Total	0	0	0

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Duration	Yearly ADT							ADT (+/-) Change	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	
52	S C 475	100' South of CR 542	02/17/22	24-HR	6000	5396	3502	5130	-	5951	16%	11:00 AM	456	228	228	0.08	0.50	3:30 PM	544	286	258	0.09	0.53	
53	C 476A (Dr Martin Luther King Jr Ave)	W of S Justice St	02/24/22	24-HR	-	-	-	-	-	849	-	7:45 AM	67	32	35	0.08	0.52	6:15 PM	88	45	43	0.10	0.51	
54	W C 476 (W Seminole Ave)	W of S Roland St	02/17/22	24-HR	4919	4325	4545	5216	-	5832	12%	7:00 AM	433	234	199	0.07	0.54	4:15 PM	575	220	355	0.10	0.62	
55	E C 476 (E Noble Ave)	E of Flanner Ave	02/10/22	24-HR	2806	2448	2528	2877	-	3187	11%	7:30 AM	288	99	189	0.09	0.66	4:00 PM	337	175	162	0.11	0.52	
56	W C 476	W of CR 616	02/17/22	24-HR	4705	4871	4955	4962	-	5802	17%	7:00 AM	382	264	118	0.07	0.69	4:30 PM	513	186	327	0.09	0.64	
57	C 476A (S Jasper St)	2000' S of E C 476	03/15/22	24-HR	623	-	-	611	-	390	-36%	7:45 AM	31	20	11	0.08	0.65	3:45 PM	46	23	23	0.12	0.50	
58	C 476B	1500' N of SW 95th Ave	03/15/22	24-HR	2037	1934	1942	1817	-	2299	27%	7:00 AM	195	74	121	0.08	0.62	4:00 PM	211	141	70	0.09	0.67	
59	E C 476	500' E of C 476A (S Jasper St)	02/10/22	24-HR	2595	-	-	-	-	2755	-	7:30 AM	255	91	164	0.09	0.64	4:00 PM	290	147	143	0.11	0.51	
60	W C 476	500' W of C 575	02/17/22	24-HR	3145	3848	3753	4308	-	5028	17%	9:15 AM	331	167	164	0.07	0.50	4:00 PM	418	168	250	0.08	0.60	
61	W C 476	100' W of C 476B	02/17/22	24-HR	4393	4360	4710	4598	-	5905	28%	9:45 AM	388	197	191	0.07	0.51	4:30 PM	490	180	310	0.08	0.63	
62	W C 476	100' E of C 476B	02/17/22	24-HR	4897	4227	4353	4192	-	5405	29%	8:30 AM	353	182	171	0.07	0.52	4:30 PM	463	173	290	0.09	0.63	
63	W C 476	500' W of CR 603	02/17/22	24-HR	5058	4657	4730	5421	-	5572	3%	7:00 AM	458	286	172	0.08	0.62	4:00 PM	551	223	328	0.10	0.60	
64	C 478A	500' W of SR 471	02/17/22	24-HR	756	731	755	680	-	801	18%	7:00 AM	81	57	24	0.10	0.70	5:30 PM	86	34	52	0.11	0.60	
65	CR 647	100' N of W C 476	02/17/22	24-HR	-	-	-	-	-	658	-	10:15 AM	47	16	31	0.07	0.66	5:00 PM	60	40	20	0.09	0.67	
66	E C 478	1 Mi S of E C 48	02/10/22	24-HR	1124	943	1021	1016	-	1224	20%	6:45 AM	112	64	48	0.09	0.57	4:45 PM	119	38	81	0.10	0.68	
67	E C 478	200' E of NE 9th St	03/15/22	24-HR	1779	1584	1596	1539	-	2048	33%	7:15 AM	147	71	76	0.07	0.52	5:00 PM	192	95	97	0.09	0.51	
68	C 478A	200' W of CR 755	02/24/22	24-HR	-	-	-	-	-	375	-	6:45 AM	37	13	24	0.10	0.65	3:15 PM	53	35	18	0.14	0.66	
69	CR 614	500' S of W C 476	03/15/22	24-HR	1768	1600	1779	1752	-	685	-61%	7:15 AM	57	42	15	0.08	0.74	4:15 PM	82	30	52	0.12	0.63	
70	W C 478	1 Mile E of US 301	02/17/22	24-HR	2662	2109	2092	2146	-	2816	31%	7:15 AM	224	117	107	0.08	0.52	4:00 PM	247	119	128	0.09	0.52	
71	E C 48 (N Florida St)	S of E Joe P Strickland Jr Ave	02/10/22	24-HR	4014	3543	3545	3758	-	3626	-4%	8:00 AM	287	200	87	0.08	0.70	4:30 PM	383	164	219	0.11	0.57	
72	E C 48	E of S Justice St	02/10/22	24-HR	7189	6475	7150	7721	-	8713	13%	7:45 AM	657	252	405	0.08	0.62	4:15 PM	848	388	460	0.10	0.54	
73	E C 48	E of SE 26th Dr	02/10/22	24-HR	5699	5490	5666	5962	-	7301	22%	7:00 AM	577	287	290	0.08	0.50	4:15 PM	654	308	346	0.09	0.53	
74	W C 48	W of CR 625	02/17/22	24-HR	4494	4167	4222	4153	-	5671	37%	10:45 AM	365	207	158	0.06	0.57	1:30 PM	497	283	214	0.09	0.57	
75	E C 48	500' W of CR 747	02/10/22	24-HR	6857	6162	6667	7088	-	8341	18%	7:45 AM	641	249	392	0.08	0.61	4:00 PM	791	339	452	0.09	0.57	
76	E C 48	300' E of CR 747	02/10/22	24-HR	5673	5172	5767	6024	-	7340	22%	7:00 AM	571	255	316	0.08	0.55	4:15 PM	646	310	336	0.09	0.52	
77	E C 48	300' W of Old RR Tracks (W Jefferson St)	02/10/22	24-HR	6084	5709	6051	6211	-	8608	39%	6:30 AM	653	338	315	0.08	0.52	4:15 PM	731	350	381	0.08	0.52	
78	E C 48	500' W of CR 702	02/10/22	24-HR	3825	4221	4023	3775	-	5600	48%	7:00 AM	479	290	189	0.09	0.61	4:00 PM	473	174	299	0.08	0.63	
79	E C 48	50' NE of CR 558	02/10/22	24-HR	2775	3105	4303	3422	-	4221	23%	6:45 AM	353	222	131	0.08	0.63	4:45 PM	349	118	231	0.08	0.66	
80	W C 48	100' W of C 575	02/17/22	24-HR	3970	3864	3792	3458	-	4814	39%	10:45 AM	336	179	157	0.07	0.53	4:30 PM	397	158	239	0.08	0.60	
81	W C 48	400' W of CR 616	02/17/22	24-HR	5632	5344	5407	5778	-	6286	9%	10:45 AM	451	249	202	0.07	0.55	4:15 PM	551	231	320	0.09	0.58	
82	W C 48	150' E of CR 313	02/17/22	24-HR	8657	11082	10439	12396	-	18941	53%	11:00 AM	1221	607	614	0.06	0.50	1:30 PM	1269	641	628	0.07	0.51	
83	C 575	1.5 Mi S of W C 48	02/17/22	24-HR	632	581	690	639	-	836	31%	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	61	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%	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	

Sumter County Annual Traffic Counts

2022 Volumes Summary



EAGLE EPAC TIMING SHEET

COORDINATION SETTINGS

CONTROLLER SETTINGS

Mvmt.	Timing Function	Min Initial	Green Passage	Max I	Green II	Yellow Clear	All Red	NA NA		Recall	Det. Func.	Dial 1	Dial	Dial
								Walk	F.D.W.			AVC	2/AM	3/PM
1		5	4.0	25	30	4.0	2.8				Lock	Split Sec	Split Sec	Split Sec
2		15	5.0	20	50	4.0	2.0	.	8	min	Non Lock			
3		5	4.0	25	30	4.0	2.8				Lock			
4		5	5.0	35	50	4.0	2.0		8		Non Lock			
5		5	4.0	8	30	4.0	2.8				Lock			
6		15	5.0	35	50	4.0	2.0		8	min	Non Lock			
7		5	4.0	25	30	4.0	2.8				Lock			
8		5	5.0	35	50	4.0	2.0		8		Non Lock			
											Off Set			

5018
INTERSECTION:

CR44A & Powell Rd / CR139

DATE: June 2019



EAGLE EPAC TIMING SHEET

COORDINATION SETTINGS

CONTROLLER SETTINGS

Mvmt.	Timing Function	Min	Green	Max	Green	Yellow	All	Walk	F.D.W.	Recall	Det. Func.	Dial 1	Dial	Dial	
		Initial	Passage	I	II	Clear	Red					AVC	2/AM	3/PM	
1		10	3.0	15		4.0	1.0				Lock	Split Sec	Split Sec	Split Sec	
2		20	3.0	30		4.0	1.0	7	33	min	Non Lock				
3		10	3.0	26		4.0	1.0				Lock				
4		10	3.0	25		4.0	1.0	7	33		Non Lock				
5		10	3.0	19		4.0	1.0				Lock				
6		20	3.0	30		4.0	1.0	7	33	min	Non Lock				
7		10	3.0	15		4.0	1.0				Lock				
8		10	3.0	36		4.0	1.0	7	33		Non Lock				
5020 INTERSECTION: CR466A & Powell Rd / CR462E												Off Set			
DATE: June 2019															

APPENDIX C

Synchro – Existing Conditions

HCM 6th Signalized Intersection Summary

1: Powell Rd & CR 466A/Cleveland Av/CR 466A

Wildwood - Atlantic Housing
Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	401	106	331	333	176	121	207	349	176	228	55
Future Volume (veh/h)	70	401	106	331	333	176	121	207	349	176	228	55
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	1633	1841	1856	1856	1856	1885	1841	1826	1856	1841	1796	1781
Adj Flow Rate, veh/h	76	436	103	360	362	139	132	225	229	191	248	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	18	4	3	3	3	1	4	5	3	4	7	8
Cap, veh/h	109	1425	334	254	1802	817	213	359	309	261	278	62
Arrive On Green	0.07	0.51	0.51	0.07	0.51	0.51	0.08	0.20	0.20	0.07	0.20	0.20
Sat Flow, veh/h	1555	2812	659	3428	3526	1598	1753	1826	1572	1753	1424	316
Grp Volume(v), veh/h	76	270	269	360	362	139	132	225	229	191	0	303
Grp Sat Flow(s),veh/h/ln	1555	1749	1722	1714	1763	1598	1753	1826	1572	1753	0	1739
Q Serve(g_s), s	6.5	12.1	12.3	10.0	7.6	6.3	8.0	15.2	18.5	10.0	0.0	22.9
Cycle Q Clear(g_c), s	6.5	12.1	12.3	10.0	7.6	6.3	8.0	15.2	18.5	10.0	0.0	22.9
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	109	886	873	254	1802	817	213	359	309	261	0	340
V/C Ratio(X)	0.70	0.30	0.31	1.42	0.20	0.17	0.62	0.63	0.74	0.73	0.00	0.89
Avail Cap(c_a), veh/h	161	886	873	254	1802	817	353	541	466	261	0	515
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	0.00	1.00
Uniform Delay (d), s/veh	61.4	19.4	19.5	62.5	18.0	17.7	41.0	49.7	51.0	44.0	0.0	52.9
Incr Delay (d2), s/veh	7.9	0.9	0.9	209.5	0.3	0.5	2.9	1.8	3.5	10.2	0.0	12.2
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(95%),veh/ln	5.0	8.8	8.8	19.2	5.5	4.3	6.5	11.5	12.0	3.8	0.0	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.3	20.3	20.4	272.0	18.2	18.1	44.0	51.5	54.4	54.2	0.0	65.1
LnGrp LOS	E	C	C	F	B	B	D	D	D	D	A	E
Approach Vol, veh/h		615			861			586			494	
Approach Delay, s/veh		26.4			124.3			50.9			60.9	
Approach LOS		C			F			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	73.4	15.2	31.4	14.4	74.0	15.0	31.6				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	40.0	21.0	40.0	14.0	40.0	10.0	40.0				
Max Q Clear Time (g_c+I1), s	12.0	14.3	10.0	24.9	8.5	9.6	12.0	20.5				
Green Ext Time (p_c), s	0.0	3.3	0.2	1.5	0.1	2.7	0.0	1.9				
Intersection Summary												
HCM 6th Ctrl Delay				71.7								
HCM 6th LOS				E								

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	17	3	0	4	46	496	20	7	642	5
Future Vol, veh/h	12	0	17	3	0	4	46	496	20	7	642	5
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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	8	0	0	67	0	0	0	3	0	0	4	0
Mvmt Flow	14	0	20	3	0	5	53	577	23	8	747	6
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1161	1472	377	1085	1464	300	753	0	0	600	0	0
Stage 1	766	766	-	695	695	-	-	-	-	-	-	-
Stage 2	395	706	-	390	769	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.5	6.9	8.84	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4	3.3	4.17	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	143	128	626	106	130	702	866	-	-	987	-	-
Stage 1	348	415	-	277	447	-	-	-	-	-	-	-
Stage 2	586	442	-	459	413	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	135	119	626	97	121	702	866	-	-	987	-	-
Mov Cap-2 Maneuver	242	241	-	184	231	-	-	-	-	-	-	-
Stage 1	327	412	-	260	420	-	-	-	-	-	-	-
Stage 2	546	415	-	441	410	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	15.5		16.6		0.8		0.1					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	866	-	-	378	318	987	-	-				
HCM Lane V/C Ratio	0.062	-	-	0.089	0.026	0.008	-	-				
HCM Control Delay (s)	9.4	-	-	15.5	16.6	8.7	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.1	0	-	-				

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	56	1	40	1	3	1	30	478	1	21	581	86
Future Vol, veh/h	56	1	40	1	3	1	30	478	1	21	581	86
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	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	33	0	3	3	0	0	3	6
Mvmt Flow	62	1	44	1	3	1	33	525	1	23	638	95

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1062	1324	367	958	1371	263	733	0	0	526	0	0
Stage 1	732	732	-	592	592	-	-	-	-	-	-	-
Stage 2	330	592	-	366	779	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.94	7.5	7.16	6.9	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.32	3.5	4.33	3.3	2.23	-	-	2.2	-	-
Pot Cap-1 Maneuver	180	157	630	215	111	742	861	-	-	1051	-	-
Stage 1	383	430	-	465	422	-	-	-	-	-	-	-
Stage 2	663	497	-	631	338	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	170	148	630	190	104	742	861	-	-	1051	-	-
Mov Cap-2 Maneuver	280	267	-	309	203	-	-	-	-	-	-	-
Stage 1	368	421	-	447	406	-	-	-	-	-	-	-
Stage 2	631	478	-	573	331	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19	19.3	0.6	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	861	-	-	363	258	1051	-
HCM Lane V/C Ratio	0.038	-	-	0.294	0.021	0.022	-
HCM Control Delay (s)	9.3	-	-	19	19.3	8.5	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0.1	0.1	-

HCM 6th Signalized Intersection Summary

4: Powell Rd & CR 44A

Wildwood - Atlantic Housing
Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	60	156	249	66	193	52	406	109	92	437	22
Future Volume (veh/h)	48	60	156	249	66	193	52	406	109	92	437	22
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	1870	1900	1900	1885	1870	1885	1870	1856	1900	1870	1856	1752
Adj Flow Rate, veh/h	54	67	118	280	74	165	58	456	85	103	491	23
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	1	2	1	2	3	0	2	3	10
Cap, veh/h	696	1899	847	823	2073	932	150	555	253	181	621	29
Arrive On Green	0.03	0.53	0.53	0.09	0.58	0.58	0.04	0.16	0.16	0.06	0.18	0.18
Sat Flow, veh/h	1781	3610	1610	1795	3554	1598	1781	3526	1610	1781	3429	160
Grp Volume(v), veh/h	54	67	118	280	74	165	58	456	85	103	252	262
Grp Sat Flow(s),veh/h/ln	1781	1805	1610	1795	1777	1598	1781	1763	1610	1781	1763	1827
Q Serve(g_s), s	2.2	1.4	6.0	11.1	1.4	7.7	4.3	20.0	7.5	7.7	21.8	21.9
Cycle Q Clear(g_c), s	2.2	1.4	6.0	11.1	1.4	7.7	4.3	20.0	7.5	7.7	21.8	21.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	696	1899	847	823	2073	932	150	555	253	181	319	331
V/C Ratio(X)	0.08	0.04	0.14	0.34	0.04	0.18	0.39	0.82	0.34	0.57	0.79	0.79
Avail Cap(c_a), veh/h	904	1899	847	930	2073	932	342	952	435	331	476	493
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	16.4	18.3	19.4	13.4	14.2	15.5	54.7	65.2	60.0	53.3	62.6	62.6
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.2	0.0	0.4	1.6	3.1	0.8	2.8	5.2	5.2
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(95%),veh/ln	1.7	1.1	4.3	8.1	1.1	5.3	3.6	14.2	5.6	6.5	15.5	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	18.3	19.7	13.7	14.2	15.9	56.4	68.3	60.7	56.1	67.8	67.8
LnGrp LOS	B	B	B	B	B	B	E	E	E	E	E	E
Approach Vol, veh/h		239			519			599			617	
Approach Delay, s/veh		18.6			14.5			66.1			65.8	
Approach LOS		B			B			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.5	91.0	12.7	35.8	11.3	100.1	16.6	32.0				
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8				
Max Green Setting (Gmax), s	* 23	* 43	* 23	* 43	* 23	* 43	* 23	* 43				
Max Q Clear Time (g_c+I1), s	13.1	8.0	6.3	23.9	4.2	9.7	9.7	22.0				
Green Ext Time (p_c), s	0.6	0.8	0.1	2.8	0.1	1.0	0.2	3.2				

Intersection Summary

HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D

Notes

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

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	36	507	21	0	686
Future Vol, veh/h	0	36	507	21	0	686
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, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	0	39	545	23	0	738
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	284	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	719	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	719	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.3	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	719		-		
HCM Lane V/C Ratio	-	0.054		-		
HCM Control Delay (s)	-	10.3		-		
HCM Lane LOS	-	B		-		
HCM 95th %tile Q(veh)	-	0.2		-		

HCM 6th Signalized Intersection Summary

1: Powell Rd & CR 466A/Cleveland Av/CR 466A

Wildwood - Atlantic Housing
Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	484	96	324	457	285	260	354	590	163	180	64
Future Volume (veh/h)	74	484	96	324	457	285	260	354	590	163	180	64
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	1796	1885	1870	1900	1870	1885	1900	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	78	509	96	341	481	232	274	373	394	172	189	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	1	2	0	2	1	0	3	0	0	4	2
Cap, veh/h	423	1315	247	883	1567	704	382	495	430	246	279	90
Arrive On Green	0.07	0.44	0.44	0.07	0.44	0.44	0.13	0.27	0.27	0.07	0.21	0.21
Sat Flow, veh/h	1711	3009	565	3510	3554	1598	1810	1856	1610	1810	1333	430
Grp Volume(v), veh/h	78	302	303	341	481	232	274	373	394	172	0	250
Grp Sat Flow(s),veh/h/ln	1711	1791	1783	1755	1777	1598	1810	1856	1610	1810	0	1763
Q Serve(g_s), s	3.2	15.4	15.6	7.1	11.8	12.8	15.5	24.9	32.1	10.0	0.0	17.6
Cycle Q Clear(g_c), s	3.2	15.4	15.6	7.1	11.8	12.8	15.5	24.9	32.1	10.0	0.0	17.6
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	423	783	779	883	1567	704	382	495	430	246	0	369
V/C Ratio(X)	0.18	0.39	0.39	0.39	0.31	0.33	0.72	0.75	0.92	0.70	0.00	0.68
Avail Cap(c_a), veh/h	481	783	779	883	1567	704	425	550	477	246	0	522
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	0.00	1.00
Uniform Delay (d), s/veh	17.7	25.7	25.8	19.0	24.4	24.7	34.9	45.4	48.0	40.0	0.0	49.2
Incr Delay (d2), s/veh	0.2	1.4	1.5	0.3	0.5	1.2	5.1	5.3	21.4	8.5	0.0	2.2
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(95%),veh/ln	2.3	11.1	11.2	5.1	8.6	8.8	11.8	17.8	21.7	8.8	0.0	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	27.2	27.2	19.3	24.9	25.9	40.0	50.7	69.5	48.5	0.0	51.4
LnGrp LOS	B	C	C	B	C	C	D	D	E	D	A	D
Approach Vol, veh/h		683			1054			1041			422	
Approach Delay, s/veh		26.2			23.3			55.0			50.2	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	64.0	22.8	33.2	14.5	64.5	15.0	41.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	40.0	21.0	40.0	14.0	40.0	10.0	40.0				
Max Q Clear Time (g_c+I1), s	9.1	17.6	17.5	19.6	5.2	14.8	12.0	34.1				
Green Ext Time (p_c), s	0.1	3.6	0.3	1.3	0.1	3.8	0.0	1.9				
Intersection Summary												
HCM 6th Ctrl Delay			37.8									
HCM 6th LOS			D									

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↱	↕↱		↱	↕↱	
Traffic Vol, veh/h	11	0	9	23	0	8	44	824	7	6	539	16
Future Vol, veh/h	11	0	9	23	0	8	44	824	7	6	539	16
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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	12	0	9	24	0	8	46	867	7	6	567	17
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1114	1554	292	1259	1559	437	584	0	0	874	0	0
Stage 1	588	588	-	963	963	-	-	-	-	-	-	-
Stage 2	526	966	-	296	596	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	165	114	710	129	113	573	1001	-	-	781	-	-
Stage 1	467	499	-	278	337	-	-	-	-	-	-	-
Stage 2	508	336	-	694	495	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	156	108	710	122	107	573	1001	-	-	781	-	-
Mov Cap-2 Maneuver	280	222	-	213	217	-	-	-	-	-	-	-
Stage 1	446	495	-	265	321	-	-	-	-	-	-	-
Stage 2	478	321	-	679	491	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.9		21.3		0.4		0.1					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1001	-	-	385	254	781	-	-				
HCM Lane V/C Ratio	0.046	-	-	0.055	0.128	0.008	-	-				
HCM Control Delay (s)	8.8	-	-	14.9	21.3	9.6	-	-				
HCM Lane LOS	A	-	-	B	C	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.4	0	-	-				

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↕↵		↵	↕↵	
Traffic Vol, veh/h	78	0	28	1	1	1	25	807	3	44	534	44
Future Vol, veh/h	78	0	28	1	1	1	25	807	3	44	534	44
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	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	0	4	0	0	0	0	2	0	0	1	7
Mvmt Flow	85	0	30	1	1	1	27	877	3	48	580	48
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1193	1634	314	1319	1657	440	628	0	0	880	0	0
Stage 1	700	700	-	933	933	-	-	-	-	-	-	-
Stage 2	493	934	-	386	724	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.5	6.98	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4	3.34	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	144	102	676	117	99	570	964	-	-	777	-	-
Stage 1	398	444	-	290	348	-	-	-	-	-	-	-
Stage 2	529	347	-	614	433	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	133	93	676	104	90	570	964	-	-	777	-	-
Mov Cap-2 Maneuver	253	196	-	209	204	-	-	-	-	-	-	-
Stage 1	387	416	-	282	338	-	-	-	-	-	-	-
Stage 2	512	337	-	550	406	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	24		18.9		0.3		0.7					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	964	-	-	303	262	777	-	-				
HCM Lane V/C Ratio	0.028	-	-	0.38	0.012	0.062	-	-				
HCM Control Delay (s)	8.8	-	-	24	18.9	9.9	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	1.7	0	0.2	-	-				

HCM 6th Signalized Intersection Summary

4: Powell Rd & CR 44A

Wildwood - Atlantic Housing
Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	90	123	111	92	195	61	580	281	124	447	34
Future Volume (veh/h)	43	90	123	111	92	195	61	580	281	124	447	34
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	1870	1900	1900	1900	1870	1870	1870	1885	1900	1900	1885	1856
Adj Flow Rate, veh/h	46	96	82	118	98	147	65	617	210	132	476	34
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, %	2	0	0	0	2	2	2	1	0	0	1	3
Cap, veh/h	672	1842	822	735	1876	837	213	732	329	199	799	57
Arrive On Green	0.03	0.51	0.51	0.04	0.53	0.53	0.04	0.20	0.20	0.07	0.24	0.24
Sat Flow, veh/h	1781	3610	1610	1810	3554	1585	1781	3582	1610	1810	3391	242
Grp Volume(v), veh/h	46	96	82	118	98	147	65	617	210	132	251	259
Grp Sat Flow(s),veh/h/ln	1781	1805	1610	1810	1777	1585	1781	1791	1610	1810	1791	1842
Q Serve(g_s), s	2.0	2.1	4.2	5.0	2.1	7.7	4.6	26.5	19.1	9.1	19.9	20.0
Cycle Q Clear(g_c), s	2.0	2.1	4.2	5.0	2.1	7.7	4.6	26.5	19.1	9.1	19.9	20.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	672	1842	822	735	1876	837	213	732	329	199	422	434
V/C Ratio(X)	0.07	0.05	0.10	0.16	0.05	0.18	0.30	0.84	0.64	0.66	0.59	0.60
Avail Cap(c_a), veh/h	882	1842	822	916	1876	837	401	967	435	333	484	497
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	17.6	19.7	20.2	17.0	18.3	19.7	48.2	61.2	58.3	48.0	54.4	54.4
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.1	0.1	0.5	0.8	5.3	2.1	3.8	1.5	1.5
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(95%),veh/ln	1.5	1.7	3.0	3.8	1.6	5.4	3.8	18.4	12.6	7.8	14.2	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	19.8	20.5	17.1	18.4	20.1	49.0	66.5	60.3	51.7	55.9	55.9
LnGrp LOS	B	B	C	B	B	C	D	E	E	D	E	E
Approach Vol, veh/h		224			363			892			642	
Approach Delay, s/veh		19.6			18.7			63.8			55.1	
Approach LOS		B			B			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	88.4	13.1	44.5	11.2	91.2	18.1	39.5				
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8				
Max Green Setting (Gmax), s	* 23	* 43	* 23	* 43	* 23	* 43	* 23	* 43				
Max Q Clear Time (g_c+I1), s	7.0	6.2	6.6	22.0	4.0	9.7	11.1	28.5				
Green Ext Time (p_c), s	0.2	0.8	0.1	2.9	0.1	1.1	0.2	4.2				

Intersection Summary

HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D

Notes

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

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	22	861	33	0	596
Future Vol, veh/h	0	22	861	33	0	596
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	4	2	3	0	2
Mvmt Flow	0	23	916	35	0	634
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	476	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.98	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.34	-	-	-	-
Pot Cap-1 Maneuver	0	530	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	530	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.1	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	530		-		
HCM Lane V/C Ratio	-	0.044		-		
HCM Control Delay (s)	-	12.1		-		
HCM Lane LOS	-	B		-		
HCM 95th %tile Q(veh)	-	0.1		-		

APPENDIX D

Committed Development

Vested Traffic - Summary															
Roadway	Peak Hour	Parkview at Brownwood		Highfield at Twisted Oaks		Powell Plaza		NE 81st Blvd Subdivision		Solamar at Wildwood (fka Wildwood Residential)		Townhomes at Powell		Total Vested	
		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
CR 139/Powell Rd															
CR 44A to CR 466A	AM	56	31	5	15	57	30	1	2	5	15	29	19	154	112
	PM	44	55	18	10	44	59	3	1	20	12	30	20	158	157

Sources:

Parkview at Brownwood TIA, TMC, 1/18/2021

Highfield at Twisted Oaks TIA. TMC, 1/6/2022

Powell Plaza, TEM, 10/2020

NE 81st Blvd Subdivision, MPH, 8/19/2021

Solamar at Wildwood (fka Wildwood Residential) Methodology, TMC, 2/15/2021

Townhomes at Powell Supplemental Traffic Analysis, VHB, 10/3/223

PARKVIEW AT BROWNWOOD

Project № 20034.2, v2.2
January 2021

**TRAFFIC IMPACT ANALYSIS
SUMTER COUNTY
FLORIDA**

Prepared by:



Traffic & Mobility Consultants

3101 Maguire Boulevard, Suite 265
Orlando, Florida 32803
www.trafficmobility.com
(407) 531-5332

Prepared for:

Blount Standard LLC
609 E Pine Street
Orlando, Florida 32801

EXECUTIVE SUMMARY

Project Information

Name: Parkview at Brownwood

Location: West of the intersection of CR 44A and Powell Road, on the north side of CR 44A

Jurisdiction: City of Wildwood, Sumter County, Florida

Description: 350 Multi-Family Apartments
185 Unit Assisted Living Facility
76,230 Square Feet of Medical Office
76,230 Square Feet of Commercial Space

Findings

Trip Generation: 8,258 Daily Trips / 376 AM Peak Hour Trips / 658 PM Peak Hour Trip

Roadway Capacity: The roadway segment analysis reveals that the study roadway segments will operate at an acceptable LOS in the existing and buildout scenarios.

Intersection Capacity: The signalized intersections of CR 466A & Powell Road and SR 44 & Powell Road are expected to operate below standard LOS due to background traffic. The project driveways will operate at an overall adequate LOS.

Access Plan: Three (3) access driveways on CR 44A; one (1) full access and two (2) Right-In/Right-Out.

Alternative Transportation Modes: Sidewalks are not available on CR 44A adjacent to the site. Powell Road is equipped with sidewalks. Bicycle lanes are not present on CR 44A, nor Powell Road. No fixed-route bus service in study area but Sumter County Connection offers a door to door service within the City.

Recommendations

Access Improvements: Construct a 155-foot right turn deceleration lane westbound on CR 44A at the main project entrance.

Construct a 215-foot left turn deceleration lane eastbound on CR 44A at the main project entrance.

Add dual left turn lanes in the southbound approach at the intersection of CR 466A and Powell Road and in the eastbound approach at the intersection of SR 44 and Powell Road.

Proportionate Share: The proportionate share of the cost of the intersection improvements at CR 466A & Powell Road is 8.6%. The proportionate share of the cost at SR 44 & Powell Road is 47%.

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

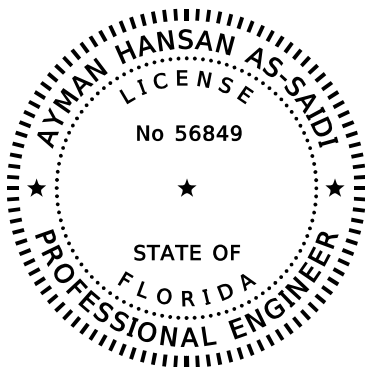
PROJECT: Parkview at Brownwood

LOCATION: City of Wildwood, Sumter County, Florida

CLIENT: Blount Standard LLC

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

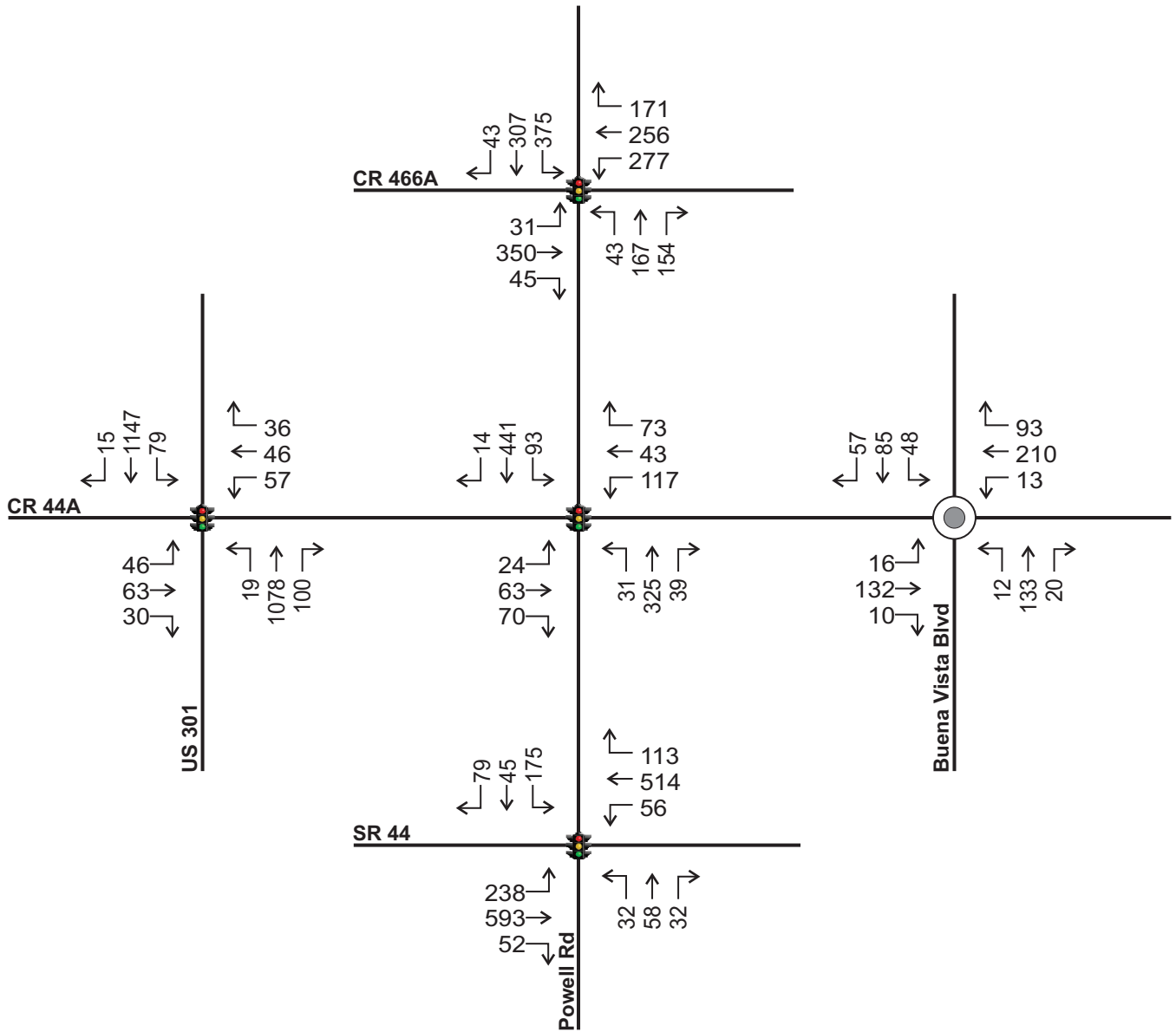
THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

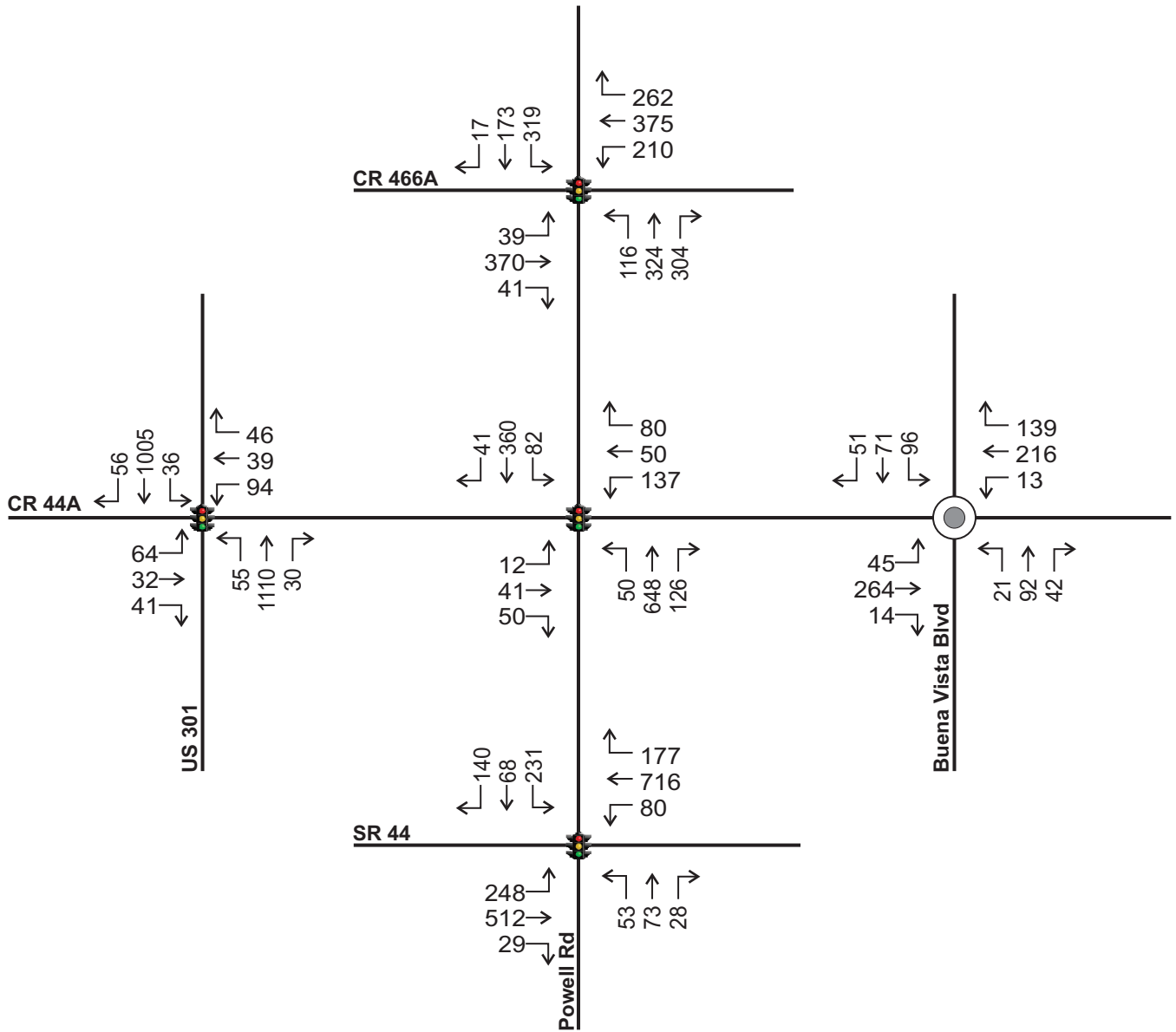


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TRAFFIC & MOBILITY CONSULTANTS LLC
3101 MAGUIRE BOULEVARD, SUITE 265
ORLANDO, FLORIDA 32803
CERTIFICATE OF AUTHORIZATION CA-30024
AYMAN H. AS-SAIDI, P.E. NO 56849





3.0 PROJECT TRAFFIC

3.1 Trip Generation

The trip generation of the proposed development was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*, as summarized in **Table 3**. The ITE information sheets are provided in **Appendix F**.

Table 3
Trip Generation Analysis

ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
221	Multi-Family Apartments	350 DU	5.45	1,906	0.36	126	33	93	0.44	154	94	60
252	Senior Housing Attached	185 DU	3.70	685	0.20	37	13	24	0.26	48	26	22
720	Medical Office	76.23 KSF	37.27	2,841	2.30	175	137	38	3.46	264	74	190
820	Commercial	76.23 KSF	65.58	4,999	0.94	72	45	27	5.831	445	214	231
Total Gross Trip Generation				10,431		410	228	182		911	408	503
Internal Trips (12.44% Daily, 4.88% AM, 20.00% PM)				1,298		20	11	9		182	82	101
Pass-By Retail (20%)				875		14	9	5		71	34	37
Net New External Trips				8,258		376	208	168		658	292	365

Trip Generation analysis based on ITE Trip Generation Manual, 10th Edition.

The ITE equations were used when R² was greater than 0.75 & has 20 or more studies

Internal Capture based on ITE Trip Generation Handbook, 3rd Edition

Pass-By rate based on ITE Trip Generation Handbook, 3rd Edition is 34%; however, per Sumter County guidelines it may not exceed 20%

The proposed development is projected to generate 8,258 net external trips per day, of which 376 trips occur during the AM peak hour and 658 trips occur during the PM peak hour.

3.2 Trip Distribution

A trip distribution pattern was estimated using the *Central Florida Regional Planning Model*, version 6.1 (CFRPM v6.1) based on the *Florida Standard Urban Transportation Model Structure* (FSUTMS). The model distribution was manually adjusted based on local knowledge and engineering judgement to better reflect prevailing travel and traffic flow patterns. The project trip distribution is presented in **Figure 4**. The model output plot is included in **Appendix G**.



A

4.2 Projected Roadway Segment Capacity

Projected roadway conditions were analyzed by comparing the projected traffic volumes on the study segments to their capacities obtained from the 2014/2015 *Sumter County Transportation Management System (TMS) Segment Report*, included in **Appendix I**. The total projected traffic volume is composed of background traffic and project trips.

Table 5 summarizes the roadway segment capacity analysis. The projected traffic analysis reveals that the study roadway segments will continue to operate at an acceptable LOS in the background and projected scenarios.

Table 5
Projected Roadway Segment Capacity Analysis

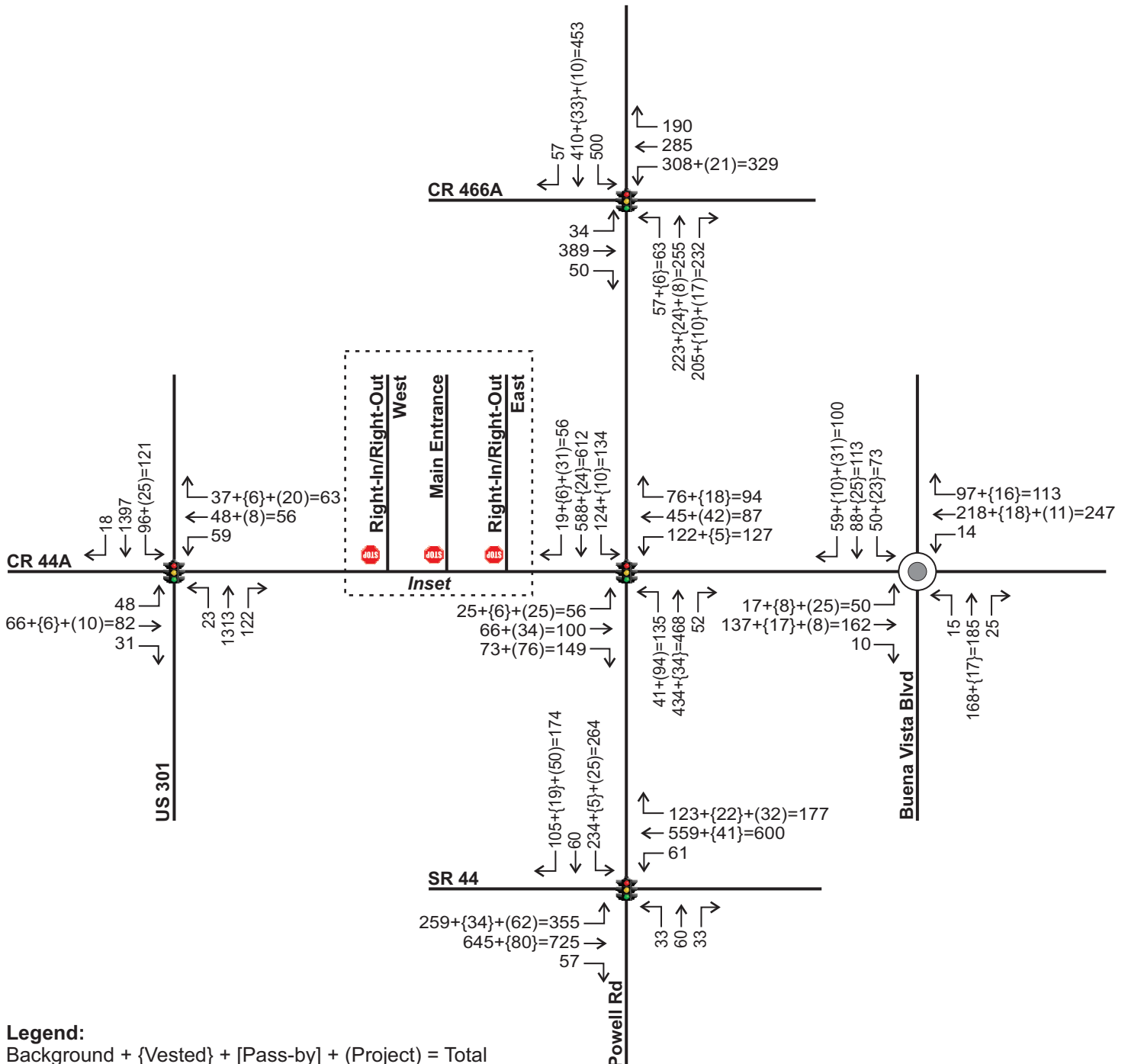
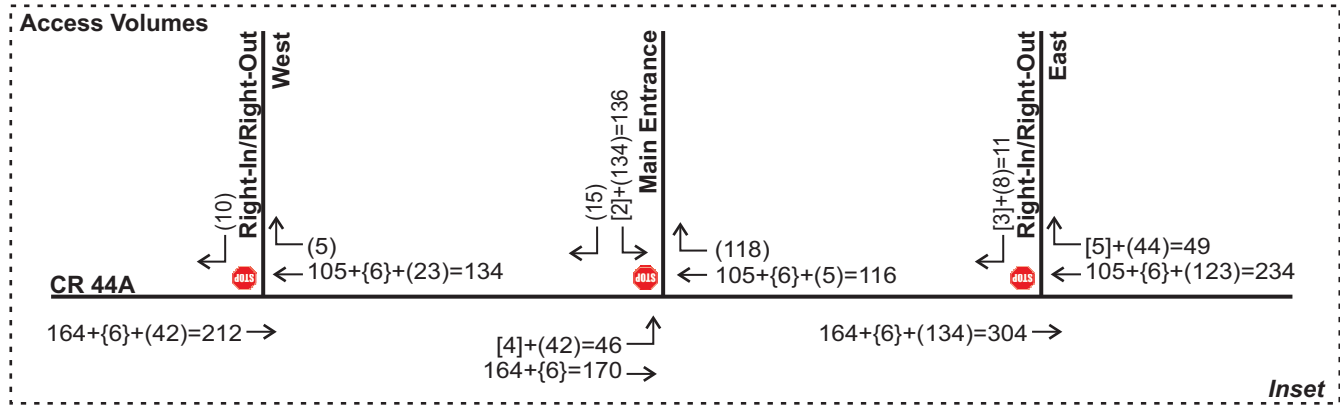
Road Name	#	LOS	LOS	AGR	Background 2024			Project Trips			Total Volume		
	LNS	Std	Cap		NB/EB	SB/WB	LOS	%Dist	NB/EB	SB/WB	NB/EB	SB/WB	LOS
CR 139 / Powell Rd													
SR 44 to CR 44A	2	D	1,467	8.36%	991	783	D	45%	132	164	1,123	947	D
CR 44A to CR 466A	2	D	1,467	8.36%	991	783	D	15%	44	55	1,035	838	D
CR 44A													
US 301 to CR 139	2	D	675	1.00%	71	110	C	80%	27	30	98	140	C
CR 139 to Buena Vista Blvd	4	D	1,467	1.00%	71	110	C	20%	58	74	129	184	C
CR 466A													
CR 462 to Buena Vista Blvd	2	D	1,467	2.80%	1,359	1,429	D	10%	29	37	1,388	1,466	D
SR 44 *													
US 301 to Buena Vista Blvd	4	D	2,000	2.20%	658	968	C	30%	88	109	746	1,077	C

AGR denotes Annual Growth Rate

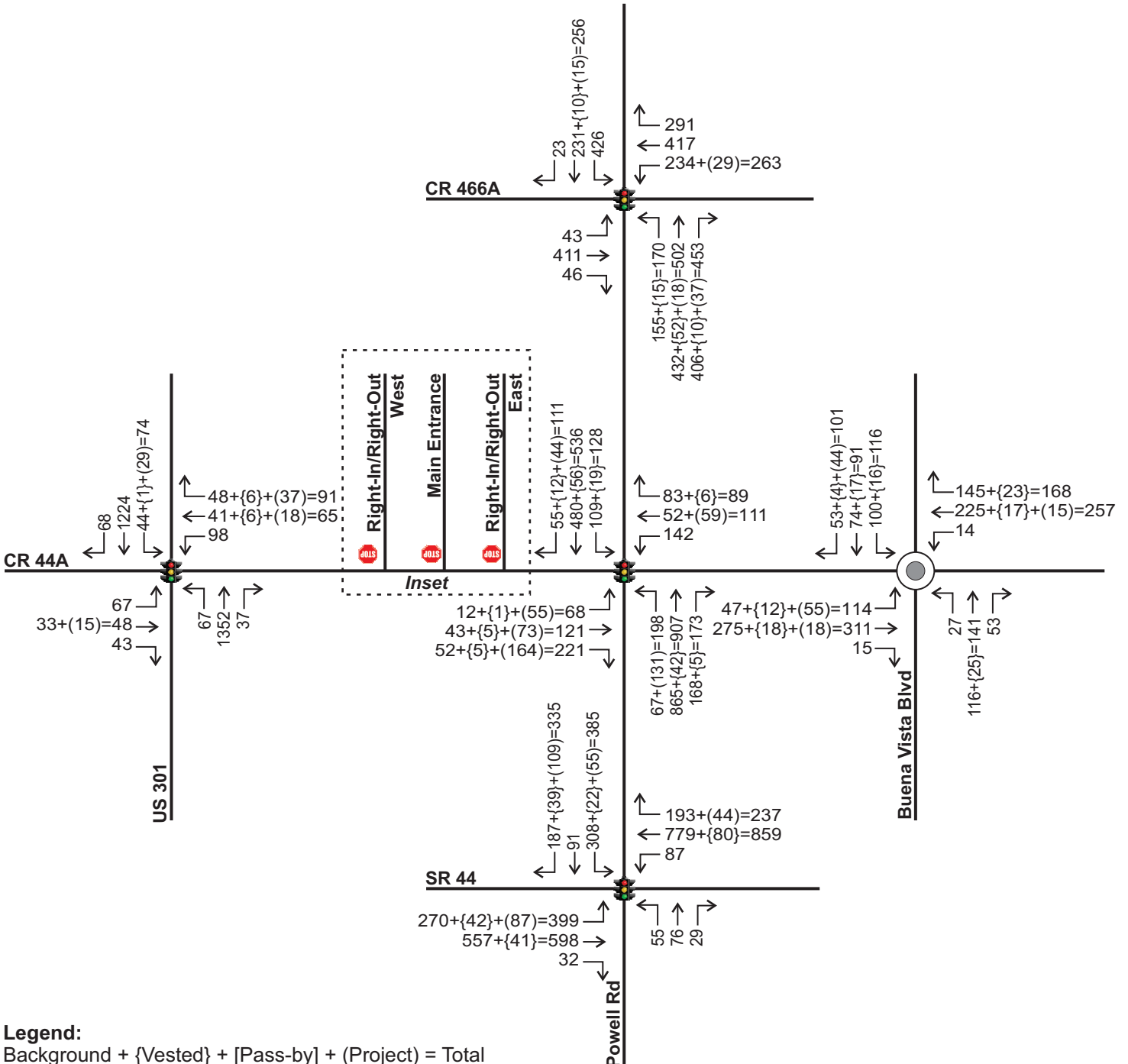
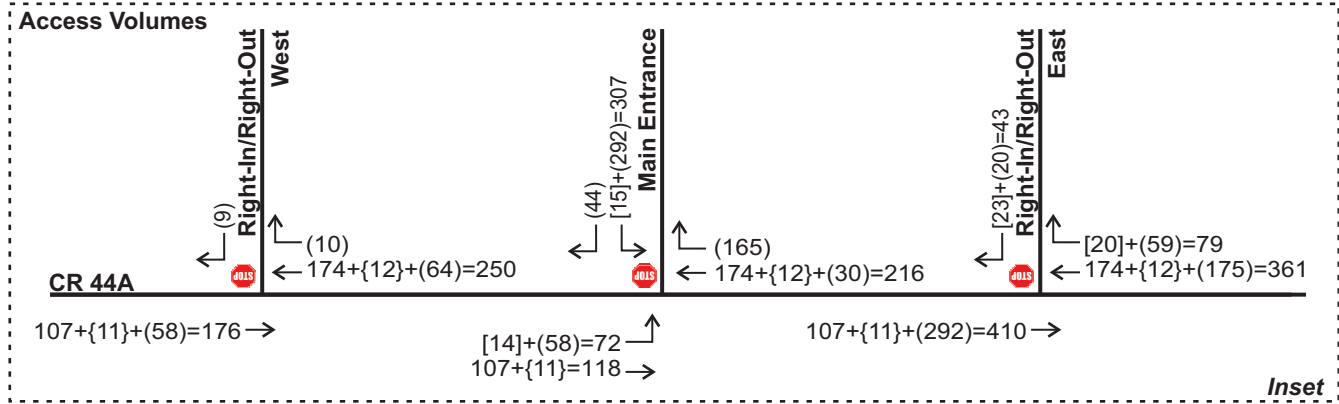
4.3 Intersection Capacity Analysis

The projected volumes for the intersection capacity and operations analysis were calculated by assigning the project trips to the project driveways and adding those volumes to the background volumes at the study intersections. Projected background traffic was estimated using the annual growth rates discussed in the previous section. Traffic volumes for the following projects were also added to the analysis as vested trips: Brownwood Professional Plaza, Wildwood Preserve, Powell Center Development, and Bonita Plaza. Excerpts from the reports used are included in **Appendix J**.

The detailed intersection volume projection calculations are included in **Appendix K**. The projected AM and PM peak hour volumes are illustrated in **Figure 5** and **Figure 6**, respectively.



Legend:
 Background + {Vested} + [Pass-by] + (Project) = Total



Legend:

Background + {Vested} + [Pass-by] + (Project) = Total



Projected PM Peak Intersection Volumes

Parkview at Brownwood
20034.2, v2.2

Figure

6

HIGHFIELD AT TWISTED OAKS

Project № 21184.1
January 2022

**TRAFFIC IMPACT ANALYSIS
SUMTER COUNTY
FLORIDA**

Prepared by:



Traffic & Mobility Consultants

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(407) 531-5332

Prepared for:

Kolter Land Partners
14025 Riveredge Drive, Suite 175
Tampa, Florida 33637

EXECUTIVE SUMMARY

Project Information

Name: Highfield at Twisted Oaks

Location: East of CR 209, west of US Highway 301, and north of CR 462

Jurisdiction: Sumter County

Description: 300 single-family dwelling units

Findings

Trip Generation: 2,772 daily trips / 201 AM peak hour trips / 279 PM peak hour trips

Access Plan: One (1) full access driveway on CR 462
One (1) full access driveway on CR 209

Roadway Capacity: The study roadway segments currently operate within the and are projected to continue to do so at the project buildout.

Intersection Capacity: The following signalized intersections are projected to operate below the adopted overall LOS at the project buildout:

US 301 and CR 472/ CR 216
CR 466A and Buena Vista Boulevard

The remaining study intersections currently operate at an adequate overall LOS and are projected to continue to do so at the project buildout.

Turn Lanes: An auxiliary right turn lane is warranted on CR 462 at Access Driveway.

incorrectly
identified on page
8.

Recommended Improvements:

Auxiliary Turn Lanes: CR 462 should be improved with a 405-foot westbound right turn lane at Access Driveway (including a 50-foot taper).

Off-site Improvements: Re-time the traffic signal controller for the following intersections:

US 301 and CR 472/ CR 216
CR 466A and Buena Vista Boulevard

PROFESSIONAL ENGINEERING CERTIFICATION

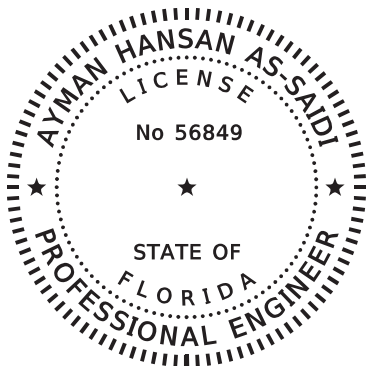
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Highfield at Twisted Oaks Pointe

LOCATION: Sumter County, Florida

CLIENT: Kolter Land Partners

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

AYMAN H AS-SAIDI

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CERTIFICATE OF AUTHORIZATION CA-30024
AYMAN H. AS-SAIDI, P.E. NO. 56849

reference the methodology email

3.0 PROJECT TRAFFIC

3.1 Trip Generation

A trip generation analysis was performed for the proposed development using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. The resulting trip generation analysis is summarized in **Table 4**. ITE information sheets are provided in **Appendix G**.

Table 4
Trip Generation Analysis

ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single Family Residential (Detached)	300 DU	9.24	2,772	0.67	201	52	149	0.93	279	176	103

Source: Trip generation analysis is based on ITE Trip Generation Manual, 11th Edition

ITE regression equations are used as R-squared values are greater than 0.75 and number of studies ≥20

The proposed development is projected to generate 2,772 daily external trips, of which 201 trips occur during the AM peak hour and 279 trips occur during the PM peak hour.

3.2 Trip Distribution

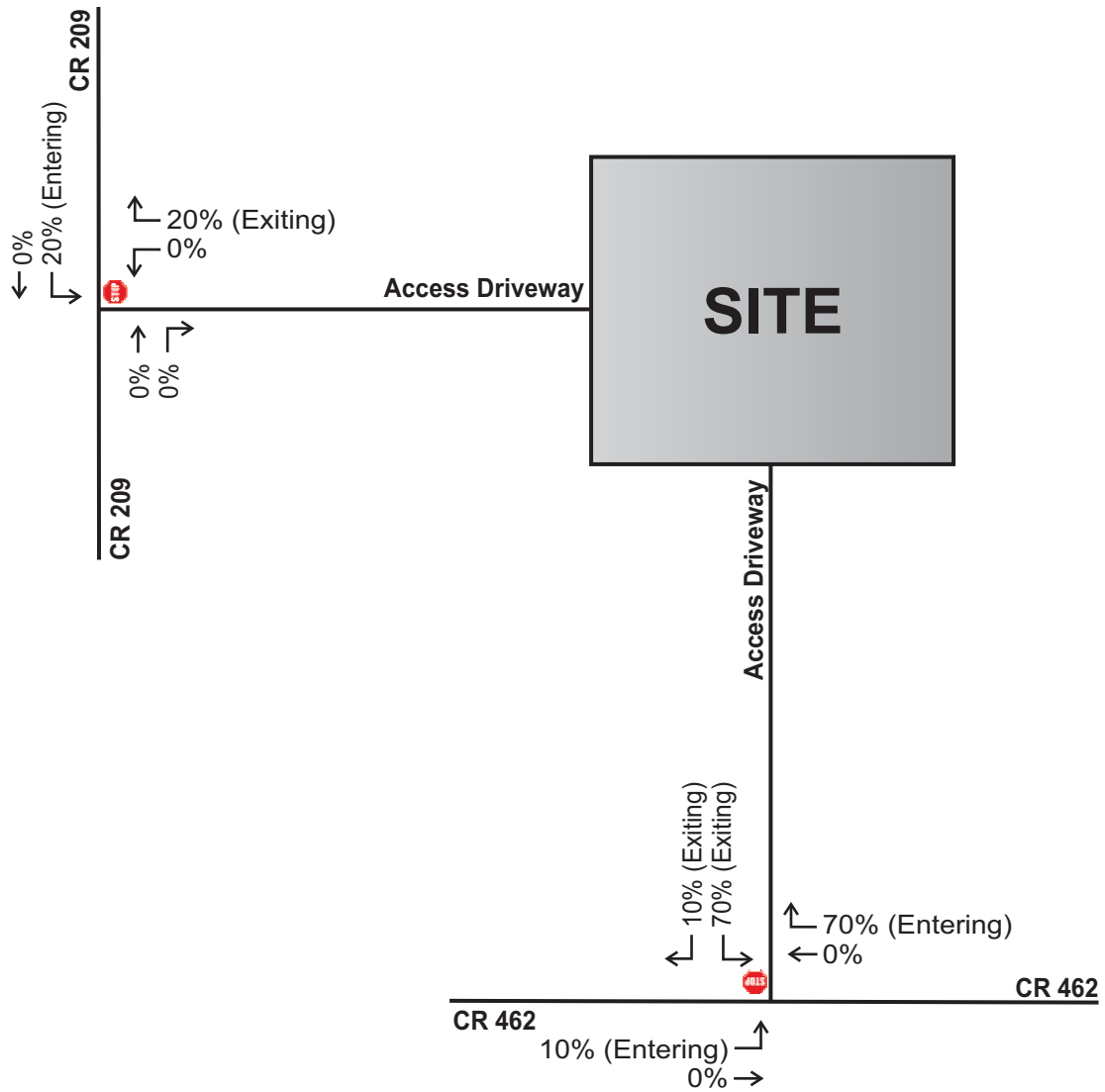
A trip distribution pattern previously estimated using the recently adopted *Central Florida Regional Planning Model (CFRPM) Version 7.0* for the adjacent mixed-use development of Twisted Oaks Pointe was manually adjusted. The model distribution was refined based on local knowledge, professional engineering judgement, and the location of the development with respect to surrounding attractions and activity centers to reflect prevailing travel patterns in the vicinity of the site and the surrounding transportation network. The proposed trip distribution is shown in **Figure 4**, and the raw model plots are included in **Appendix H**.

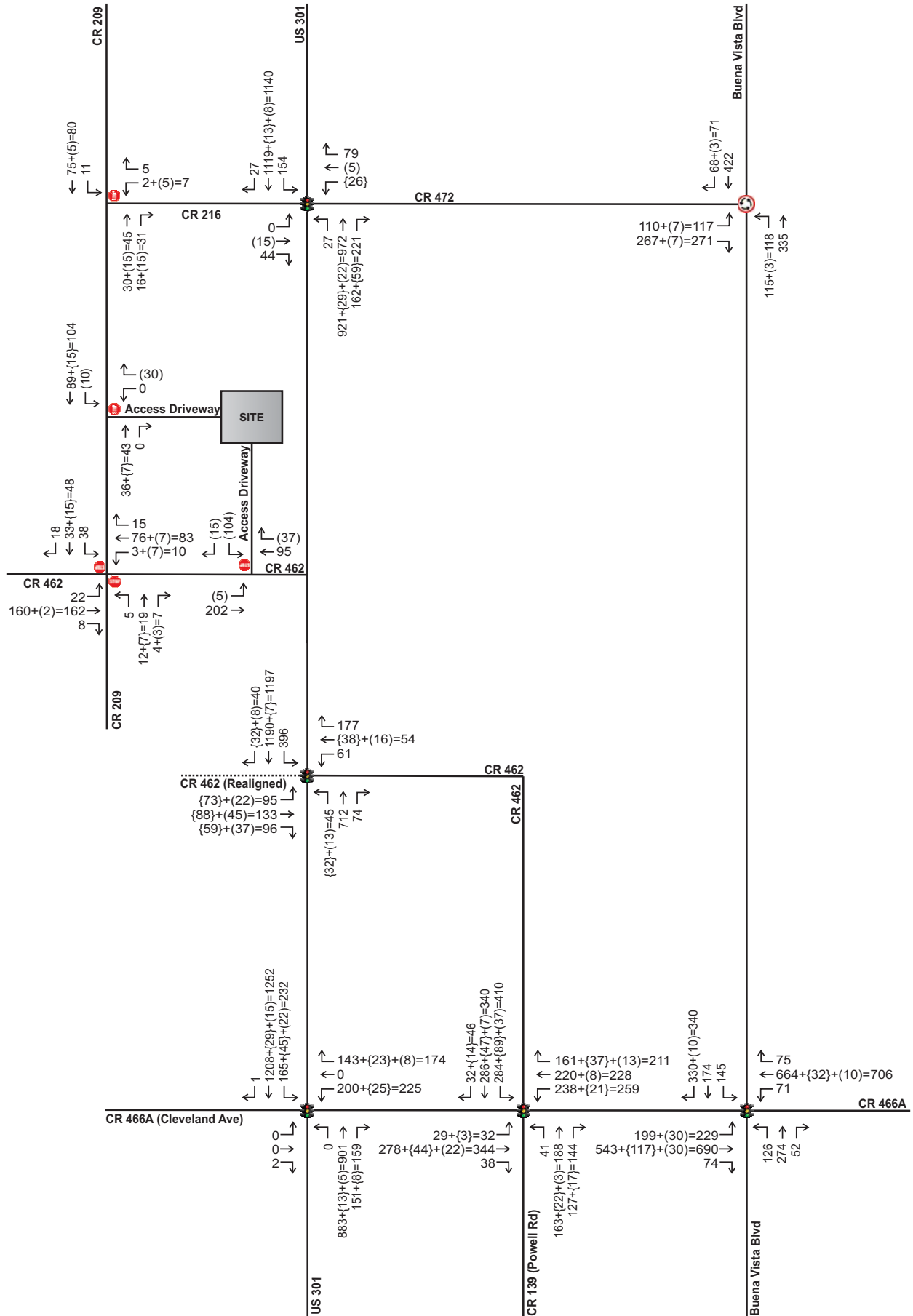
Table 6
Projected Roadway Segment Capacity Analysis- PM Peak Hour

Roadway Segment	# of	LOS	PH Dir	AGR	Dir	Vested	2024 Backg'd			Project		Projected Conditions		
	Lns	Std	Cap	%		Trips	Vol	LOS	V/C	Dist	Trips	Vol	LOS	V/C
CR 462														
CR 209 to US 301/ SR 35	2	D	1,190	1.00%	NB/EB SB/WB	0 0	108 257	C C	0.09 0.22	70%	72 72	180 329	C C	0.15 0.28
US 301/ SR 35 to CR 131	2	F	1640	1.21%	NB/EB SB/WB	157 175	573 841	B C	0.35 0.51	30%	31 31	604 872	C C	0.37 0.53
CR 131 to CR 121	2	F	1640	1.21%	NB/EB SB/WB	97 126	513 792	B C	0.31 0.48	30%	31 31	544 823	B C	0.33 0.50
CR 121 to CR 134	2	F	1640	1.00%	NB/EB SB/WB	124 141	793 655	C C	0.48 0.40	30%	31 31	824 686	C C	0.50 0.42
CR 134 to CR 466A	2	F	1640	1.00%	NB/EB SB/WB	344 456	1,013 970	D D	0.62 0.59	30%	31 31	1,044 1,001	D D	0.64 0.61
CR 466A														
US 301/SR 35 to CR 462/CR 139	2	D	825	1.00%	NB/EB SB/WB	227 238	725 753	D D	0.88 0.91	15%	15 15	740 768	D D	0.90 0.93
CR 462/CR 139 to CR 133 (NE 57th Dr)	4	D	1900	1.00%	NB/EB SB/WB	296 347	1,410 1,521	C C	0.74 0.80	40%	41 41	1,451 1,562	C C	0.76 0.82
CR 133 (NE 57th Dr) to Buena Vista Blvd	4	D	1900	1.19%	NB/EB SB/WB	198 236	1,478 1,582	C C	0.78 0.83	40%	41 41	1,519 1,623	C C	0.80 0.85
CR 472														
US 301/SR 35 to CR 117	2	D	713	1.00%	NB/EB SB/WB	188 112	475 320	D C	0.67 0.45	10%	10 10	485 330	D C	0.68 0.46
CR 117 to Lynn Haven Ln	2	D	713	1.00%	NB/EB SB/WB	65 83	346 470	C D	0.49 0.66	10%	10 10	356 480	D D	0.50 0.67
Lynn Haven Ln to Buena Vista Blvd	2	D	675	1.00%	NB/EB SB/WB	65 83	407 361	D D	0.60 0.53	10%	10 10	417 371	D D	0.62 0.55
CR 209														
CR 462 E to CR 216	2	D	616	1.00%	NB/EB SB/WB	21 16	99 69	C C	0.16 0.11	20%	21 21	120 90	C C	0.19 0.15
CR 216														
CR 209 to US 301/SR 35	2	D	675	1.00%	NB/EB SB/WB	0 0	5 29	C C	0.01 0.04	10%	10 10	15 39	C C	0.02 0.06

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

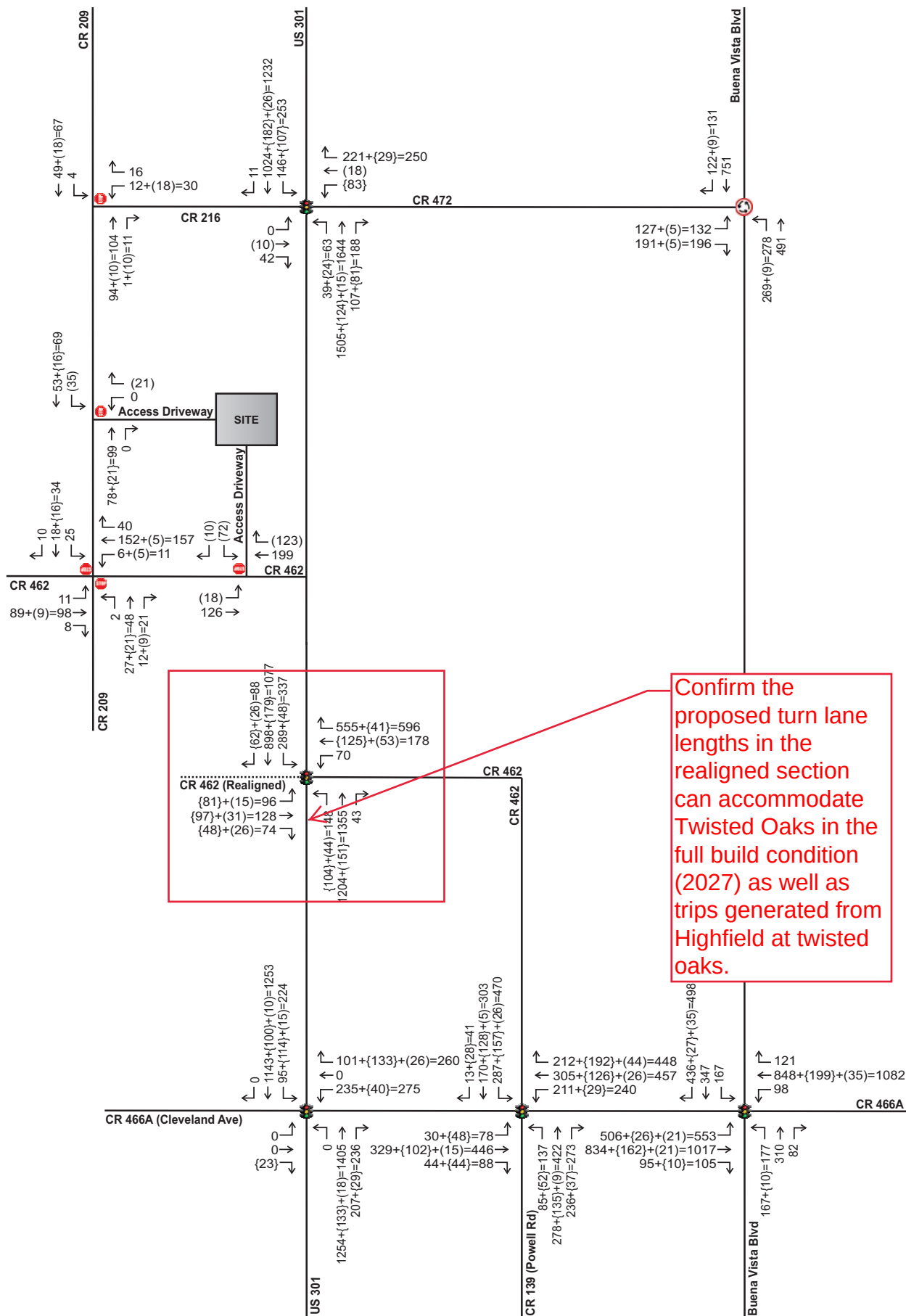
The capacity analysis reveals that all the study roadway segments are projected to continue to operate within their adopted capacities at the project buildout.





Background + {Committed} + {Project} = Total





Background+{Committed}+(Project)=Total



6.0 STUDY CONCLUSIONS

The TIA was conducted to assess the impact of the proposed residential development of Highfield at Twisted Oaks. The proposed development is located east of CR 209, west of US Highway 301, and north of CR 462 in Sumter County, Florida. The project consists of 300 single-family dwelling units with an anticipated full buildout year of 2024.

The analysis evaluated the proposed development's impact on roadway segments and intersections within the project's influence area and included a preliminary access review. The results of the analysis as documented herein are summarized below:

- The proposed development is projected to generate 2,772 daily trips, of which 201 trips occur during the AM peak hour and 279 trips occur during the PM peak hour.
- The roadway segment capacity analysis indicates that the study segments currently operate within the adopted LOS and are projected to continue to do so at the project buildout.
- The intersection capacity analysis shows that the following signalized intersections are projected to operate below the adopted overall LOS at the project buildout:
 - US 301 and CR 472/ CR 216
 - CR 466A and Buena Vista Boulevard
- The remaining study intersections currently see previous comments adopted overall LOS and are projected to do so at the project buildout.
- The site access driveways are projected to operate at an adequate LOS at the project buildout.
- To mitigate the impact of the proposed development on the study intersections, re-time the traffic signal controller for the following intersections:
 - US 301 and CR 472/ CR 216
 - CR 466A and Buena Vista Boulevard

- CR 462 should be improved with a 405-foot westbound right turn lane at Access Driveway (including a 50-foot taper).

Traffic Impact Analysis

for

Powell Plaza

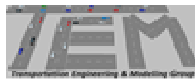
Parcel ID# G04-050

Prepared for:

Germana Engineering and Associates, LLC
Clermont, FL 34711

By

Transportation Engineering & Modeling (TEM) Group
Orlando, FL-32828



Submitted: Sept 2020

Revised: Oct 2020

PROFESSIONAL ENGINEER ENDORSEMENT

I hereby certify that I am a registered professional engineer in the State of Florida practicing with TEM Group, LLC, a corporation, authorized to operate as an engineering business, Certification of Authorization No. L19000129327, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and I have prepared or approved the methodology, analysis, conclusions and recommendations hereby reported for:

Project: Powell Plaza
Location: City of Wildwood, Sumter County, Florida
Client: AH Capstone, LLC

I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering, as applied through professional engineering judgment and practical experience.

Name: Hatem A. Abou-Senna
P.E. Number: 64658
Date: October 28th, 2020

Signature: _____



Dr. Hatem Abou-Senna, P.E.
Oct 28th, 2020
P.E. License No. 64658

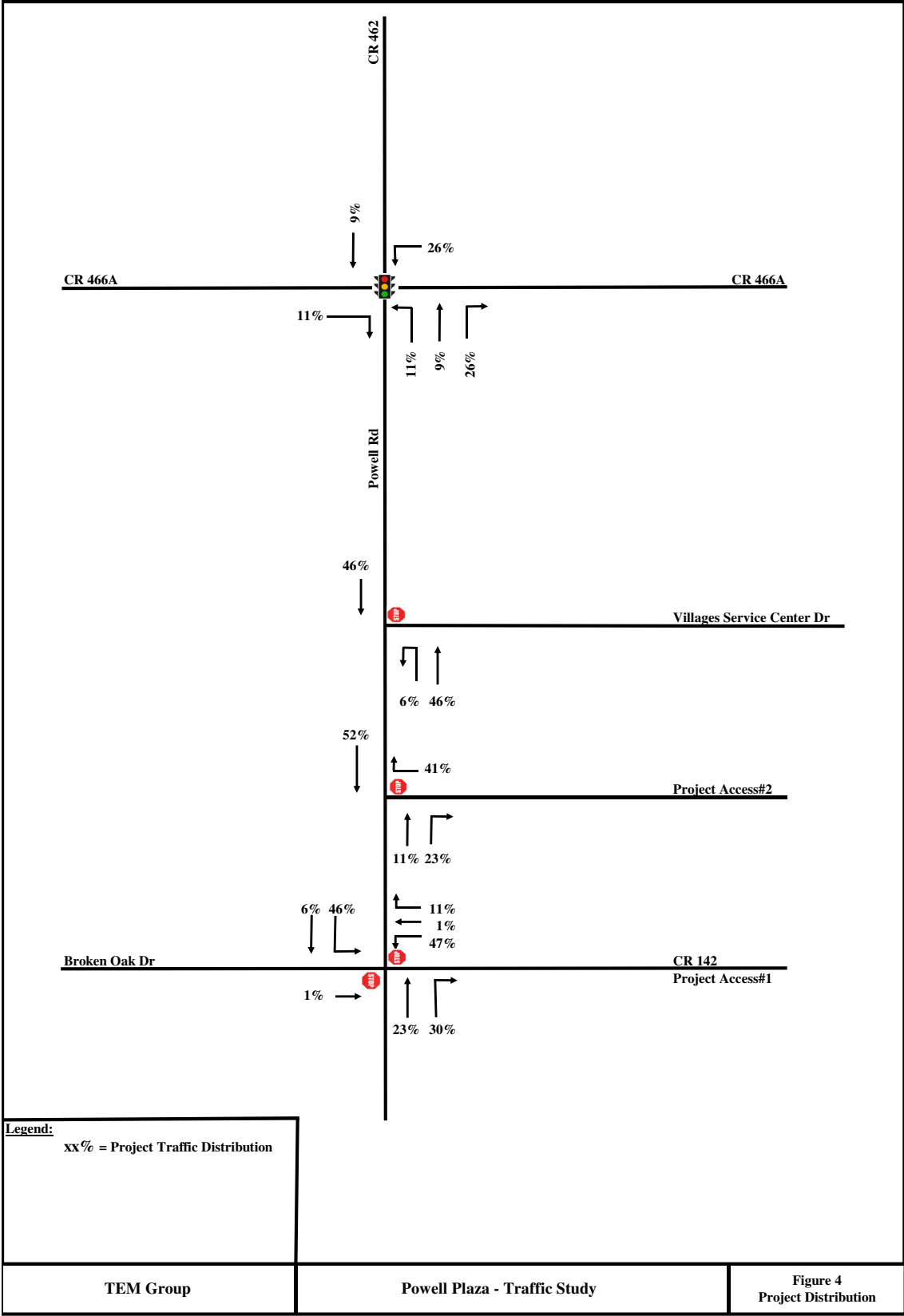


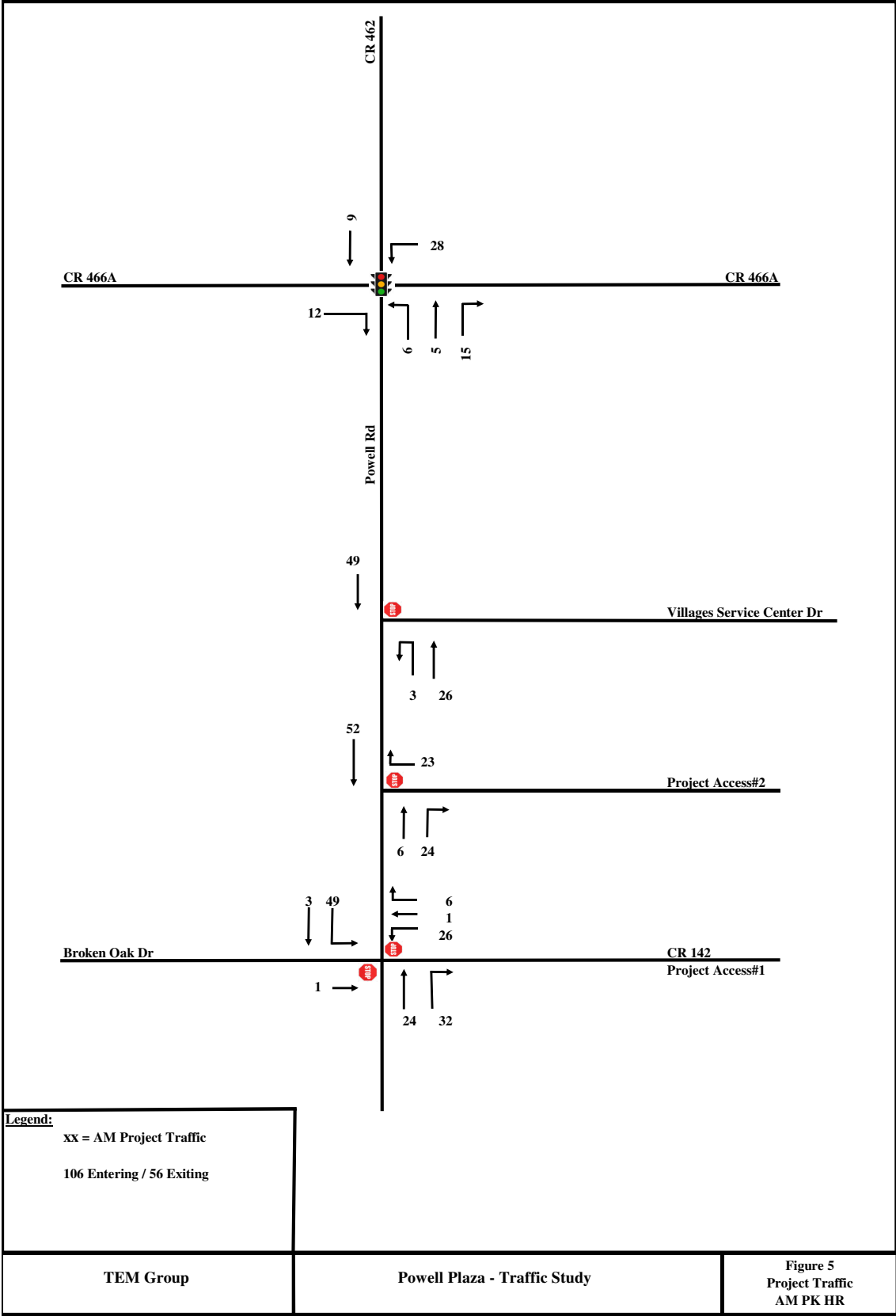
Figure 1: Project Location Map

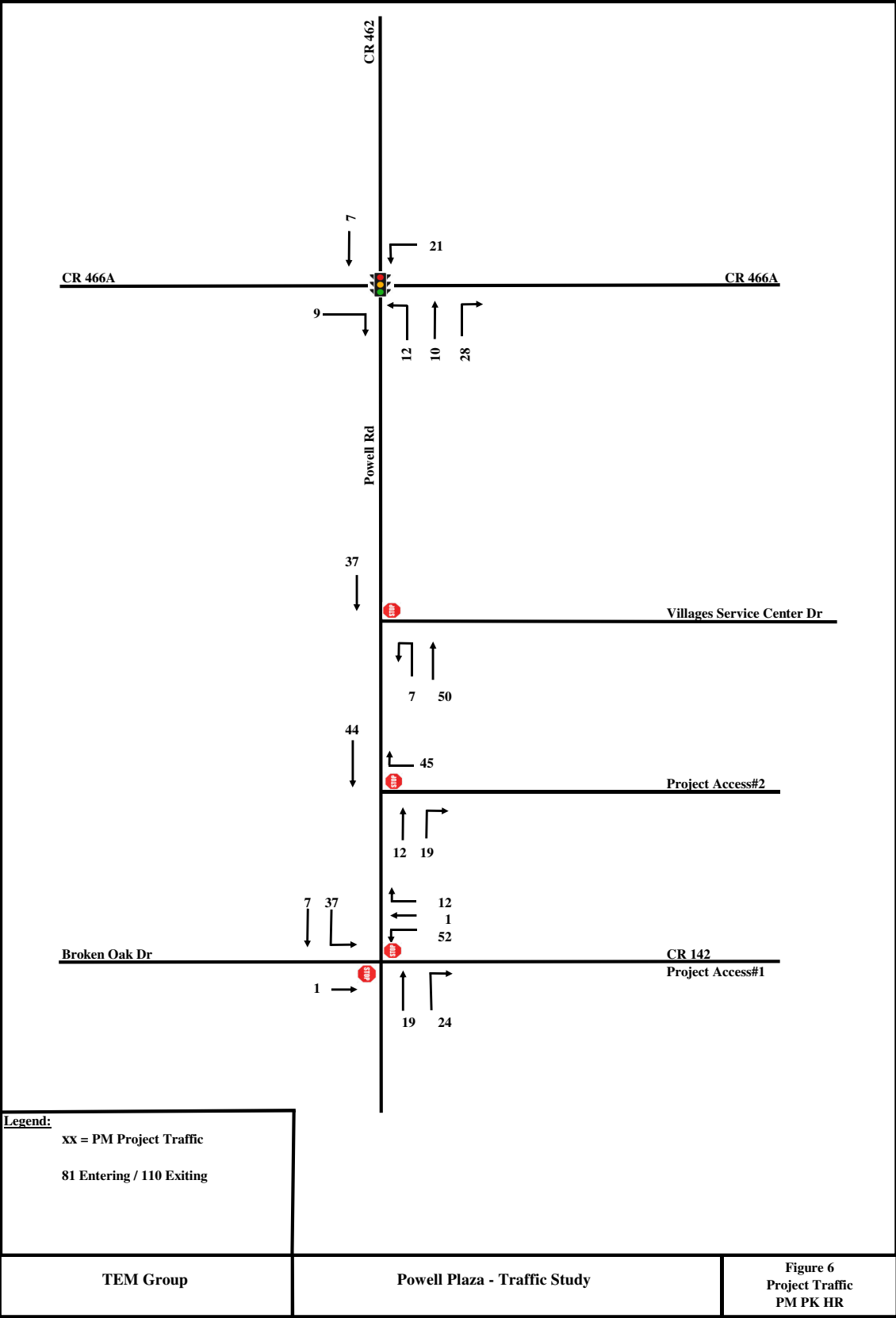


Figure 2: Project Access Locations

10







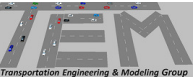
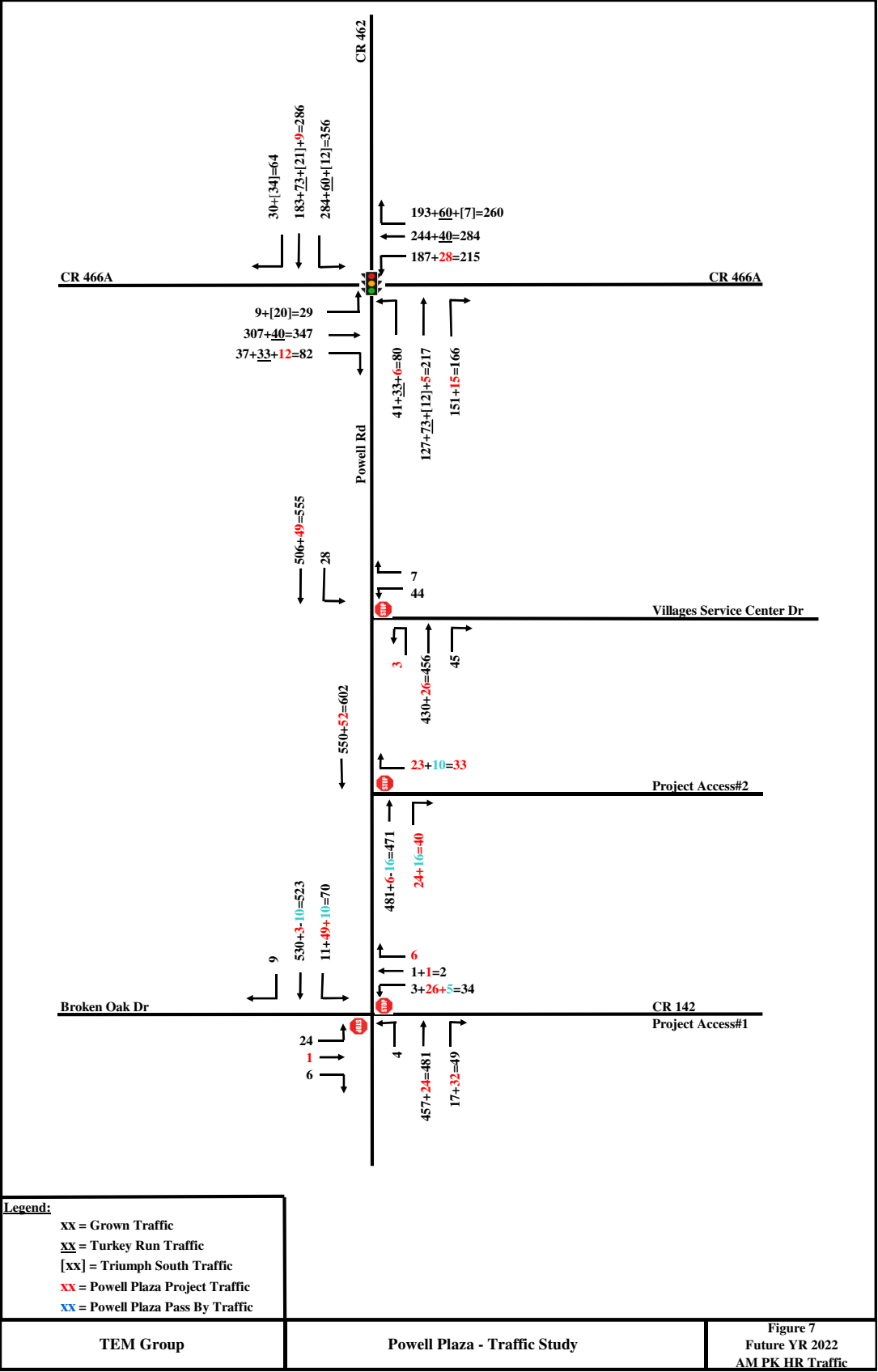


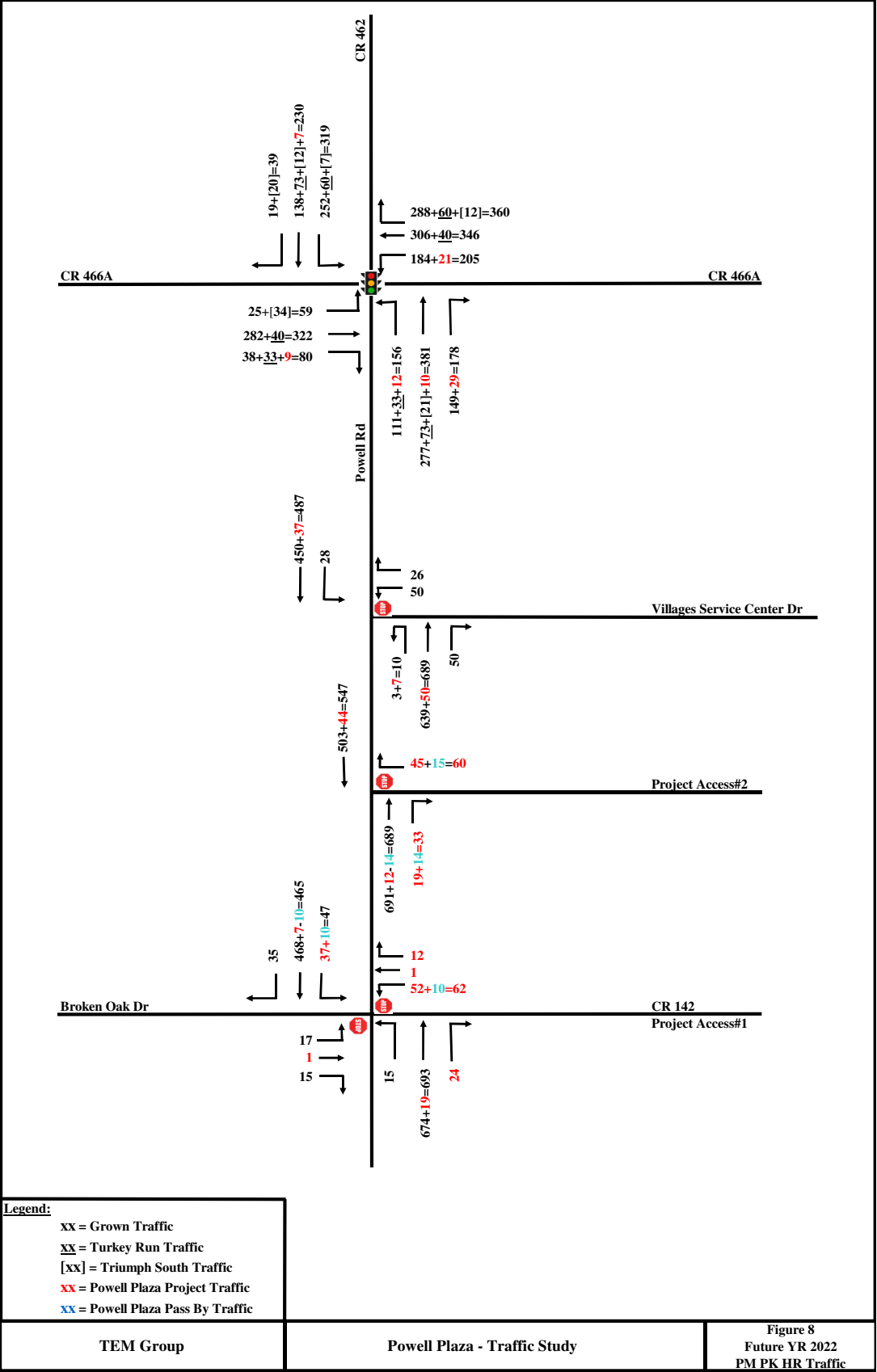
Table 7: Year 2022 Total Traffic – Roadway Capacity Analysis – PM PK HR

Roadway	Number of Lanes	LOS Standard	Background YR 2022 Traffic				Project Traffic					YR 2022 Total Traffic				Significant & Adverse
			Total Traffic	PM Peak Hour		Project Dist(%)	Total Traffic	PM Peak Hour		Total Traffic	PM Peak Hour					
				NB / EB	SB / WB			LOS	NB / EB		SB / WB	Significance	NB / EB	SB / WB	LOS	
Powell Road																
South of CR 466A	4LD	D	1,602	885	717	D	54.00%	103	44	59	3.92%	1,705	929	776	D	No
South of CR 44A	4LD	D	1,360	665	695	D	20.00%	38	16	22	1.45%	1,398	681	717	D	No
CR 462																
North of CR 466A	2LU	D	1,534	857	677	F	9.00%	17	10	7	1.12%	1,551	867	684	F	No
CR 466A																
East of US 301	2LU	D	1,194	596	598	D	11.00%	21	12	9	1.67%	1,215	608	607	D	No
East of Powell Road	4LD	D	2,444	1,199	1,245	C	26.00%	50	29	21	1.48%	2,494	1,228	1,266	C	No
West of Buena Vista Blvd	4LD	D	2,776	1,353	1,423	C	23.00%	44	19	25	1.30%	2,820	1,372	1,448	C	No
CR 44A																
West of Powell Road	4LD	D	364	190	174	C	18.00%	35	20	15	1.33%	399	210	189	C	No
East of Powell Road	4LD	D	796	420	376	C	15.00%	28	16	12	1.07%	824	436	388	C	No

Notes:
* Project traffic is insignificant consuming less than 3% of the roadway segments maximum service volume

Source: TEM Group, LLC





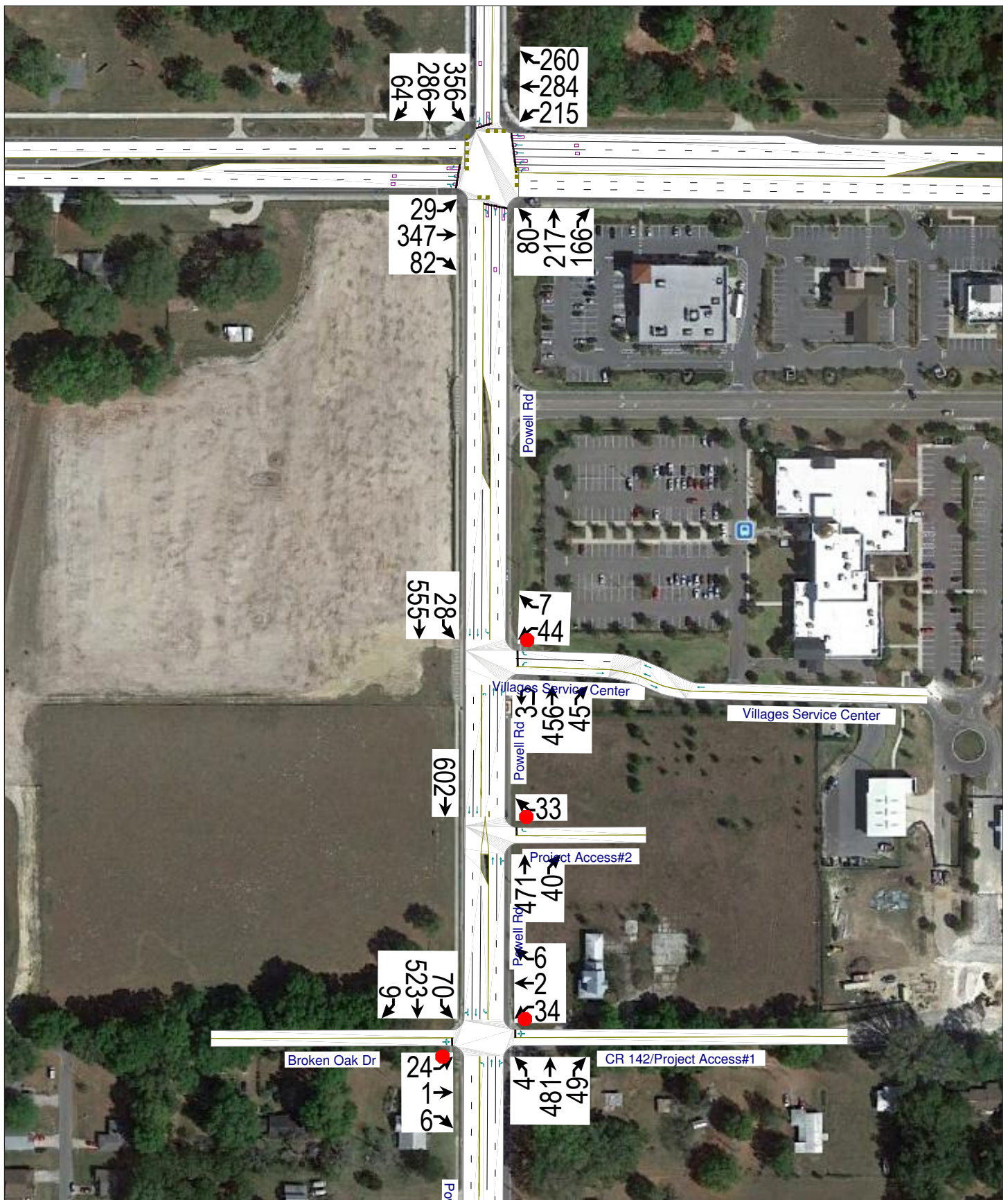


Figure 9 - Future YR 2022 AM PK HR Total Traffic

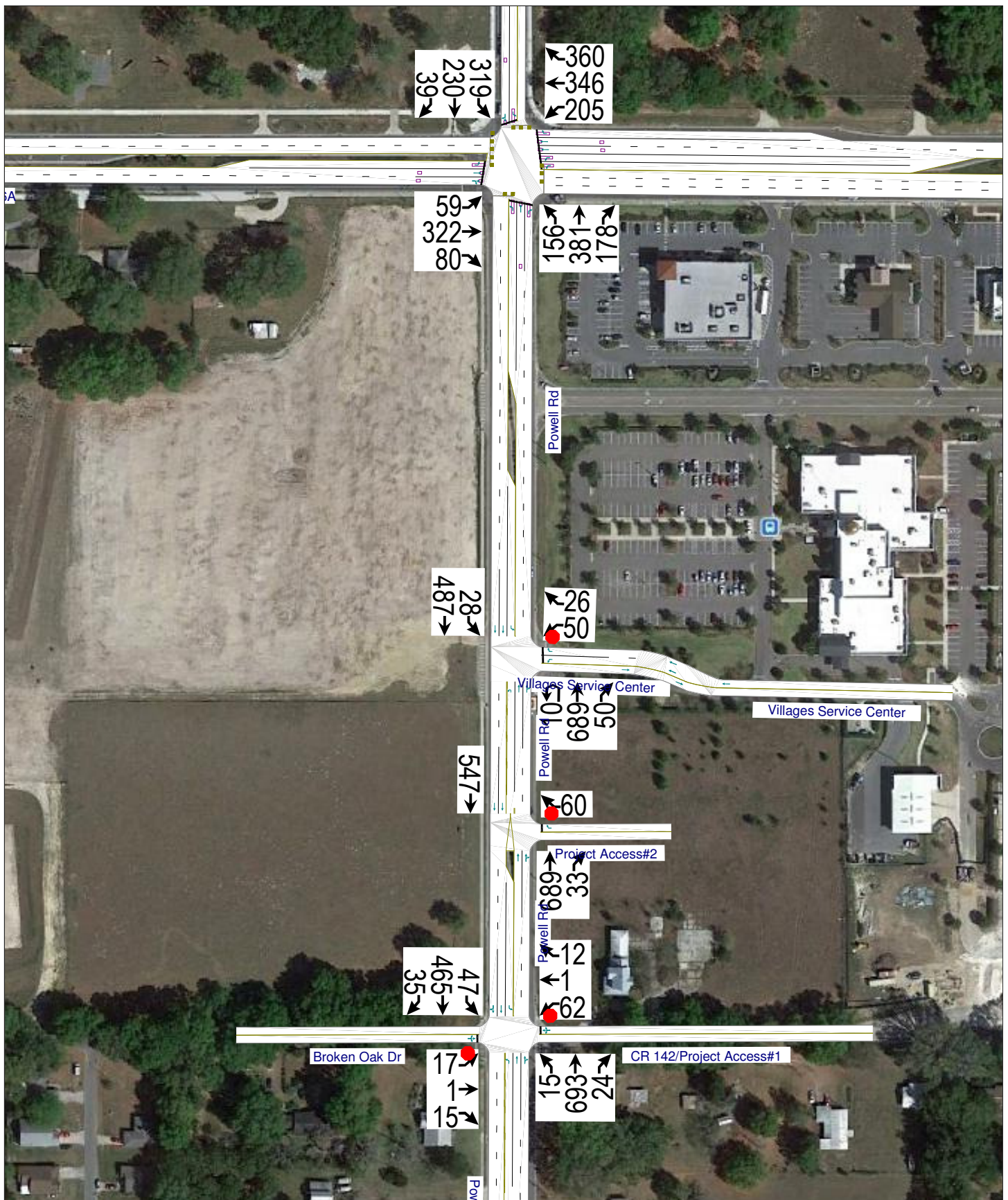


Figure 10 - Future YR 2022 PM PK HR Total Traffic

TRAFFIC IMPACT STUDY NE 81st Blvd. Subdivision Sumter County, Florida

August 19, 2021
Revised January 11, 2022

prepared for:

SUMTER COUNTY
Public Works & Engineering Departments

submitted on behalf of:

Urban Habitats

prepared by:

MPH Transportation Planning, Inc. & Hagen Consulting Services

Signature of QA/QC Engineer:

Lawrence T. Hagen

**Lawrence T. Hagen, P.E., P.T.O.E.
FLA License # 43968**

Signature of Preparer:

Michael Hemmen

**Michael Hemmen, AICP
Certificate # 012190**

PROFESSIONAL ENGINEER ENDORSEMENT

I hereby certify that I am a Registered Professional Engineer in the State of Florida and currently practicing as the principal of Hagen Consulting Services, LLC. Hagen Consulting Services, LLC is authorized via Registry No: 27955 to operate as an Engineering Business by the Florida State Board of Professional Engineers, State of Florida, Department of Professional Regulation.

I have prepared or supervised the preparation of the evaluation, findings, conclusions, recommendations, or professional opinions/advice contained in this document. My endorsement constitutes my approval of these items.

PROJECT: NE 81st Boulevard Subdivision (Residential Development)

LOCATION: Sumter County, Florida

CLIENT: Urban Habitats

The results contained in this report were developed using procedures and references standard to the transportation engineering practice. These references and procedures were applied using professional judgment and experience.

Name: Lawrence T. Hagen, P.E., PTOE, RSP

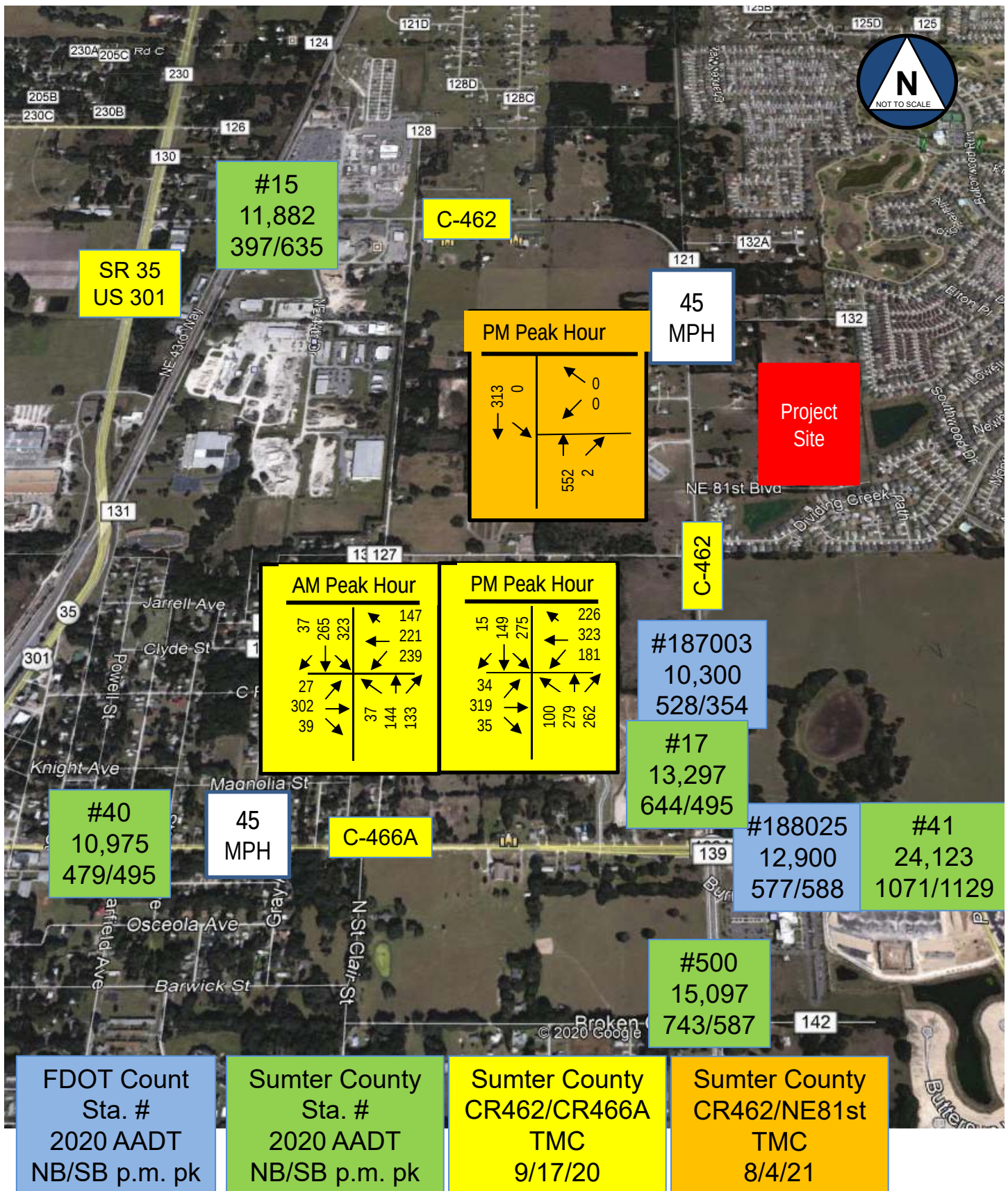
Florida P.E. No.: 43968

Date: August 19, 2021



This item has been digitally signed and sealed by Lawrence T. Hagen on the date adjacent to the seal.

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



MPH
 MPH 21-16 8/10/21

Single-Family Residential – Sumter County, FL Project Location & Existing Traffic

Figure 1
 Page 5

TRIP GENERATION

The Institute of Transportation Engineers (ITE) Trip Generation 11th Edition was used to calculate project trip estimates for this land use for Daily, AM & PM peak hours. Trip information is summarized in **Table 1 –Trip Generation** below using both trip formulae and trip rates. Trip formulae are slightly higher in the peak hour and 8% higher for daily trips. The maximum buildout scenario is 69 residential units. The maximum number of units is used in trip generation calculations to present a conservative or worse-case scenario.

Table 1: Trip Generation
NE 81st Blvd. Homes
 Sumter County, Florida

Single Family Homes		ITE Trip Formulae	Unit*	Trips	Distribution		Trips	
					In	Out	In	Out
Daily	210	$\text{Ln}(T) = 0.92 \text{ Ln}(X) + 2.68$	69	717	50%	50%	359	359
AM Peak	210	$\text{Ln}(T) = 0.91 \text{ Ln}(X) + .012$	69	48	26%	74%	12	40
PM Peak	210	$\text{Ln}(T) = 0.94 \text{ Ln}(X) + 0.27$	69	70	63%	37%	44	26

Source: ITE 11th Edition of Trip Generation; Units: Residential Dwellings;
 No Pass-by or internal capture reductions are applicable.

Single Family Homes		ITE Trip Rates	Unit*	Trips	Distribution		Trips	
					In	Out	In	Out
Daily	210	$(T) = 9.43 (X)$	69	651	50%	50%	326	326
AM Peak	210	$(T) = 0.70 (X)$	69	48	26%	74%	12	36
PM Peak	210	$(T) = 0.94 (X)$	69	65	63%	37%	41	24

This data is used to develop external distribution of project trips onto the adjacent roadway network from the project site as discussed in the next section of this report.

TRIP DISTRIBUTION

The distribution of project trips on the roadway is a manual assignment derived from the PM Peak period traffic data collected on the adjacent roadways and review of existing locations of interacting land-uses. Trip generation numbers from Table 1 are factored by these nominal distribution criteria to develop trip impact estimates for the adjacent roadway segments to the project site. The results of these calculations are displayed in **Figure 2 - P.M. Project Traffic Impacts** and in **Table 2 – Project Trip Distribution** below.

TABLE 2: Project Trip Distribution
NE 81st Blvd. Homes
 Sumter County, Florida

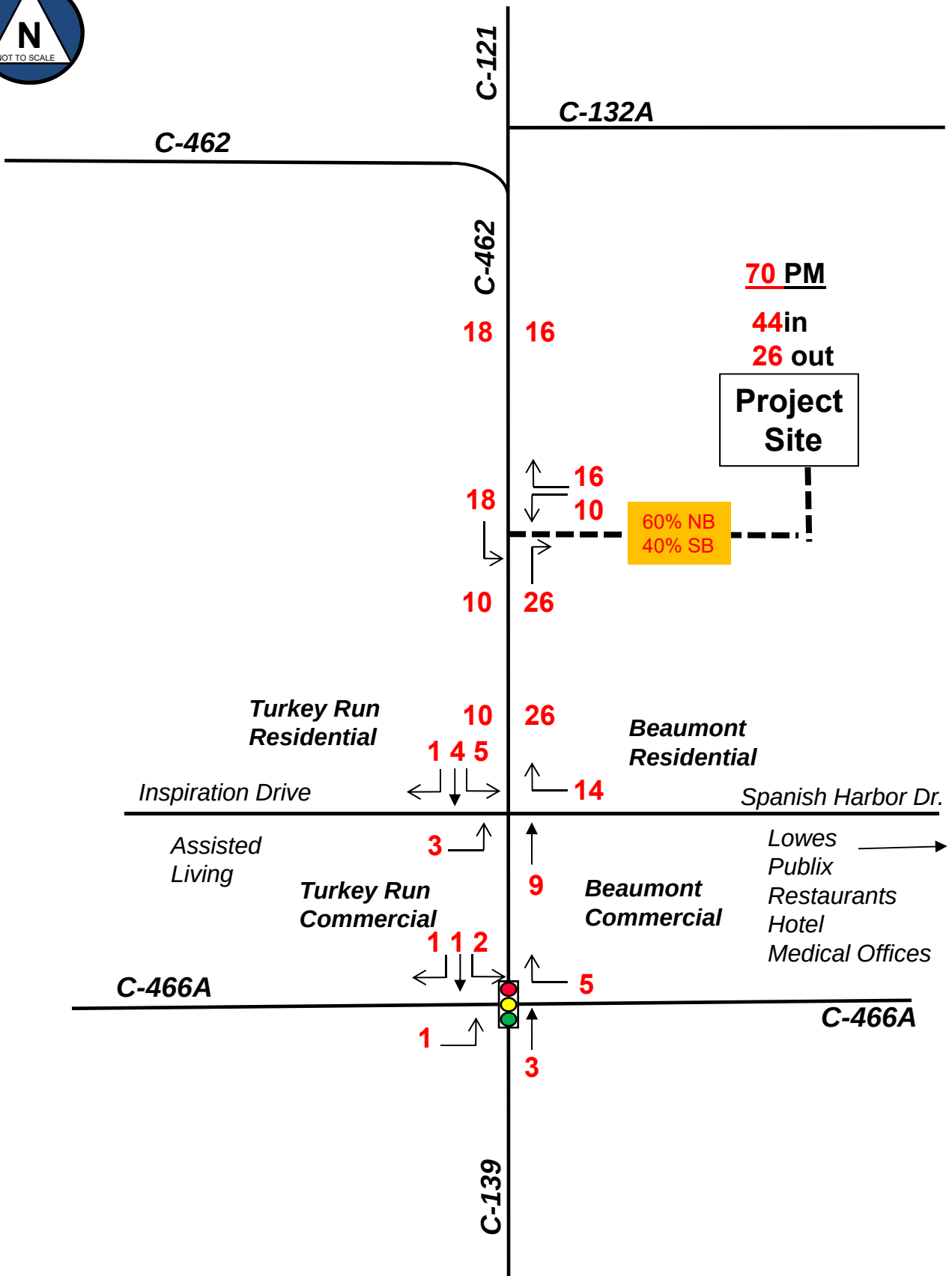
Daily Project Trips		Enter	359	Exit	359	2-Way
Roadway	Segment	%	Trips	%	Trips	Total
CR 462	North of NE 81st Blvd.	40%	144	40%	144	288
	South of NE 81st Blvd.	60%	215	60%	215	430
	Total	100%	359	100%	359	718

AM Peak Hour Project Trips		Enter	12	Exit	40	2-Way
Roadway	Segment	%	Trips	%	Trips	Total
CR 462	North of NE 81st Blvd.	40%	5	40%	16	21
	South of NE 81st Blvd.	60%	7	60%	24	31
	Total	100%	12	100%	40	52

PM Peak Hour Project Trips		Enter	44	Exit	26	2-Way
Roadway	Segment	%	Trips	%	Trips	Total
CR 462	North of NE 81st Blvd.	40%	18	60%	16	34
	South of NE 81st Blvd.	60%	26	40%	10	36
	Total	100%	44	100%	26	70

Project Distributions are estimated from adjacent street traffic & interacting land uses
 Peak hour project trips represent the gross driveway impacts from Table 1

Peak-hour trip impacts provide driveway detail for intersection and turn lane analysis for site plan review. Driveway evaluation consists of the gross trips entering or exiting the site. The highest directional new project traffic impact during the peak hour would be: **27** vehicles on northbound C-462 turning right into the project site in the PM peak hour.



MPH

MPH 21-16 12/15/21

Single-Family Residential – Sumter County, FL
Project P.M. Peak Hour Traffic

Figure 2
Page 9

ROADWAY LEVEL OF SERVICE (LOS) ANALYSIS

Data for Sumter County roadway level of service (LOS) for C-462 was extracted from the Sumter County Counts and LSMPO database. FDOT Quality/Level of Service (Q/LOS) tables are used for roadway segments within transitioning urban areas. **Table 3: Roadway Level of Service** provides the most recent available data for roadway segments adjacent to the project site.

Table 3: Roadway Level of Service (LOS)

NE 81st Blvd. Homes
Sumter County, Florida

Roadway	Segment #/Description	Period	MSV	Existing	Bkgrnd	Res'vd.	Project	UH#1	V/C	LOS
C-462	C-466A to Inspiration Dr.	PM Peak	1,520	1,139	23	218	14	10	92%	D
	Inspiration Dr. to NE 81st Blvd.	PM Peak	1,520	1,032	21	85	36	25	79%	D
	NE 81st Blvd. to C-121	PM Peak	1,520	1,032	21	85	34	23	79%	D

Source: Maximum Service Volume (MSV) from FDOT LOS Table 4 (LOS D) Non-State roadway > 40 mph; 2-Lane Divided
Existing Traffic from 2020 Sumter County Counts Two-way Peak Hour
Background growth 2%/yr = 4%
Res'vd. = Project trips from Turkey Run, Wildwood Preserve, & Parkview approved projects.
Project trips represent Two-way PM Peak Hour traffic from Table 2.
UH #1 = trips from Urban Habitats recently approved condominium project on C+462.
Sumter County 3% threshold of MSV = 46 trips (1520 x 3%)

The resulting volumes are below the capacity (MSV) associated with each roadway segment. The roadway segment is deemed critical when the Volume to Capacity ratio (V/C) exceeds 95%, and when the *“Roadway segments outside of abutting roadway in which the projected and distributed traffic is greater than three percent of the Generalized Peak Hour Two-Way Maximum Service Volume or more than 70 peak hour two-way trips.”*

The two segments of C-462 adjacent to the project site are well below the MSV of 1,520 trips. The Sumter County TIA Guidelines establish the threshold at 3% MSV = 46, or 70 trips. Table 2 indicates the project's maximum two-way peak hour impact would be 36 trips just south of NE 81st Blvd. The segment of C-462 north of C-466A is at 92% with the addition of project traffic. This is due in large part to the two major developments; Turkey Run and Beaumont located at the northwest and northeast corners of the intersection of C-462/C-466A. Both have already started construction with some units occupied and some of the commercial components open for business. The next section of the report addresses traffic operational impacts at the intersection and turn lane analyses.

Table 4 - Intersection Impacts
Stop Sign Controlled Intersection Impacts

Approach	<i>NE 81st Blvd</i>		<i>CR 462</i>				
PM Peak	Westbound		Northbound		Southbound		
Movement	Left	Rt	Thru	Rt	Left	Thru	Totals
2021	0	0	552	2	0	313	867
Bkgrnd	0	0	22	0	0	13	35
Resvd	0	0	95	0	0	94	189
2023	0	0	669	2	0	420	1091
Project	10	16		26	18		70
2022 E+P	10	16	669	28	18	420	1161

Notes:

2021 traffic volumes from 8/4/21 TMC

Background growth = 4% (two years at 2% per year)

Reserved trips from 3 project TIAs provided by Sumter County staff

Project Traffic (**BOLD**) from Figure 2 PM Peak Hour

Single Family homes at Wildwood buildout by 2023.

Table 5 –Intersection Level of Service (LOS) below details the Highway Capacity Software (HCS) analysis results of the intersection volumes in Table 4. It is important to note that northbound and southbound C-462 through volumes are free flow and not restricted by turn movements at the intersection when left and right turn lanes are provided at the intersection.

Table 5 – HCS Intersection Level of Service (LOS)

Stop		NE 81 st Blvd.		C-462			
Sign		WB		NB		SB-Left	
Control		LOS	Delay	LOS	Delay	LOS	Delay
2021	PM	A	0.0	A	0.0	A	8.8
2023	PM	B	15.0	A	0.0	A	9.6

Delay expressed in AVERAGE seconds per vehicle.

2021 TMC Data from MPH 8/4/21

NB traffic is non-stop free flow.

The intersection operates above level of service standards with the 2021 existing traffic and is not adversely impacted when the other background, reserved trips or project traffic is added to those volumes. The intersection of C-462/NE81st Blvd. is expected to operate within LOS standards with the addition of background growth and reserved trips from the three traffic studies provided by County staff. The NE 81st Blvd. residential subdivision project will have minimal impacts to this intersection at its 2023 buildout as displayed in Figure 2.

CONCLUSIONS and RECOMMENDATIONS

Based on the data and analysis provided in the previous sections of this report the following conclusions on traffic operations and recommendations for potential mitigation are provided below.

Conclusions:

1. The proposed 69 unit NE 81st Blvd. residential development is estimated to generate 717 new daily trip impacts. The PM Peak hour will have approximately 70 trips impacting C-462.
2. C-462 will continue to operate within level of service standards with the addition of project traffic.
3. The proposed project driveway is located on NE 81st Blvd. approximately ¼ of a mile east of C-462.
4. C-462 has an existing southbound left turn lane to serve project entering traffic.
5. Per Sumter County LDC Chapter 13 design standards criteria a right turn lane on C-462 is **NOT** required at the project entrance.

Recommendations:

1. Approve the project driveway connection on NE 81st Blvd. and improve the private roadway connection to C-462. NE 81st Blvd. should have a minimum 20 foot width (two 10 foot lanes).
2. Sumter County requires all new development to provide some mitigation to the area roadways or mobility features as a condition (Item #8) of project approval. This may take the form of roadway signage, striping or other mobility enhancements. A potential mitigation for this project would be a sidewalk connection from C-462 to the project entrance for safe pedestrian and bike access to the public transportation system.

**SOLAMAR AT WILDWOOD
(FKA WILDWOOD RESIDENTIAL)**

Project № 20124.3, v2.2

April 2022

**TRAFFIC IMPACT ANALYSIS
CITY OF WILDWOOD
FLORIDA**

Prepared by:



Traffic & Mobility Consultants

3101 Maguire Boulevard, Suite 265

Orlando, Florida 32803

www.trafficmobility.com

(407) 531-5332

Prepared for:

1201 Cleveland Avenue, LLC

701 N Federal Highway, Suite 201 B

Hallandale, Florida 33009

EXECUTIVE SUMMARY

Project Information

Name: Solamar at Wildwood
Location: Northwest of C 466A and CR 462 / Powell Road
Jurisdiction: City of Wildwood, Florida
Description: 244 Multifamily Units

Findings

Trip Generation: 1,647 Daily Trips / 98 AM Peak Hour Trips / 156 PM Peak Hour Trip

Roadway Capacity: Study segments are projected to operate at acceptable LOS.

Intersection Capacity: Study intersections are projected to operate at acceptable LOS in the existing and buildout scenarios. However, the intersection of C 466A and US 301 / SR 35 will operate with some delays in the westbound approach in the PM peak hour, due to the background traffic. The project adds 1.7% of traffic to the intersection.

Access Plan: One (1) right-in/right-out access on C 466A and one (1) access connection via Rio Grande Boulevard to C 466A.

Alternative Transportation Modes: Sidewalks and bicycle lanes are available on C 466A adjacent to the site. No fixed-route bus service in the study area but Sumter County Connection offers a door-to-door service within the City.

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Solamar at Wildwood

LOCATION: City of Wildwood, Florida

CLIENT: 1201 Cleveland Avenue, LLC

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED
SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED
ON ANY ELECTRONIC COPIES.

TRAFFIC & MOBILITY CONSULTANTS LLC
3101 MAGUIRE BOULEVARD, SUITE 265
ORLANDO, FLORIDA 32803
CERTIFICATE OF AUTHORIZATION CA-30024
MOHAMMED N. ABDALLAH, P.E. NO 56169

2.0 EXISTING CONDITIONS ANALYSIS

Existing conditions in the vicinity of the site were analyzed to establish a baseline for the traffic conditions prevailing in the vicinity of the proposed development. The analysis included a review of existing roadway segment capacity and an analysis of the intersection operations at the study intersections.

2.1 Roadway Segment Capacity

Existing roadway conditions were analyzed by comparing the existing traffic volumes within the study area and level of service (LOS) volumes for the roadway segments obtained from the 2020 *Sumter County Roadway Network Capacity Report* and *Sumter County 2014/2015 TMS Tables*, included in **Appendix D**.

The roadway segment of C 466A from US 301 to CR 462 is currently operating at an adequate LOS, as shown in **Table 1**.

Table 1
Existing Roadway Segment Capacity Analysis

Roadway Segment	# of Lns	A T	LOS Std	LOS Cap	Time Period	2020 LOS		
						EB	WB	LOS
C 466A								
US 301 / SR 35 to CR 462 / Powell Rd	2	U	D	675	AM	471	460	D
					PM	479	495	D

2020 Sumter County Annual Traffic Counts

Capacities obtained from 2014/2015 Sumter County TMS Tables

2.2 Intersection Capacity

A capacity analysis was performed for the AM and PM peak hours to determine existing operating conditions at the study intersections. The capacity analysis was conducted using *Synchro* software and the methods of the *Highway Capacity Manual (HCM)*, 6th Edition.

Existing turning movement counts were collected during the peak season; therefore, seasonal adjustment factors were not applied. The existing adjusted AM and PM peak intersection volumes are displayed in **Figure 2**. The existing raw turning movement counts along with the FDOT seasonal factor report are provided in **Appendix E**.

A summary of the intersection capacity analysis is shown in **Table 2**. Detailed *HCM* analysis worksheets and signal timing sheets are included in **Appendix F**.

Table 2
Existing Intersection Capacity Analysis

Intersection	Traffic Control	Scenario	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
C 466A & US 301 / SR 35	Signal	AM	19.1	B	22.2	C	16.0	B	6.7	A	11.9	B
		PM	27.1	C	47.2	D	29.4	C	10.8	B	26.6	C
C 466A & Median Opening	TWSC	AM	8.2	A	8.4	A	0.0	A	11.6	B	--	--
		PM	8.6	A	8.5	A	0.0	A	16.3	C	--	--
C 466A & Rio Grande Blvd	TWSC	AM	8.4	A	--	--	--	--	14.2	B	--	--
		PM	8.7	A	--	--	--	--	17.0	C	--	--
C 466A & Powell Rd	Signal	AM	29.9	C	25.2	C	19.2	B	16.0	B	22.1	C
		PM	31.1	C	25.7	C	21.2	C	18.1	B	23.9	C

Delays expressed in sec/veh

The analysis reveals that the signalized intersections and the two-way stop-controlled intersection operate at an overall adequate LOS.

3.0 PLANNED AND PROGRAMMED IMPROVEMENTS

The City of Wildwood and Sumter County *Capital Improvement Programs (CIP)*, *Capital Improvement Elements (CIE)*, and the *Lake~Sumter Metropolitan Planning Organization (MPO) Transportation Improvement Plans (TIP)* were checked to identify any planned or programmed improvements to the transportation facilities in the study area for the next three (3) years. The planned and programmed improvements identified are listed in **Table 3**. These planned and programmed improvements do not affect the roadway and intersection analyses. County documents are included in **Appendix G**.

Table 3
Planned and Programmed Improvements

Intersection	Improvement	Source
C 466A and Buena Vista Blvd	Dual Eastbound Left Turn Lanes	Sumter County
SR 44 and Powell Rd	Dual Eastbound Left Turn Lanes	Sumter County

4.0 PROJECT TRAFFIC

4.1 Trip Generation

The trip generation of the proposed development was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*, as summarized in **Table 4**. The ITE information sheets are provided in **Appendix H**.

Table 4
Trip Generation Analysis

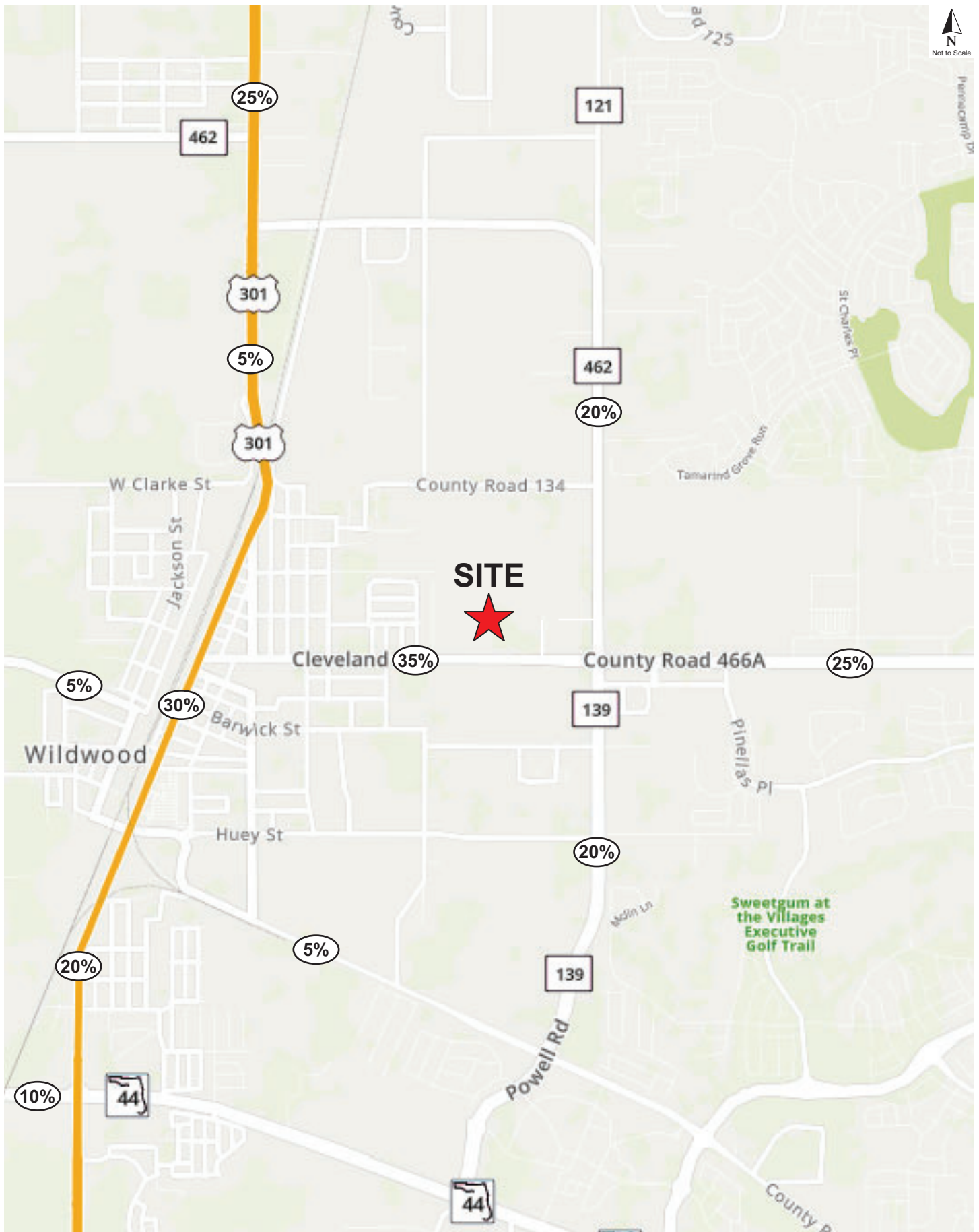
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
220	Multifamily Residential	244 DU	6.75	1,647	0.40	98	24	74	0.64	156	98	58

*Trip Generation analysis based on ITE Trip Generation Manual, 11th Edition.
The ITE equations were used since R^2 was greater than 0.75*

The proposed development is projected to generate 1,647 trips per day, of which 98 trips occur during the AM peak hour and 156 trips occur during the PM peak hour.

4.2 Trip Distribution

A trip distribution pattern was estimated using the *Central Florida Regional Planning Model, version 6.1 (CFRPM v6.1)* based on the *Florida Standard Urban Transportation Model Structure (FSUTMS)*. The model distribution was manually adjusted based on local knowledge and engineering judgement to better reflect prevailing travel and traffic flow patterns. The project trip distribution is presented in **Figure 3**. The model output plot is included in **Appendix I**.



5.0 PROJECTED CONDITIONS ANALYSIS

An analysis of background and projected conditions was conducted to determine the impact of the proposed development on roadway segment capacity, as well as the proposed access connections and intersections to the site. The project buildout year for the analysis is 2024.

5.1 Background Traffic Projection

Projected background traffic growth for the buildout year 2024 was calculated based on the historical growth trends experienced on C 466A. The growth rate for the roadway segment was established based on historical traffic volume (AADT) obtained from the 2020 *Sumter County Roadway Network Capacity Report*. An annual growth rate of 2.2% was applied to the intersection volumes. The growth rate calculation is included in **Appendix J**.

5.2 Projected Roadway Segment Capacity

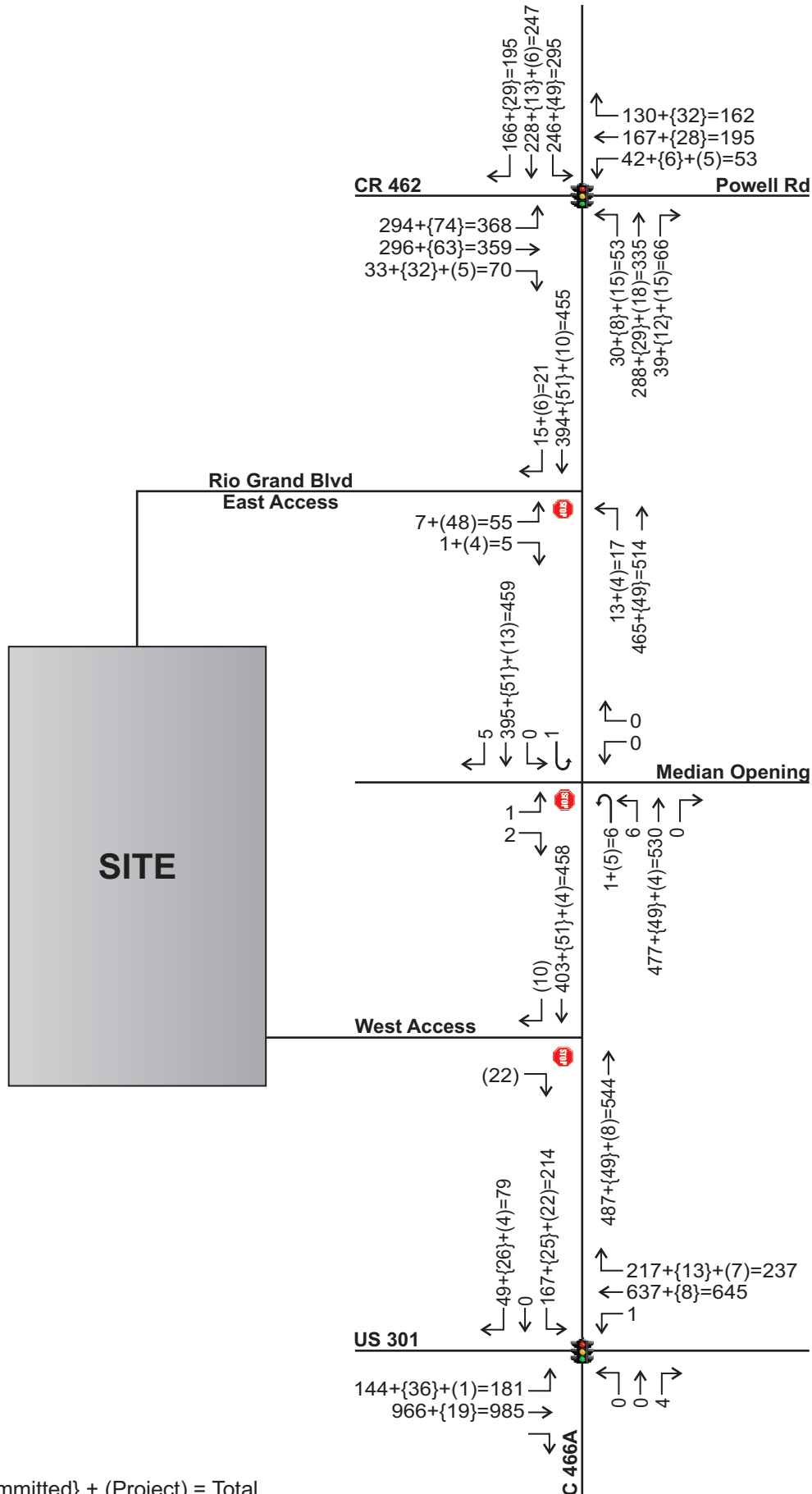
Projected roadway conditions were analyzed by comparing the projected traffic volumes on the study segments to their capacities. The total projected traffic volume is composed of background traffic and project trips.

The projected traffic analysis reveals that the roadway segment of C 466A from US 301 to Powell Road will continue to operate at an acceptable LOS in the background and projected scenarios, as shown in **Table 5**.

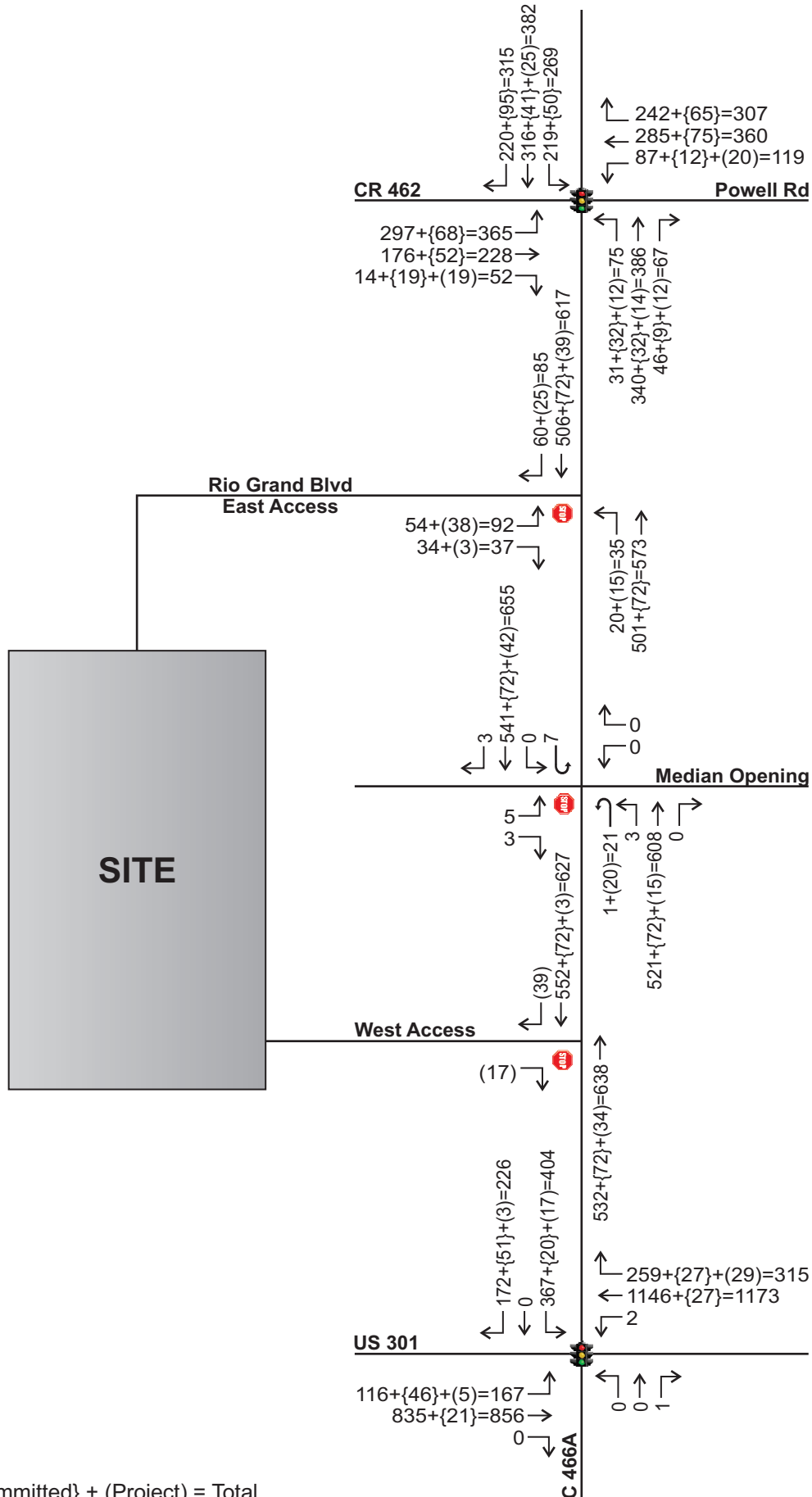
Table 5
Projected Roadway Segment Capacity Analysis

Road Name	# of LNS	LOS Std	LOS Cap	AGR	Time Period	Background 2024			Project Trips			Total Volume			
						EB	WB	LOS	% Dist	EB	WB	EB	WB	LOS	
C 466A															
US 301 / SR 35 to CR 462 / Powell Rd	2	D	675	2.2%	AM PM	512 521	500 538	D D	35%	34 20	15 29	546 541	515 567	D D	

AGR denotes Annual Growth Rate



Legend:
Background + {Committed} + (Project) = Total



Legend:
Background + {Committed} + (Project) = Total

7.0 STUDY CONCLUSIONS

This traffic analysis was conducted to assess the impact of the proposed Solamar at Wildwood development. The proposed project is a 244 multifamily residential development located C 466A, west of CR 462 / Powell Road, in the City of Wildwood, Sumter County, Florida. The anticipated project buildout is year 2024. The analysis included a determination of project trip generation, a review of existing and projected roadway and intersection capacity, and an access review.

The results of the traffic analysis are summarized as follows:

- The proposed development is projected to generate 1,647 trips per day, of which 98 trips occur during the AM peak hour and 156 trips occur during the PM peak hour.
- The roadway segment analysis reveals that the study roadway segments operate at an acceptable LOS in the existing and buildout scenarios.
- The intersection analysis reveals that all intersections are projected to operate at an overall adequate LOS in the existing and buildout scenarios. However, the intersection of C 466A and US 301 / SR 35 will operate with some delays in the westbound approach in the PM peak hour, due to the background traffic. The project adds 1.7% of traffic to the intersection.
- The project driveways are projected to operate at an overall adequate LOS.



Memorandum

To: Steven Cohoon
Assistant Director – Planning and Design
Sumter County Public Works

Date: Oct. 3, 2022
Project #: 64081.01

From: Joedel Zaballero, PE, PTOE

Re: Townhome at Powell
Supplemental Traffic Analysis

Introduction

The purpose of this memorandum is to provide a supplemental analysis to the *Townhomes at Powell Traffic Impact Analysis* (TIA) dated August 2022 by VHB. The supplemental analysis will evaluate the addition of seven (7) townhomes to the development program for a total of 135 dwelling units with no changes to the mini-warehouse square footage (97,200 square feet).

Project Description

The project is located just to south of CR 142 on Powell Road. The TIA dated August 2022 (accepted by the County on August 15, 2022) evaluated traffic impacts for a development program consisting of 97,200 square feet (SF) of Mini-Warehouse/Self Storage fronting Powell Road and 128 townhomes on the east side of the property. The development program has been revised to include seven (7) additional townhomes for a total of 135 dwelling units. Access to the site remains unchanged with a full access driveway on CR 142 and right-in/right out access on Powell Road.

Trip Generation

Table 1 provides a comparison of the trip generation from the previously approved TIA and proposed development addressed in this memorandum. The daily, AM peak hour and PM peak hour trips were calculated based on average rates for the mini-warehouse and fitted curve equations for the multi-family housing contained in the Institute of Transportation Engineers' *Trip Generation*, 11th Edition.

As shown in **Table 1**, the proposed build out condition results in a minor increase in trips: for a total of 1,082 new daily trips (increase of 45 trips), 74 new AM peak hour trips (increase of 2 trips), and 94 new PM peak hour trips (increase of 3 trips).

Table 1 Trip Generation Comparison

Scenario	Land Use	ITE Code	Size	Daily Trip Ends	AM Peak Period				PM Peak Period			
					In		Out		In		Out	
					%	Trips	Trips	Total	%	Trips	Trips	Total
Approved	Mini-Warehouse	151	97.2 KSF	141	59%	5	4	9	47%	7	8	15
	Multi-Family Housing (Low-Rise)	220	128 DUs	896	24%	15	48	63	63%	48	28	76
	Total Trips				1,037	20	52	72	55	36	91	
Proposed	Mini-Warehouse	151	97.2 KSF	141	59%	5	4	9	47%	7	8	15
	Multi-Family Housing (Low-Rise)	220	135 DUs	941	24%	16	49	65	63%	50	29	79
	Total Trips				1,082	21	53	74	57	37	94	
Difference				45	1	1	2	2	1	3		

Source: ITE Trip Generation Manual, 11th Edition

Trip Distribution and Assignment

The TIA trip distribution was used to assign project traffic (see **Attachment A**). **Figures 1 and 2** illustrate the AM and PM peak hour future traffic volumes, respectively.

Roadway Capacity Analysis - Build

The future capacity analysis for the study area roadways for the proposed development can be found in **Table 2** for the PM peak hour condition. The analysis concludes that all study area roadways exhibit traffic volumes lower than their respective maximum service volumes.

Intersection Capacity Analysis – Build

To determine the operational conditions at the study area intersections, a future conditions evaluation was conducted for the build future AM and PM peak hour conditions using Synchro 11 software.

In the supplemental build condition, all studied intersections are projected to continue to operate an overall acceptable LOS with no additional deficiencies beyond those identified in the TIA due to background traffic conditions. The results of the intersection capacity analysis for the AM and PM peak hours are shown in **Table 2**. All studied intersections operate at an overall acceptable level of service (LOS) in the AM and PM peak analysis with v/c less than 1.0. Turning Movement Volume Derivation Sheet and copies of the Synchro Analysis output are attached as **Attachments B and C**, respectively.

Figure 1 Future Turning Movement Volumes – AM Peak Hour

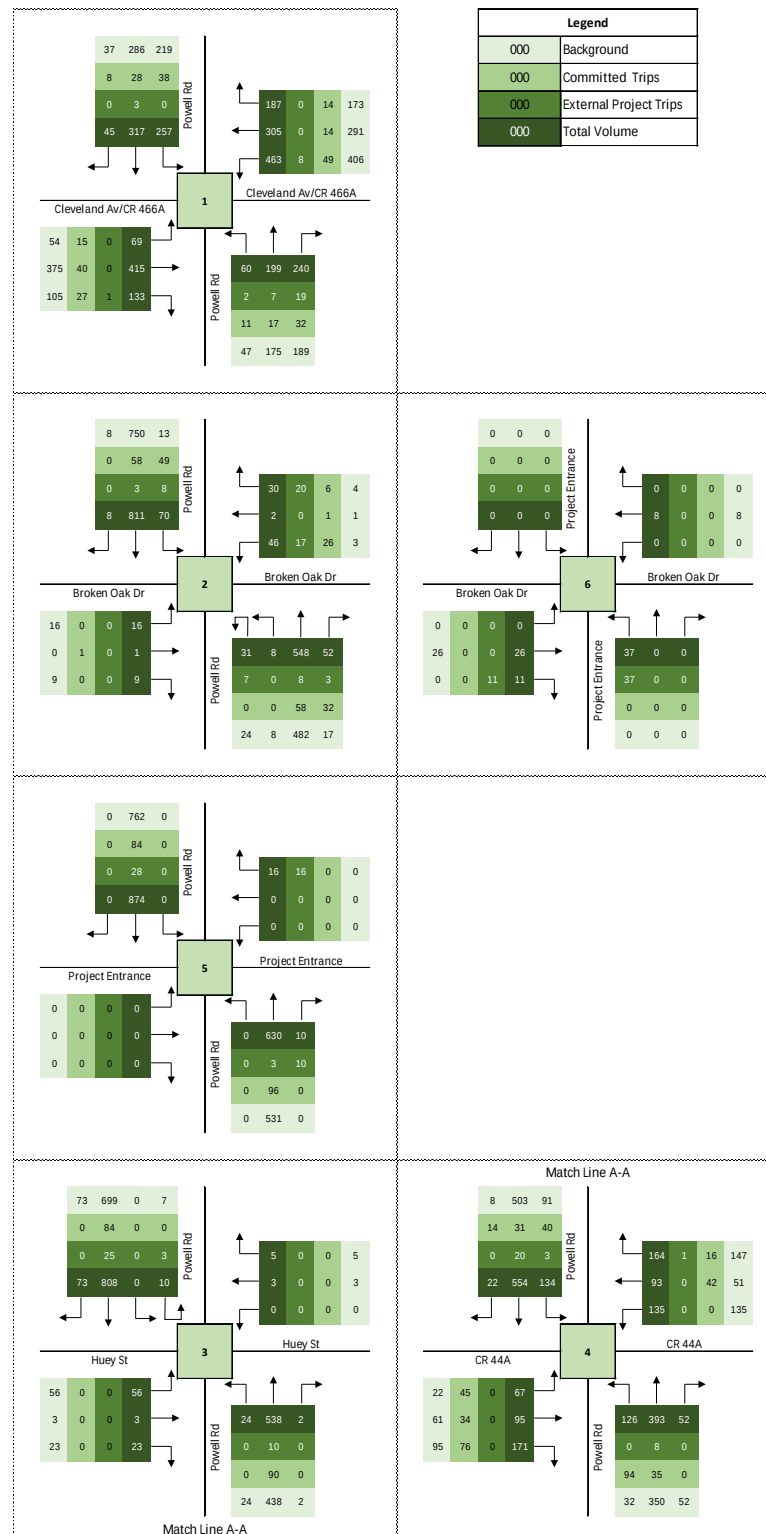
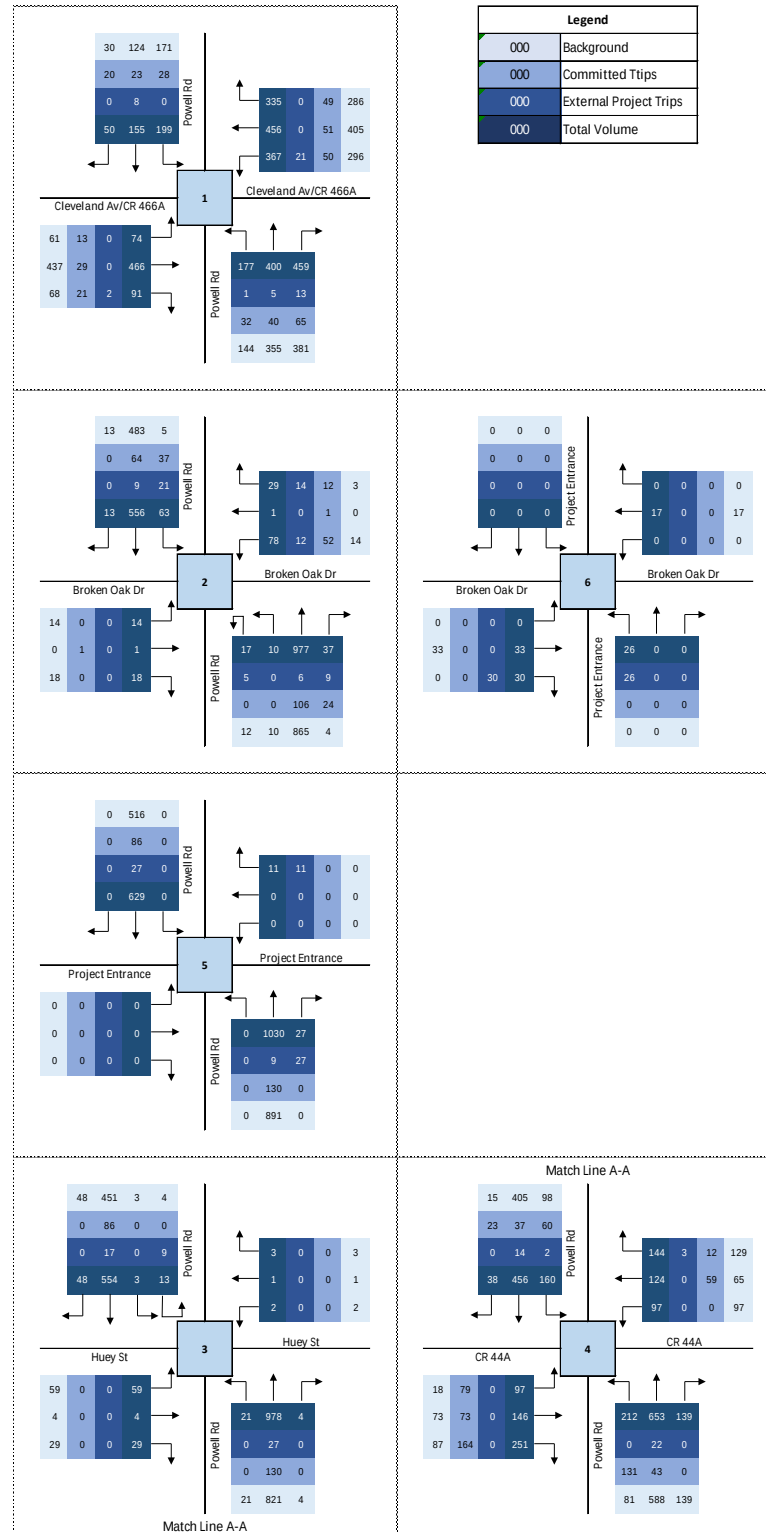


Figure 1 Future Turning Movement Volumes – AM Peak Hour





Memorandum

Table 1 Roadway Capacity Analysis - Future

Roadway	2022 PHPD							2024 Background						Project				2024 Total							
	No. of Lanes	Adopted LOS	2022 AADT	PHPD Capacity	NB/EB	SB/WB	Annual Growth Rate	Volume		Committed		v/c	Deficient?	Distrib	Volume		Total Volume		Remaining Capacity			Project Deficiency?			
								NB/EB	SB/WB	NB/EB	SB/WB				NB/EB	SB/WB	v/c	NB/EB	SB/WB	Deficient?					
CR 139/Powell Rd																									
CR 44A to CR 466A	4	D	17,456	1,549	707	518	1.0%	721	528	122	99	0.54	No	52.83%	30	20	873	647	0.56	676	902	No	No		
Sources:	Sumter County CMP Database 2019 VHB, Inc.																								

APPENDIX E

Intersection Derivation Sheets

PM Peak Hour Analysis																
	Analysis Years			Seasonal Factor			External Project Trips			Passby Project Trips			PM Peak			
Inputs:	Existing Year	Future Year	Total	Factor	Date	In	Out	Total	In	Out	Total					
	2023	2026	3	1.00	11/29/2023	24	14	38	0	0	0					
				1.06	12/19/2023											
Existing Turning Movement Counts																
Location	Intersection		PHF	Northbound			Southbound			Eastbound			Westbound			
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Powell Rd	Cleveland Av/CR 466A	PM	245	334	557	154	170	60	70	457	91	306	431	269	
2	Powell Rd	Broken Oak Dr	PM	44	824	7	6	539	16	11	0	9	23	0	8	
3	Powell Rd	Huey St	PM	25	807	3	44	534	44	78	0	28	1	1	1	
4	Powell Rd	CR 44A	PM	58	547	265	117	422	32	41	85	116	105	87	184	
5	Powell Rd	Project Entrance	PM	0	861	33	0	596	0	0	0	0	0	0	22	
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	Powell Rd	Cleveland Av/CR 466A	0.95	0.0%	3.0%	0.5%	0.0%	3.5%	1.7%	7.1%	0.9%	2.2%	0.3%	1.6%	1.1%	
2	Powell Rd	Broken Oak Dr	0.97	0.0%	1.7%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
3	Powell Rd	Huey St	0.92	0.0%	2.0%	0.0%	0.0%	1.3%	6.8%	1.3%	0.0%	3.6%	0.0%	0.0%	0.0%	
4	Powell Rd	CR 44A	0.94	1.7%	0.7%	0.0%	0.0%	0.7%	3.1%	2.4%	0.0%	0.0%	0.0%	2.3%	2.2%	
5	Powell Rd	Project Entrance	0.94	0.0%	1.6%	3.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	
2023 TMC Adjusted																
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	Powell Rd	Cleveland Av/CR 466A	1.06	260	354	590	163	180	64	74	484	96	324	457	285	
2	Powell Rd	Broken Oak Dr	1.00	44	824	7	6	539	16	11	0	9	23	0	8	
3	Powell Rd	Huey St	1.00	25	807	3	44	534	44	78	0	28	1	1	1	
4	Powell Rd	CR 44A	1.06	61	580	281	124	447	34	43	90	123	111	92	195	
5	Powell Rd	Project Entrance	1.00	0	861	33	0	596	0	0	0	0	0	0	22	
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	Powell Rd	Cleveland Av/CR 466A	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
2	Powell Rd	Broken Oak Dr	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
3	Powell Rd	Huey St	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
4	Powell Rd	CR 44A	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
5	Powell Rd	Project Entrance	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
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	Powell Rd	Cleveland Av/CR 466A	PM	280	381	634	175	194	69	80	520	103	348	491	306	
2	Powell Rd	Broken Oak Dr	PM	47	886	8	6	579	17	12	0	10	25	0	9	
3	Powell Rd	Huey St	PM	27	868	3	47	574	47	84	0	30	1	1	1	
4	Powell Rd	CR 44A	PM	66	624	302	133	481	37	46	97	132	119	99	210	
5	Powell Rd	Project Entrance	PM	0	926	35	0	641	0	0	0	0	0	0	24	
Future Trip Distribution Out (Movement)																
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	Powell Rd	Cleveland Av/CR 466A	PM	3.00%	14.00%	36.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
2	Powell Rd	Broken Oak Dr	PM	47.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
3	Powell Rd	Huey St	PM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
4	Powell Rd	CR 44A	PM	0.00%	0.00%	0.00%	5.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
5	Powell Rd	Project Entrance	PM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
Future Trip Distribution In (Movement)																
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	Powell Rd	Cleveland Av/CR 466A	PM	0.00%	0.00%	0.00%	0.00%	14.00%	0.00%	0.00%	0.00%	3.00%	36.00%	0.00%	0.00%	
2	Powell Rd	Broken Oak Dr	PM	0.00%	0.00%	0.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
3	Powell Rd	Huey St	PM	0.00%	47.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
4	Powell Rd	CR 44A	PM	0.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%	
5	Powell Rd	Project Entrance	PM	0.00%	0.00%	100.00%	0.00%	53.00%	0.00%	95.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
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	Powell Rd	Cleveland Av/CR 466A	PM													
2	Powell Rd	Broken Oak Dr	PM													
3	Powell Rd	Huey St	PM													
4	Powell Rd	CR 44A	PM													
5	Powell Rd	Project Entrance	PM													
External Project Trips																
				External Trip Generation			Entering		24	Exiting		14	Total		38	
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	Powell Rd	Cleveland Av/CR 466A	PM	0	2	5	0	3	0	0	0	1	9	0	0	
2	Powell Rd	Broken Oak Dr	PM	7	7	0	0	13	0	0	0	0	0	0	0	
3	Powell Rd	Huey St	PM	0	11	0	13	7	0	0	0	0	0	0	0	
4	Powell Rd	CR 44A	PM	0	9	0	1	5	0	0	0	0	0	0	1	
5	Powell Rd	Project Entrance	PM	0	0	24	0	19	0	23	0	0	0	0	14	

Committed Development																			
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	Powell Rd	Cleveland Av/CR 466A	PM		33	45	78		28	31	20		13	29	23		71	51	49
2	Powell Rd	Broken Oak Dr	PM		5	112	33		58	73	0		0	1	0		64	1	26
3	Powell Rd	Huey St	PM		0	157	0		9	103	0		0	0	0		0	0	0
4	Powell Rd	CR 44A	PM		131	65	0		62	51	23		79	73	164		0	59	15
5	Powell Rd	Project Entrance	PM		0	157	0		0	112	0		0	0	0		0	0	0
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	Powell Rd	Cleveland Av/CR 466A	PM		0	2	5		0	3	0		0	0	1		9	0	0
2	Powell Rd	Broken Oak Dr	PM		7	7	0		0	13	0		0	0	0		0	0	0
3	Powell Rd	Huey St	PM		0	11	0		13	7	0		0	0	0		0	0	0
4	Powell Rd	CR 44A	PM		0	9	0		1	5	0		0	0	0		0	0	1
5	Powell Rd	Project Entrance	PM		0	0	24		0	19	0		23	0	0		0	0	14
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	Powell Rd	Cleveland Av/CR 466A	PM		313	428	717		203	228	89		93	549	127		428	542	355
2	Powell Rd	Broken Oak Dr	PM		59	1,005	41		64	665	17		12	1	10		89	1	35
3	Powell Rd	Huey St	PM		27	1,036	3		69	684	47		84	0	30		1	1	1
4	Powell Rd	CR 44A	PM		197	698	302		196	537	60		125	170	296		119	158	226
5	Powell Rd	Project Entrance	PM		0	1,083	59		0	772	0		23	0	0		0	0	38

AM Peak Hour																
	Analysis Years			Seasonal Factor			External Project Trips			Passby Project Trips			AM Peak			
Inputs:	Existing Year	Future Year	Total	Factor	Date		In	Out	Total		In	Out				Total
	2023	2026	3	1.00	11/29/2023		7	23	30		0	0				0
				1.06	12/19/2023											
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	Powell Rd	Cleveland Av/CR 466A	AM	114	195	329	166	215	52	66	378	100	312	314	166	
2	Powell Rd	Broken Oak Dr	AM	46	496	20	7	642	5	12	0	17	3	0	4	
3	Powell Rd	Huey St	AM	30	478	1	21	581	86	56	1	40	1	3	1	
4	Powell Rd	CR 44A	AM	49	383	103	87	412	21	45	57	147	235	62	182	
5	Powell Rd	Project Entrance	AM	0	507	21	0	686	0	0	0	0	0	0	36	
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	Powell Rd	Cleveland Av/CR 466A	0.92	3.5%	4.6%	3.0%	4.2%	7.0%	7.7%	18.2%	4.0%	3.0%	2.9%	2.9%	1.2%	
2	Powell Rd	Broken Oak Dr	0.86	0.0%	3.4%	0.0%	0.0%	3.9%	0.0%	8.3%	0.0%	0.0%	66.7%	0.0%	0.0%	
3	Powell Rd	Huey St	0.91	3.3%	2.9%	0.0%	0.0%	3.3%	5.8%	0.0%	0.0%	2.5%	0.0%	33.3%	0.0%	
4	Powell Rd	CR 44A	0.89	2.0%	3.4%	0.0%	2.3%	3.4%	9.5%	2.2%	0.0%	0.0%	1.3%	1.6%	1.1%	
5	Powell Rd	Project Entrance	0.93	0.0%	3.6%	0.0%	0.0%	3.9%	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	Powell Rd	Cleveland Av/CR 466A	1.06	121	207	349	176	228	55	70	401	106	331	333	176	
2	Powell Rd	Broken Oak Dr	1.00	46	496	20	7	642	5	12	0	17	3	0	4	
3	Powell Rd	Huey St	1.00	30	478	1	21	581	86	56	1	40	1	3	1	
4	Powell Rd	CR 44A	1.06	52	406	109	92	437	22	48	60	156	249	66	193	
5	Powell Rd	Project Entrance	1.00	0	507	21	0	686	0	0	0	0	0	0	36	
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	Powell Rd	Cleveland Av/CR 466A	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
2	Powell Rd	Broken Oak Dr	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
3	Powell Rd	Huey St	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
4	Powell Rd	CR 44A	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
5	Powell Rd	Project Entrance	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
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	Powell Rd	Cleveland Av/CR 466A	AM	130	223	375	189	245	59	75	431	114	356	358	189	
2	Powell Rd	Broken Oak Dr	AM	49	533	22	8	690	5	13	0	18	3	0	4	
3	Powell Rd	Huey St	AM	32	514	1	23	625	92	60	1	43	1	3	1	
4	Powell Rd	CR 44A	AM	56	436	117	99	470	24	52	65	168	268	71	207	
5	Powell Rd	Project Entrance	AM	0	545	23	0	737	0	0	0	0	0	0	39	
Future Trip Distribution Out (Movement)																
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	Powell Rd	Cleveland Av/CR 466A	AM	3.00%	14.00%	36.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
2	Powell Rd	Broken Oak Dr	AM	47.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
3	Powell Rd	Huey St	AM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
4	Powell Rd	CR 44A	AM	0.00%	0.00%	0.00%	5.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
5	Powell Rd	Project Entrance	AM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
Future Trip Distribution In (Movement)																
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	Powell Rd	Cleveland Av/CR 466A	AM	0.00%	0.00%	0.00%	0.00%	14.00%	0.00%	0.00%	0.00%	3.00%	36.00%	0.00%	0.00%	
2	Powell Rd	Broken Oak Dr	AM	0.00%	0.00%	0.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
3	Powell Rd	Huey St	AM	0.00%	47.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
4	Powell Rd	CR 44A	AM	0.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%	
5	Powell Rd	Project Entrance	AM	0.00%	0.00%	100.00%	0.00%	53.00%	0.00%	95.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
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	Powell Rd	Cleveland Av/CR 466A	AM													
2	Powell Rd	Broken Oak Dr	AM													
3	Powell Rd	Huey St	AM													
4	Powell Rd	CR 44A	AM													
5	Powell Rd	Project Entrance	AM													
External Project Trips																
				External Trip Generation			Entering		7	Exiting		23	Total		30	
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	Powell Rd	Cleveland Av/CR 466A	AM	1	3	8	0	1	0	0	0	0	3	0	0	
2	Powell Rd	Broken Oak Dr	AM	11	12	0	0	4	0	0	0	0	0	0	0	
3	Powell Rd	Huey St	AM	0	3	0	4	11	0	0	0	0	0	0	0	
4	Powell Rd	CR 44A	AM	0	3	0	1	9	0	0	0	0	0	0	0	
5	Powell Rd	Project Entrance	AM	0	0	7	0	15	0	7	0	0	0	0	23	

Committed Development																
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	Powell Rd	Cleveland Av/CR 466A	AM		13	24	51	38	31	8	15	40	28	57	14	14
2	Powell Rd	Broken Oak Dr	AM		7	66	35	57	61	0	0	1	0	43	1	26
3	Powell Rd	Huey St	AM		0	100	0	3	109	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	AM		94	43	0	43	51	14	45	34	76	0	42	17
5	Powell Rd	Project Entrance	AM		0	106	0	0	112	0	0	0	0	0	0	0
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	Powell Rd	Cleveland Av/CR 466A	AM		1	3	8	0	1	0	0	0	0	3	0	0
2	Powell Rd	Broken Oak Dr	AM		11	12	0	0	4	0	0	0	0	0	0	0
3	Powell Rd	Huey St	AM		0	3	0	4	11	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	AM		0	3	0	1	9	0	0	0	0	0	0	0
5	Powell Rd	Project Entrance	AM		0	0	7	0	15	0	7	0	0	0	0	23
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	Powell Rd	Cleveland Av/CR 466A	AM		144	250	434	227	277	67	90	471	142	416	372	203
2	Powell Rd	Broken Oak Dr	AM		67	611	57	65	755	5	13	1	18	46	1	30
3	Powell Rd	Huey St	AM		32	617	1	30	745	92	60	1	43	1	3	1
4	Powell Rd	CR 44A	AM		150	482	117	143	530	38	97	99	244	268	113	224
5	Powell Rd	Project Entrance	AM		0	651	30	0	864	0	7	0	0	0	0	62

PM Peak Committed Development Summary																
Parkview at Brownwood																
Location	Intersection		PHF		Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM			18	37		10					29		
2	Powell Rd	Broken Oak Dr	PM			55			39							
3	Powell Rd	Huey St	PM			55			39							
4	Powell Rd	CR 44A	PM		131			44			55	73	164		59	
5	Powell Rd	Project Entrance	PM			55			39							
Highfields at Twisted Oaks																
Location	Intersection		PHF		Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM			9		26	5			15			26	44
2	Powell Rd	Broken Oak Dr	PM			9			5							
3	Powell Rd	Huey St	PM			9			5							
4	Powell Rd	CR 44A	PM			9			5							
5	Powell Rd	Project Entrance	PM			9			5							
Powell Plaza																
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	Powell Rd	Cleveland Av/CR 466A	1.00		12	10	28		7				9	21		
2	Powell Rd	Broken Oak Dr	1.00			19	24	37	7			1		52	1	12
3	Powell Rd	Huey St	1.00			43			29							
4	Powell Rd	CR 44A	1.00			16		16	22	20	19					12
5	Powell Rd	Project Entrance	1.00			43			29							
NE 81st Blvd Subdivision																
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	Powell Rd	Cleveland Av/CR 466A	PM			3		2	1	1	1					5
2	Powell Rd	Broken Oak Dr	PM			3			1							
3	Powell Rd	Huey St	PM			3			1							
4	Powell Rd	CR 44A	PM			3			1							
5	Powell Rd	Project Entrance	PM			3			1							
Solamar at Wildwood (fka Wildwood Residential)																
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	Powell Rd	Cleveland Av/CR 466A	PM		20					19	12	14	12		25	
2	Powell Rd	Broken Oak Dr	PM			20			12							
3	Powell Rd	Huey St	PM			20			12							
4	Powell Rd	CR 44A	PM			15			9	3	5					
5	Powell Rd	Project Entrance	PM			20			12							
Townhomes at Powell																
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	Powell Rd	Cleveland Av/CR 466A	PM		1	5	13	0	8				2	21		
2	Powell Rd	Broken Oak Dr	PM		5	6	9	21	9					12		14
3	Powell Rd	Huey St	PM		0	27	0	9	17							
4	Powell Rd	CR 44A	PM		0	22	0	2	14							3
5	Powell Rd	Project Entrance	PM			27			26							
Total Committed Development																
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	Powell Rd	Cleveland Av/CR 466A	PM		33	45	78	28	31	20	13	29	23	71	51	49
2	Powell Rd	Broken Oak Dr	PM		5	112	33	58	73	0	0	1	0	64	1	26
3	Powell Rd	Huey St	PM		0	157	0	9	103	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM		131	65	0	62	51	23	79	73	164	0	59	15
5	Powell Rd	Project Entrance	PM		0	157	0	0	112	0	0	0	0	0	0	0

AM Peak Hour Committed Development Trips

Parkview at Brownwood																
Location	Intersection		PHF	Northbound			Southbound			Eastbound			Westbound			
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Powell Rd	Cleveland Av/CR 466A	PM	0	8	17	0	10	0	0	0	0	21	0	0	
2	Powell Rd	Broken Oak Dr	PM	0	25	0	0	31	0	0	0	0	0	0	0	
3	Powell Rd	Huey St	PM	0	25	0	0	31	0	0	0	0	0	0	0	
4	Powell Rd	CR 44A	PM	94	0	0	31	0	0	25	34	76	0	42	0	
5	Powell Rd	Project Entrance	PM	0	25	0	0	31	0	0	0	0	0	0	0	
Highfields at Twisted Oaks																
Location	Intersection		PHF	Northbound			Southbound			Eastbound			Westbound			
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Powell Rd	Cleveland Av/CR 466A	PM	0	3	0	37	7	0	0	22	0	0	8	13	
2	Powell Rd	Broken Oak Dr	PM	0	3	0	0	7	0	0	0	0	0	0	0	
3	Powell Rd	Huey St	PM	0	3	0	0	7	0	0	0	0	0	0	0	
4	Powell Rd	CR 44A	PM	0	9	0	0	7	0	0	0	0	0	0	0	
5	Powell Rd	Project Entrance	PM	0	9	0	0	7	0	0	0	0	0	0	0	
Powell Plaza																
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	Powell Rd	Cleveland Av/CR 466A	0.97	6	5	15	0	9	0	0	0	12	28	0	0	
2	Powell Rd	Broken Oak Dr	0.97	0	24	32	49	3	0	0	1	0	26	1	6	
3	Powell Rd	Huey St	0.97	0	56	0	0	29	0	0	0	0	0	0	0	
4	Powell Rd	CR 44A	0.97	0	21	0	9	11	10	19	0	0	0	0	16	
5	Powell Rd	Project Entrance	0.97	0	56	0	0	29	0	0	0	0	0	0	0	
NE 81st Blvd Subdivision																
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	Powell Rd	Cleveland Av/CR 466A	PM	0	1	0	1	2	3	0	0	0	0	0	1	
2	Powell Rd	Broken Oak Dr	PM	0	1	0	0	2	0	0	0	0	0	0	0	
3	Powell Rd	Huey St	PM	0	1	0	0	2	0	0	0	0	0	0	0	
4	Powell Rd	CR 44A	PM	0	1	0	0	2	0	0	0	0	0	0	0	
5	Powell Rd	Project Entrance	PM	0	1	0	0	2	0	0	0	0	0	0	0	
Solamar at Wildwood (fka Wildwood Residential)																
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	Powell Rd	Cleveland Av/CR 466A	PM	5	0	0	0	0	5	15	18	15	0	6	0	
2	Powell Rd	Broken Oak Dr	PM	0	5	0	0	15	0	0	0	0	0	0	0	
3	Powell Rd	Huey St	PM	0	5	0	0	15	0	0	0	0	0	0	0	
4	Powell Rd	CR 44A	PM	0	4	0	0	11	4	1	0	0	0	0	0	
5	Powell Rd	Project Entrance	PM	0	5	0	0	15	0	0	0	0	0	0	0	
Townhomes at Powell																
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	Powell Rd	Cleveland Av/CR 466A	PM	2	7	19	0	3	0	0	0	1	8	0	0	
2	Powell Rd	Broken Oak Dr	PM	7	8	3	8	3	0	0	0	0	17	0	20	
3	Powell Rd	Huey St	PM	0	10	0	3	25	0	0	0	0	0	0	0	
4	Powell Rd	CR 44A	PM	0	8	0	3	20	0	0	0	0	0	0	1	
5	Powell Rd	Project Entrance	PM	0	10	0	0	28	0	0	0	0	0	0	0	
Total Committed Development																
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	Powell Rd	Cleveland Av/CR 466A	PM	13	24	51	38	31	8	15	40	28	57	14	14	
2	Powell Rd	Broken Oak Dr	PM	7	66	35	57	61	0	0	1	0	43	1	26	
3	Powell Rd	Huey St	PM	0	100	0	3	109	0	0	0	0	0	0	0	
4	Powell Rd	CR 44A	PM	94	43	0	43	51	14	45	34	76	0	42	17	
5	Powell Rd	Project Entrance	PM	0	106	0	0	112	0	0	0	0	0	0	0	

APPENDIX F

Synchro – Future Conditions

HCM 6th Signalized Intersection Summary

1: Powell Rd & CR 466A/Cleveland Av/CR 466A

Wildwood - Atlantic Housing
2026 Background AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
Future Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
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	1633	1841	1856	1856	1856	1885	1841	1826	1856	1841	1796	1781
Adj Flow Rate, veh/h	98	512	154	449	404	169	155	268	313	247	300	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	18	4	3	3	3	1	4	5	3	4	7	8
Cap, veh/h	117	1219	365	254	1615	732	224	446	384	277	329	80
Arrive On Green	0.08	0.46	0.46	0.07	0.46	0.46	0.08	0.24	0.24	0.07	0.24	0.24
Sat Flow, veh/h	1555	2653	794	3428	3526	1598	1753	1826	1572	1753	1396	340
Grp Volume(v), veh/h	98	337	329	449	404	169	155	268	313	247	0	373
Grp Sat Flow(s),veh/h/ln	1555	1749	1698	1714	1763	1598	1753	1826	1572	1753	0	1735
Q Serve(g_s), s	8.4	17.4	17.6	10.0	9.5	8.7	8.9	17.6	25.4	10.0	0.0	28.3
Cycle Q Clear(g_c), s	8.4	17.4	17.6	10.0	9.5	8.7	8.9	17.6	25.4	10.0	0.0	28.3
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	117	804	780	254	1615	732	224	446	384	277	0	409
V/C Ratio(X)	0.83	0.42	0.42	1.77	0.25	0.23	0.69	0.60	0.82	0.89	0.00	0.91
Avail Cap(c_a), veh/h	161	804	780	254	1615	732	352	541	466	277	0	514
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	0.00	1.00
Uniform Delay (d), s/veh	61.6	24.4	24.5	62.5	22.4	22.2	37.9	45.2	48.2	45.2	0.0	50.3
Incr Delay (d2), s/veh	22.8	1.6	1.7	361.2	0.4	0.7	3.8	1.3	9.1	28.3	0.0	18.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	12.0	11.8	27.6	7.0	6.1	7.3	12.8	16.2	9.8	0.0	20.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.4	26.0	26.1	423.7	22.8	22.9	41.6	46.5	57.2	73.6	0.0	68.3
LnGrp LOS	F	C	C	F	C	C	D	D	E	E	A	E
Approach Vol, veh/h		764			1022			736			620	
Approach Delay, s/veh		33.6			198.9			50.0			70.4	
Approach LOS		C			F			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	67.0	16.2	36.8	15.2	66.9	15.0	38.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	40.0	21.0	40.0	14.0	40.0	10.0	40.0				
Max Q Clear Time (g_c+I1), s	12.0	19.6	10.9	30.3	10.4	11.5	12.0	27.4				
Green Ext Time (p_c), s	0.0	4.0	0.3	1.5	0.1	3.0	0.0	2.2				
Intersection Summary												
HCM 6th Ctrl Delay			98.5									
HCM 6th LOS			F									

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	1	18	46	1	30	56	599	57	65	751	5
Future Vol, veh/h	13	1	18	46	1	30	56	599	57	65	751	5
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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	8	0	0	67	0	0	0	3	0	0	4	0
Mvmt Flow	15	1	21	53	1	35	65	697	66	76	873	6
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1507	1921	440	1449	1891	382	879	0	0	763	0	0
Stage 1	1028	1028	-	860	860	-	-	-	-	-	-	-
Stage 2	479	893	-	589	1031	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.5	6.9	8.84	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4	3.3	4.17	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	79	68	570	~ 51	71	622	777	-	-	859	-	-
Stage 1	240	314	-	210	376	-	-	-	-	-	-	-
Stage 2	521	363	-	330	313	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	65	57	570	~ 43	59	622	777	-	-	859	-	-
Mov Cap-2 Maneuver	153	149	-	114	148	-	-	-	-	-	-	-
Stage 1	220	286	-	192	344	-	-	-	-	-	-	-
Stage 2	449	333	-	289	285	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	21.1		48.6		0.8		0.8					
HCM LOS	C		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	777	-	-	260	168	859	-	-				
HCM Lane V/C Ratio	0.084	-	-	0.143	0.533	0.088	-	-				
HCM Control Delay (s)	10.1	-	-	21.1	48.6	9.6	-	-				
HCM Lane LOS	B	-	-	C	E	A	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	0.5	2.7	0.3	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↕↕		↵	↕↕	
Traffic Vol, veh/h	60	1	43	1	3	1	32	614	1	26	734	92
Future Vol, veh/h	60	1	43	1	3	1	32	614	1	26	734	92
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	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	33	0	3	3	0	0	3	6
Mvmt Flow	66	1	47	1	3	1	35	675	1	29	807	101
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1325	1662	454	1208	1712	338	908	0	0	676	0	0
Stage 1	916	916	-	746	746	-	-	-	-	-	-	-
Stage 2	409	746	-	462	966	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.94	7.5	7.16	6.9	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.32	3.5	4.33	3.3	2.23	-	-	2.2	-	-
Pot Cap-1 Maneuver	116	98	553	141	65	664	739	-	-	925	-	-
Stage 1	297	354	-	376	351	-	-	-	-	-	-	-
Stage 2	596	424	-	554	269	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	107	90	553	121	60	664	739	-	-	925	-	-
Mov Cap-2 Maneuver	211	204	-	237	149	-	-	-	-	-	-	-
Stage 1	283	343	-	358	335	-	-	-	-	-	-	-
Stage 2	561	404	-	489	261	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	26.1		24.2		0.5		0.3					
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	739	-	-	283	193	925	-	-				
HCM Lane V/C Ratio	0.048	-	-	0.404	0.028	0.031	-	-				
HCM Control Delay (s)	10.1	-	-	26.1	24.2	9	-	-				
HCM Lane LOS	B	-	-	D	C	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	1.9	0.1	0.1	-	-				

HCM 6th Signalized Intersection Summary

4: Powell Rd & CR 44A

Wildwood - Atlantic Housing
2026 Background AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	99	244	268	113	224	150	479	117	142	521	38
Future Volume (veh/h)	97	99	244	268	113	224	150	479	117	142	521	38
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	1870	1900	1900	1885	1870	1885	1870	1856	1900	1870	1856	1752
Adj Flow Rate, veh/h	109	111	212	301	127	197	169	538	91	160	585	43
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	1	2	1	2	3	0	2	3	10
Cap, veh/h	156	1193	532	330	1666	749	236	728	333	254	672	49
Arrive On Green	0.05	0.33	0.33	0.18	0.47	0.47	0.09	0.21	0.21	0.09	0.20	0.20
Sat Flow, veh/h	3456	3610	1610	1795	3554	1598	1781	3526	1610	1781	3330	244
Grp Volume(v), veh/h	109	111	212	301	127	197	169	538	91	160	309	319
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1795	1777	1598	1781	1763	1610	1781	1763	1812
Q Serve(g_s), s	4.4	3.0	14.2	23.0	2.8	10.5	10.4	20.0	6.7	9.9	23.8	23.9
Cycle Q Clear(g_c), s	4.4	3.0	14.2	23.0	2.8	10.5	10.4	20.0	6.7	9.9	23.8	23.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	156	1193	532	330	1666	749	236	728	333	254	356	366
V/C Ratio(X)	0.70	0.09	0.40	0.91	0.08	0.26	0.71	0.74	0.27	0.63	0.87	0.87
Avail Cap(c_a), veh/h	220	1193	532	464	1666	749	298	952	435	280	433	445
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	65.9	32.4	36.1	56.1	20.5	22.5	41.3	52.0	46.7	40.8	54.1	54.1
Incr Delay (d2), s/veh	5.5	0.2	2.2	17.8	0.1	0.9	5.9	2.2	0.4	3.9	14.8	14.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	2.4	9.9	17.7	2.1	7.4	8.6	13.9	4.9	8.1	17.6	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	32.5	38.4	73.8	20.6	23.4	47.2	54.2	47.1	44.6	68.8	68.8
LnGrp LOS	E	C	D	E	C	C	D	D	D	D	E	E
Approach Vol, veh/h	432			625			798			788		
Approach Delay, s/veh	45.2			47.1			51.9			63.9		
Approach LOS	D			D			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.5	53.1	19.4	35.1	13.1	72.4	18.7	35.7				
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8				
Max Green Setting (Gmax), s	* 36	* 25	* 17	* 34	* 8.9	* 52	* 14	* 38				
Max Q Clear Time (g_c+I1), s	25.0	16.2	12.4	25.9	6.4	12.5	11.9	22.0				
Green Ext Time (p_c), s	0.7	0.9	0.2	2.4	0.1	1.5	0.1	3.4				

Intersection Summary

HCM 6th Ctrl Delay	53.3
HCM 6th LOS	D

Notes

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

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕			↕↕
Traffic Vol, veh/h	0	39	651	23	0	849
Future Vol, veh/h	0	39	651	23	0	849
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, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	0	42	700	25	0	913
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	363	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	640	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	640	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	640		-		
HCM Lane V/C Ratio	-	0.066		-		
HCM Control Delay (s)	-	11		-		
HCM Lane LOS	-	B		-		
HCM 95th %tile Q(veh)	-	0.2		-		

HCM 6th Signalized Intersection Summary
1: Powell Rd & CR 466A/Cleveland Av/CR 466A

Wildwood - Atlantic Housing
2026 Background PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
Future Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
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	1796	1885	1870	1900	1870	1885	1900	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	98	578	133	441	571	300	329	448	505	214	237	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	1	2	0	2	1	0	3	0	0	4	2
Cap, veh/h	358	1179	270	744	1454	654	367	550	477	231	274	109
Arrive On Green	0.07	0.41	0.41	0.07	0.41	0.41	0.15	0.30	0.30	0.07	0.22	0.22
Sat Flow, veh/h	1711	2893	664	3510	3554	1598	1810	1856	1610	1810	1254	497
Grp Volume(v), veh/h	98	357	354	441	571	300	329	448	505	214	0	331
Grp Sat Flow(s),veh/h/ln	1711	1791	1766	1755	1777	1598	1810	1856	1610	1810	0	1751
Q Serve(g_s), s	4.3	19.9	20.0	10.0	15.3	18.4	18.4	30.2	40.0	10.0	0.0	24.6
Cycle Q Clear(g_c), s	4.3	19.9	20.0	10.0	15.3	18.4	18.4	30.2	40.0	10.0	0.0	24.6
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	358	730	719	744	1454	654	367	550	477	231	0	383
V/C Ratio(X)	0.27	0.49	0.49	0.59	0.39	0.46	0.90	0.81	1.06	0.93	0.00	0.87
Avail Cap(c_a), veh/h	412	730	719	744	1454	654	373	550	477	231	0	519
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	0.00	1.00
Uniform Delay (d), s/veh	20.4	29.6	29.6	23.0	28.1	29.0	34.6	44.1	47.5	44.9	0.0	50.8
Incr Delay (d2), s/veh	0.4	2.3	2.4	1.3	0.8	2.3	23.1	9.2	57.6	39.9	0.0	11.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	13.9	13.8	7.4	10.7	11.9	15.6	21.5	32.5	8.5	0.0	17.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	32.0	32.0	24.2	28.9	31.3	57.7	53.3	105.1	84.8	0.0	61.9
LnGrp LOS	C	C	C	C	C	C	E	D	F	F	A	E
Approach Vol, veh/h		809			1312			1282			545	
Approach Delay, s/veh		30.6			27.9			74.8			70.9	
Approach LOS		C			C			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	60.0	25.5	34.5	14.7	60.3	15.0	45.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	40.0	21.0	40.0	14.0	40.0	10.0	40.0				
Max Q Clear Time (g_c+I1), s	12.0	22.0	20.4	26.6	6.3	20.4	12.0	42.0				
Green Ext Time (p_c), s	0.0	4.1	0.1	1.6	0.1	4.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			49.6									
HCM 6th LOS			D									

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	1	10	89	1	35	52	998	41	64	652	17
Future Vol, veh/h	12	1	10	89	1	35	52	998	41	64	652	17
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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	13	1	11	94	1	37	55	1051	43	67	686	18
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1465	2033	352	1661	2021	547	704	0	0	1094	0	0
Stage 1	829	829	-	1183	1183	-	-	-	-	-	-	-
Stage 2	636	1204	-	478	838	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	91	58	650	~ 65	59	486	903	-	-	645	-	-
Stage 1	335	388	-	204	265	-	-	-	-	-	-	-
Stage 2	437	259	-	543	384	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	73	49	650	~ 56	50	486	903	-	-	645	-	-
Mov Cap-2 Maneuver	176	126	-	142	145	-	-	-	-	-	-	-
Stage 1	315	348	-	192	249	-	-	-	-	-	-	-
Stage 2	378	243	-	477	344	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	20.9		68.3		0.4		1					
HCM LOS	C		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	903	-	-	251	177	645	-	-				
HCM Lane V/C Ratio	0.061	-	-	0.096	0.743	0.104	-	-				
HCM Control Delay (s)	9.2	-	-	20.9	68.3	11.2	-	-				
HCM Lane LOS	A	-	-	C	F	B	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.3	4.7	0.3	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	0	30	1	1	1	27	1025	3	56	677	47
Future Vol, veh/h	84	0	30	1	1	1	27	1025	3	56	677	47
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	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	0	4	0	0	0	0	2	0	0	1	7
Mvmt Flow	91	0	33	1	1	1	29	1114	3	61	736	51
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1500	2059	394	1664	2083	559	787	0	0	1117	0	0
Stage 1	884	884	-	1174	1174	-	-	-	-	-	-	-
Stage 2	616	1175	-	490	909	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.5	6.98	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4	3.34	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 85	56	599	65	54	478	841	-	-	633	-	-
Stage 1	309	366	-	207	268	-	-	-	-	-	-	-
Stage 2	447	268	-	534	357	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 76	49	599	55	47	478	841	-	-	633	-	-
Mov Cap-2 Maneuver	184	134	-	145	147	-	-	-	-	-	-	-
Stage 1	298	331	-	200	259	-	-	-	-	-	-	-
Stage 2	429	259	-	456	323	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	39		24.3		0.2		0.8					
HCM LOS	E		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	841	-	-	225	190	633	-	-				
HCM Lane V/C Ratio	0.035	-	-	0.551	0.017	0.096	-	-				
HCM Control Delay (s)	9.4	-	-	39	24.3	11.3	-	-				
HCM Lane LOS	A	-	-	E	C	B	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	3	0.1	0.3	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

HCM 6th Signalized Intersection Summary 4: Powell Rd & CR 44A

Wildwood - Atlantic Housing
2026 Background PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 			 	
Traffic Volume (veh/h)	125	170	296	119	158	225	197	689	302	195	532	60
Future Volume (veh/h)	125	170	296	119	158	225	197	689	302	195	532	60
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	1870	1900	1900	1900	1870	1870	1870	1885	1900	1900	1885	1856
Adj Flow Rate, veh/h	133	181	263	127	168	175	210	733	225	207	566	64
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, %	2	0	0	0	2	2	2	1	0	0	1	3
Cap, veh/h	177	1469	655	150	1558	695	288	861	387	253	772	87
Arrive On Green	0.05	0.41	0.41	0.08	0.44	0.44	0.10	0.24	0.24	0.10	0.24	0.24
Sat Flow, veh/h	3456	3610	1610	1810	3554	1585	1781	3582	1610	1810	3244	366
Grp Volume(v), veh/h	133	181	263	127	168	175	210	733	225	207	312	318
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1810	1777	1585	1781	1791	1610	1810	1791	1819
Q Serve(g_s), s	6.1	5.0	18.5	11.1	4.5	11.2	14.1	31.3	19.7	13.7	25.7	25.8
Cycle Q Clear(g_c), s	6.1	5.0	18.5	11.1	4.5	11.2	14.1	31.3	19.7	13.7	25.7	25.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	177	1469	655	150	1558	695	288	861	387	253	426	433
V/C Ratio(X)	0.75	0.12	0.40	0.85	0.11	0.25	0.73	0.85	0.58	0.82	0.73	0.74
Avail Cap(c_a), veh/h	285	1469	655	262	1558	695	353	1101	495	334	562	571
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	74.9	29.6	33.6	72.4	26.5	28.4	42.3	58.1	53.7	43.7	56.3	56.3
Incr Delay (d2), s/veh	6.2	0.2	1.8	12.3	0.1	0.9	5.8	5.3	1.4	11.4	3.4	3.4
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(95%),veh/ln	5.1	4.0	12.2	9.6	3.5	7.9	10.9	21.1	12.9	11.3	17.7	18.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	29.8	35.5	84.7	26.6	29.2	48.1	63.3	55.1	55.1	59.7	59.7
LnGrp LOS	F	C	D	F	C	C	D	E	E	E	E	E
Approach Vol, veh/h		577			470			1168			837	
Approach Delay, s/veh		44.2			43.3			59.0			58.6	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	71.9	23.2	44.9	15.0	76.9	22.8	45.2				
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8				
Max Green Setting (Gmax), s	* 23	* 37	* 22	* 50	* 13	* 47	* 23	* 49				
Max Q Clear Time (g_c+I1), s	13.1	20.5	16.1	27.8	8.1	13.2	15.7	33.3				
Green Ext Time (p_c), s	0.2	1.8	0.3	3.8	0.2	1.7	0.3	5.2				

Intersection Summary

HCM 6th Ctrl Delay 53.7
HCM 6th LOS D

Notes

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

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	24	1083	35	0	753
Future Vol, veh/h	0	24	1083	35	0	753
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	4	2	3	0	2
Mvmt Flow	0	26	1152	37	0	801
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	595	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.98	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.34	-	-	-	-
Pot Cap-1 Maneuver	0	442	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	442	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13.6	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	- 442		-		
HCM Lane V/C Ratio	-	- 0.058		-		
HCM Control Delay (s)	-	- 13.6		-		
HCM Lane LOS	-	- B		-		
HCM 95th %tile Q(veh)	-	- 0.2		-		

HCM 6th Signalized Intersection Summary

1: Powell Rd & CR 466A/Cleveland Av/CR 466A

Wildwood - Atlantic Housing
2026 Background AM-Improved

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				 								
Traffic Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
Future Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
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	1633	1841	1856	1856	1856	1885	1841	1826	1856	1841	1796	1781
Adj Flow Rate, veh/h	98	512	154	449	404	169	155	268	313	247	300	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	18	4	3	3	3	1	4	5	3	4	7	8
Cap, veh/h	118	1022	306	503	1609	729	226	408	351	296	332	81
Arrive On Green	0.08	0.39	0.39	0.15	0.46	0.46	0.08	0.22	0.22	0.10	0.24	0.24
Sat Flow, veh/h	1555	2653	794	3428	3526	1598	1753	1826	1572	1753	1396	340
Grp Volume(v), veh/h	98	337	329	449	404	169	155	268	313	247	0	373
Grp Sat Flow(s),veh/h/ln	1555	1749	1698	1714	1763	1598	1753	1826	1572	1753	0	1735
Q Serve(g_s), s	8.4	19.8	20.0	17.4	9.5	8.7	9.1	18.0	26.1	13.0	0.0	28.2
Cycle Q Clear(g_c), s	8.4	19.8	20.0	17.4	9.5	8.7	9.1	18.0	26.1	13.0	0.0	28.2
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	118	674	654	503	1609	729	226	408	351	296	0	412
V/C Ratio(X)	0.83	0.50	0.50	0.89	0.25	0.23	0.69	0.66	0.89	0.83	0.00	0.90
Avail Cap(c_a), veh/h	196	674	654	559	1609	729	238	541	466	296	0	527
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	0.00	1.00
Uniform Delay (d), s/veh	61.5	31.6	31.7	56.5	22.5	22.3	38.7	47.7	50.8	40.6	0.0	50.0
Incr Delay (d2), s/veh	13.8	2.6	2.8	15.5	0.4	0.7	7.5	1.8	15.4	18.3	0.0	16.3
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(95%),veh/ln	6.8	13.7	13.5	13.2	7.1	6.1	7.8	13.1	17.3	6.1	0.0	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	34.2	34.4	72.0	22.9	23.1	46.2	49.5	66.2	58.9	0.0	66.2
LnGrp LOS	E	C	C	E	C	C	D	D	E	E	A	E
Approach Vol, veh/h	764		1022				736				620	
Approach Delay, s/veh	39.6		44.5				55.9				63.3	
Approach LOS	D		D				E				E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.8	57.0	16.1	37.1	15.2	66.6	18.0	35.2				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	22.0	40.0	12.0	41.0	17.0	45.0	13.0	40.0				
Max Q Clear Time (g_c+I1), s	19.4	22.0	11.1	30.2	10.4	11.5	15.0	28.1				
Green Ext Time (p_c), s	0.5	3.8	0.0	1.6	0.1	3.1	0.0	2.1				
Intersection Summary												
HCM 6th Ctrl Delay	49.7											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

1: Powell Rd & CR 466A/Cleveland Av/CR 466A

Wildwood - Atlantic Housing
2026 Background PM-Improved

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
Future Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
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	1796	1885	1870	1900	1870	1885	1900	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	98	578	133	441	571	300	329	448	505	214	237	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	1	2	0	2	1	0	3	0	0	4	2
Cap, veh/h	324	1023	235	672	1290	580	424	636	552	267	341	135
Arrive On Green	0.07	0.35	0.35	0.08	0.36	0.36	0.14	0.34	0.34	0.07	0.27	0.27
Sat Flow, veh/h	1711	2893	664	3510	3554	1598	1810	1856	1610	1810	1254	497
Grp Volume(v), veh/h	98	357	354	441	571	300	329	448	505	214	0	331
Grp Sat Flow(s),veh/h/ln	1711	1791	1766	1755	1777	1598	1810	1856	1610	1810	0	1751
Q Serve(g_s), s	4.7	21.7	21.9	11.0	16.5	19.9	17.1	28.2	40.6	10.0	0.0	22.9
Cycle Q Clear(g_c), s	4.7	21.7	21.9	11.0	16.5	19.9	17.1	28.2	40.6	10.0	0.0	22.9
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	324	633	625	672	1290	580	424	636	552	267	0	477
V/C Ratio(X)	0.30	0.56	0.57	0.66	0.44	0.52	0.78	0.70	0.92	0.80	0.00	0.69
Avail Cap(c_a), veh/h	327	633	625	672	1290	580	484	742	644	267	0	519
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	0.00	1.00
Uniform Delay (d), s/veh	24.6	35.2	35.3	27.2	32.6	33.7	30.0	38.5	42.5	38.0	0.0	44.1
Incr Delay (d2), s/veh	0.5	3.6	3.7	2.3	1.1	3.3	6.8	2.5	16.3	15.9	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	15.3	15.2	8.2	11.5	12.9	12.8	19.1	25.4	5.7	0.0	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	38.8	39.0	29.5	33.7	37.0	36.8	41.0	58.9	53.9	0.0	47.7
LnGrp LOS	C	D	D	C	C	D	D	D	E	D	A	D
Approach Vol, veh/h		809			1312			1282			545	
Approach Delay, s/veh		37.2			33.1			46.9			50.1	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	52.8	24.5	41.7	14.7	54.0	15.0	51.2				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	11.0	40.0	24.0	40.0	10.0	41.0	10.0	54.0				
Max Q Clear Time (g_c+I1), s	13.0	23.9	19.1	24.9	6.7	21.9	12.0	42.6				
Green Ext Time (p_c), s	0.0	3.9	0.5	1.7	0.1	4.4	0.0	3.7				
Intersection Summary												
HCM 6th Ctrl Delay			40.8									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

1: Powell Rd & CR 466A/Cleveland Av/CR 466A

Wildwood - Atlantic Housing
2026 Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				 								
Traffic Volume (veh/h)	90	471	142	416	372	203	144	250	434	227	277	67
Future Volume (veh/h)	90	471	142	416	372	203	144	250	434	227	277	67
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	1633	1841	1856	1856	1856	1885	1841	1826	1856	1841	1796	1781
Adj Flow Rate, veh/h	98	512	154	452	404	169	157	272	322	247	301	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	18	4	3	3	3	1	4	5	3	4	7	8
Cap, veh/h	118	1005	301	506	1589	720	232	418	360	298	339	82
Arrive On Green	0.08	0.38	0.38	0.15	0.45	0.45	0.08	0.23	0.23	0.10	0.24	0.24
Sat Flow, veh/h	1555	2653	794	3428	3526	1598	1753	1826	1572	1753	1397	339
Grp Volume(v), veh/h	98	337	329	452	404	169	157	272	322	247	0	374
Grp Sat Flow(s),veh/h/ln	1555	1749	1698	1714	1763	1598	1753	1826	1572	1753	0	1735
Q Serve(g_s), s	8.4	20.0	20.2	17.5	9.6	8.8	9.1	18.2	26.8	13.0	0.0	28.1
Cycle Q Clear(g_c), s	8.4	20.0	20.2	17.5	9.6	8.8	9.1	18.2	26.8	13.0	0.0	28.1
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	118	663	643	506	1589	720	232	418	360	298	0	421
V/C Ratio(X)	0.83	0.51	0.51	0.89	0.25	0.23	0.68	0.65	0.89	0.83	0.00	0.89
Avail Cap(c_a), veh/h	196	663	643	559	1589	720	244	541	466	298	0	527
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	0.00	1.00
Uniform Delay (d), s/veh	61.5	32.2	32.3	56.5	23.0	22.8	38.2	47.2	50.5	40.0	0.0	49.3
Incr Delay (d2), s/veh	13.8	2.8	2.9	15.7	0.4	0.8	6.8	1.7	16.3	17.3	0.0	14.4
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(95%),veh/ln	6.8	13.8	13.6	13.3	7.1	6.2	7.8	13.2	17.8	5.9	0.0	19.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	35.0	35.2	72.2	23.4	23.5	45.0	48.9	66.7	57.3	0.0	63.7
LnGrp LOS	E	D	D	E	C	C	D	D	E	E	A	E
Approach Vol, veh/h	764			1025			751			621		
Approach Delay, s/veh	40.3			44.9			55.7			61.2		
Approach LOS	D			D			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.9	56.2	16.1	37.8	15.2	65.9	18.0	35.9				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	22.0	40.0	12.0	41.0	17.0	45.0	13.0	40.0				
Max Q Clear Time (g_c+I1), s	19.5	22.2	11.1	30.1	10.4	11.6	15.0	28.8				
Green Ext Time (p_c), s	0.4	3.8	0.0	1.6	0.1	3.1	0.0	2.1				
Intersection Summary												
HCM 6th Ctrl Delay	49.6											
HCM 6th LOS	D											

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↱	↕↱		↱	↕↱	
Traffic Vol, veh/h	13	1	18	46	1	30	67	611	57	65	755	5
Future Vol, veh/h	13	1	18	46	1	30	67	611	57	65	755	5
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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	8	0	0	67	0	0	0	3	0	0	4	0
Mvmt Flow	15	1	21	53	1	35	78	710	66	76	878	6
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1545	1965	442	1491	1935	388	884	0	0	776	0	0
Stage 1	1033	1033	-	899	899	-	-	-	-	-	-	-
Stage 2	512	932	-	592	1036	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.5	6.9	8.84	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4	3.3	4.17	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	74	64	569	~ 47	67	616	774	-	-	849	-	-
Stage 1	238	312	-	196	360	-	-	-	-	-	-	-
Stage 2	498	348	-	329	311	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	60	52	569	~ 39	55	616	774	-	-	849	-	-
Mov Cap-2 Maneuver	146	141	-	105	138	-	-	-	-	-	-	-
Stage 1	214	284	-	176	324	-	-	-	-	-	-	-
Stage 2	421	313	-	287	283	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	21.9		55.3		0.9		0.8					
HCM LOS	C		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	774	-	-	250	156	849	-	-				
HCM Lane V/C Ratio	0.101	-	-	0.149	0.574	0.089	-	-				
HCM Control Delay (s)	10.2	-	-	21.9	55.3	9.7	-	-				
HCM Lane LOS	B	-	-	C	F	A	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	0.5	3	0.3	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	60	1	43	1	3	1	32	617	1	30	745	92
Future Vol, veh/h	60	1	43	1	3	1	32	617	1	30	745	92
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	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	33	0	3	3	0	0	3	6
Mvmt Flow	66	1	47	1	3	1	35	678	1	33	819	101

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1347	1685	460	1225	1735	340	920	0	0	679	0	0
Stage 1	936	936	-	749	749	-	-	-	-	-	-	-
Stage 2	411	749	-	476	986	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.94	7.5	7.16	6.9	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.32	3.5	4.33	3.3	2.23	-	-	2.2	-	-
Pot Cap-1 Maneuver	111	95	548	137	63	662	731	-	-	923	-	-
Stage 1	289	346	-	375	350	-	-	-	-	-	-	-
Stage 2	594	422	-	544	263	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	102	87	548	117	58	662	731	-	-	923	-	-
Mov Cap-2 Maneuver	205	200	-	233	146	-	-	-	-	-	-	-
Stage 1	275	334	-	357	333	-	-	-	-	-	-	-
Stage 2	559	402	-	478	254	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27	24.5	0.5	0.3
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	731	-	-	276	190	923	-
HCM Lane V/C Ratio	0.048	-	-	0.414	0.029	0.036	-
HCM Control Delay (s)	10.2	-	-	27	24.5	9	-
HCM Lane LOS	B	-	-	D	C	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.9	0.1	0.1	-

HCM 6th Signalized Intersection Summary

4: Powell Rd & CR 44A

Wildwood - Atlantic Housing
2026 Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	99	244	268	113	224	150	482	117	143	530	38
Future Volume (veh/h)	97	99	244	268	113	224	150	482	117	143	530	38
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	1870	1900	1900	1885	1870	1885	1870	1856	1900	1870	1856	1752
Adj Flow Rate, veh/h	109	111	212	301	127	197	169	542	91	161	596	43
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	1	2	1	2	3	0	2	3	10
Cap, veh/h	156	1181	527	330	1655	744	236	739	338	256	686	49
Arrive On Green	0.05	0.33	0.33	0.18	0.47	0.47	0.09	0.21	0.21	0.09	0.21	0.21
Sat Flow, veh/h	3456	3610	1610	1795	3554	1598	1781	3526	1610	1781	3335	240
Grp Volume(v), veh/h	109	111	212	301	127	197	169	542	91	161	315	324
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1795	1777	1598	1781	1763	1610	1781	1763	1812
Q Serve(g_s), s	4.4	3.0	14.3	23.0	2.8	10.5	10.3	20.1	6.6	9.9	24.2	24.2
Cycle Q Clear(g_c), s	4.4	3.0	14.3	23.0	2.8	10.5	10.3	20.1	6.6	9.9	24.2	24.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	156	1181	527	330	1655	744	236	739	338	256	362	373
V/C Ratio(X)	0.70	0.09	0.40	0.91	0.08	0.26	0.72	0.73	0.27	0.63	0.87	0.87
Avail Cap(c_a), veh/h	220	1181	527	464	1655	744	298	967	442	285	443	456
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	65.9	32.7	36.5	56.1	20.7	22.8	41.1	51.7	46.3	40.4	53.8	53.8
Incr Delay (d2), s/veh	5.5	0.2	2.3	17.8	0.1	0.9	5.9	2.0	0.4	3.7	14.4	14.3
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(95%),veh/ln	3.7	2.4	10.0	17.7	2.1	7.5	8.6	14.0	4.9	8.1	17.8	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	32.8	38.8	73.8	20.8	23.7	46.9	53.7	46.8	44.1	68.1	68.1
LnGrp LOS	E	C	D	E	C	C	D	D	D	D	E	E
Approach Vol, veh/h	432			625			802			800		
Approach Delay, s/veh	45.5			47.2			51.5			63.3		
Approach LOS	D			D			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.5	52.6	19.3	35.6	13.1	72.0	18.7	36.2				
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8				
Max Green Setting (Gmax), s	* 36	* 24	* 17	* 35	* 8.9	* 51	* 14	* 38				
Max Q Clear Time (g_c+I1), s	25.0	16.3	12.3	26.2	6.4	12.5	11.9	22.1				
Green Ext Time (p_c), s	0.7	0.8	0.2	2.5	0.1	1.5	0.1	3.5				

Intersection Summary

HCM 6th Ctrl Delay	53.1
HCM 6th LOS	D

Notes

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

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	62	663	30	0	864
Future Vol, veh/h	0	62	663	30	0	864
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, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	0	67	713	32	0	929
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	373	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	630	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	630	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.4	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	630		-		
HCM Lane V/C Ratio	-	0.106		-		
HCM Control Delay (s)	-	11.4		-		
HCM Lane LOS	-	B		-		
HCM 95th %tile Q(veh)	-	0.4		-		

HCM 6th Signalized Intersection Summary
1: Powell Rd & CR 466A/Cleveland Av/CR 466A

Wildwood - Atlantic Housing
2026 Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	549	127	428	542	355	313	428	717	203	228	89
Future Volume (veh/h)	93	549	127	428	542	355	313	428	717	203	228	89
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	1796	1885	1870	1900	1870	1885	1900	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	98	578	134	451	571	300	329	451	511	214	240	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	1	2	0	2	1	0	3	0	0	4	2
Cap, veh/h	322	1012	234	665	1278	575	426	642	557	268	348	136
Arrive On Green	0.07	0.35	0.35	0.08	0.36	0.36	0.14	0.35	0.35	0.07	0.28	0.28
Sat Flow, veh/h	1711	2888	668	3510	3554	1598	1810	1856	1610	1810	1259	493
Grp Volume(v), veh/h	98	358	354	451	571	300	329	451	511	214	0	334
Grp Sat Flow(s),veh/h/ln	1711	1791	1765	1755	1777	1598	1810	1856	1610	1810	0	1752
Q Serve(g_s), s	4.7	21.9	22.0	11.0	16.5	20.0	17.0	28.4	41.1	10.0	0.0	23.0
Cycle Q Clear(g_c), s	4.7	21.9	22.0	11.0	16.5	20.0	17.0	28.4	41.1	10.0	0.0	23.0
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	322	628	618	665	1278	575	426	642	557	268	0	484
V/C Ratio(X)	0.30	0.57	0.57	0.68	0.45	0.52	0.77	0.70	0.92	0.80	0.00	0.69
Avail Cap(c_a), veh/h	325	628	618	665	1278	575	487	742	644	268	0	519
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	0.00	1.00
Uniform Delay (d), s/veh	24.9	35.6	35.6	28.1	33.0	34.1	29.7	38.2	42.3	37.6	0.0	43.7
Incr Delay (d2), s/veh	0.5	3.7	3.8	2.8	1.1	3.4	6.6	2.5	16.7	15.6	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	15.4	15.3	8.4	11.6	13.0	12.7	19.2	25.7	5.6	0.0	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	39.3	39.5	30.9	34.1	37.4	36.3	40.7	59.0	53.1	0.0	47.3
LnGrp LOS	C	D	D	C	C	D	D	D	E	D	A	D
Approach Vol, veh/h		810			1322			1291			548	
Approach Delay, s/veh		37.7			33.8			46.8			49.6	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	52.3	24.4	42.3	14.7	53.6	15.0	51.7				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	11.0	40.0	24.0	40.0	10.0	41.0	10.0	54.0				
Max Q Clear Time (g_c+I1), s	13.0	24.0	19.0	25.0	6.7	22.0	12.0	43.1				
Green Ext Time (p_c), s	0.0	3.9	0.5	1.7	0.1	4.4	0.0	3.6				
Intersection Summary												
HCM 6th Ctrl Delay			41.0									
HCM 6th LOS			D									

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	1	10	89	1	35	59	1005	41	64	665	17
Future Vol, veh/h	12	1	10	89	1	35	59	1005	41	64	665	17
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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	13	1	11	94	1	37	62	1058	43	67	700	18
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1497	2068	359	1689	2056	551	718	0	0	1101	0	0
Stage 1	843	843	-	1204	1204	-	-	-	-	-	-	-
Stage 2	654	1225	-	485	852	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	86	55	643	~ 62	56	483	892	-	-	642	-	-
Stage 1	329	382	-	199	259	-	-	-	-	-	-	-
Stage 2	427	254	-	537	379	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	69	46	643	~ 53	47	483	892	-	-	642	-	-
Mov Cap-2 Maneuver	169	121	-	136	139	-	-	-	-	-	-	-
Stage 1	306	342	-	185	241	-	-	-	-	-	-	-
Stage 2	365	236	-	472	340	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	21.4		75.1		0.5		1					
HCM LOS	C		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	892	-	-	243	170	642	-	-				
HCM Lane V/C Ratio	0.07	-	-	0.1	0.774	0.105	-	-				
HCM Control Delay (s)	9.3	-	-	21.4	75.1	11.3	-	-				
HCM Lane LOS	A	-	-	C	F	B	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.3	5	0.3	-	-				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	0	30	1	1	1	27	1036	3	69	684	47
Future Vol, veh/h	84	0	30	1	1	1	27	1036	3	69	684	47
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	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	0	4	0	0	0	0	2	0	0	1	7
Mvmt Flow	91	0	33	1	1	1	29	1126	3	75	743	51
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1541	2106	397	1708	2130	565	794	0	0	1129	0	0
Stage 1	919	919	-	1186	1186	-	-	-	-	-	-	-
Stage 2	622	1187	-	522	944	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.5	6.98	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4	3.34	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 79	52	597	60	50	473	836	-	-	626	-	-
Stage 1	294	353	-	204	265	-	-	-	-	-	-	-
Stage 2	443	264	-	511	344	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 69	44	597	50	42	473	836	-	-	626	-	-
Mov Cap-2 Maneuver	174	122	-	140	140	-	-	-	-	-	-	-
Stage 1	284	311	-	197	256	-	-	-	-	-	-	-
Stage 2	425	255	-	425	303	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	42.7		25			0.2			1			
HCM LOS	E		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	836	-	-	214	183	626	-	-				
HCM Lane V/C Ratio	0.035	-	-	0.579	0.018	0.12	-	-				
HCM Control Delay (s)	9.5	-	-	42.7	25	11.5	-	-				
HCM Lane LOS	A	-	-	E	D	B	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	3.2	0.1	0.4	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

HCM 6th Signalized Intersection Summary

4: Powell Rd & CR 44A

Wildwood - Atlantic Housing
2026 Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	170	296	119	158	226	197	698	302	196	537	60
Future Volume (veh/h)	125	170	296	119	158	226	197	698	302	196	537	60
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	1870	1900	1900	1900	1870	1870	1870	1885	1900	1900	1885	1856
Adj Flow Rate, veh/h	133	181	263	127	168	176	210	743	225	209	571	64
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, %	2	0	0	0	2	2	2	1	0	0	1	3
Cap, veh/h	177	1458	650	150	1547	690	289	870	391	253	784	88
Arrive On Green	0.05	0.40	0.40	0.08	0.44	0.44	0.10	0.24	0.24	0.10	0.24	0.24
Sat Flow, veh/h	3456	3610	1610	1810	3554	1585	1781	3582	1610	1810	3248	363
Grp Volume(v), veh/h	133	181	263	127	168	176	210	743	225	209	314	321
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1810	1777	1585	1781	1791	1610	1810	1791	1820
Q Serve(g_s), s	6.1	5.0	18.6	11.1	4.5	11.3	14.0	31.7	19.7	13.8	25.8	26.0
Cycle Q Clear(g_c), s	6.1	5.0	18.6	11.1	4.5	11.3	14.0	31.7	19.7	13.8	25.8	26.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	177	1458	650	150	1547	690	289	870	391	253	432	439
V/C Ratio(X)	0.75	0.12	0.40	0.85	0.11	0.26	0.73	0.85	0.58	0.83	0.73	0.73
Avail Cap(c_a), veh/h	285	1458	650	262	1547	690	355	1101	495	334	562	571
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	74.9	29.9	34.0	72.4	26.8	28.7	42.0	57.8	53.3	43.4	55.8	55.9
Incr Delay (d2), s/veh	6.2	0.2	1.9	12.3	0.1	0.9	5.7	5.5	1.3	12.0	3.3	3.4
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(95%),veh/ln	5.1	4.1	12.2	9.6	3.5	8.0	10.9	21.3	12.8	11.4	17.8	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	30.1	35.8	84.7	26.9	29.6	47.6	63.3	54.6	55.4	59.2	59.3
LnGrp LOS	F	C	D	F	C	C	D	E	D	E	E	E
Approach Vol, veh/h	577			471			1178			844		
Approach Delay, s/veh	44.5			43.5			58.9			58.3		
Approach LOS	D			D			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	71.4	23.1	45.4	15.0	76.4	22.9	45.7				
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8				
Max Green Setting (Gmax), s	* 23	* 37	* 22	* 50	* 13	* 47	* 23	* 49				
Max Q Clear Time (g_c+I1), s	13.1	20.6	16.0	28.0	8.1	13.3	15.8	33.7				
Green Ext Time (p_c), s	0.2	1.8	0.3	3.8	0.2	1.7	0.3	5.2				

Intersection Summary

HCM 6th Ctrl Delay	53.6
HCM 6th LOS	D

Notes

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

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	38	1090	59	0	772
Future Vol, veh/h	0	38	1090	59	0	772
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	4	2	3	0	2
Mvmt Flow	0	40	1160	63	0	821
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	612	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.98	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.34	-	-	-	-
Pot Cap-1 Maneuver	0	431	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	431	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.2	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	- 431		-		
HCM Lane V/C Ratio	-	- 0.094		-		
HCM Control Delay (s)	-	- 14.2		-		
HCM Lane LOS	-	- B		-		
HCM 95th %tile Q(veh)	-	- 0.3		-		

APPENDIX G
NCHRP Report 457 – Right Turn Lane Analysis

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

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	640
Right-turn volume, veh/h:	10

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	226
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	

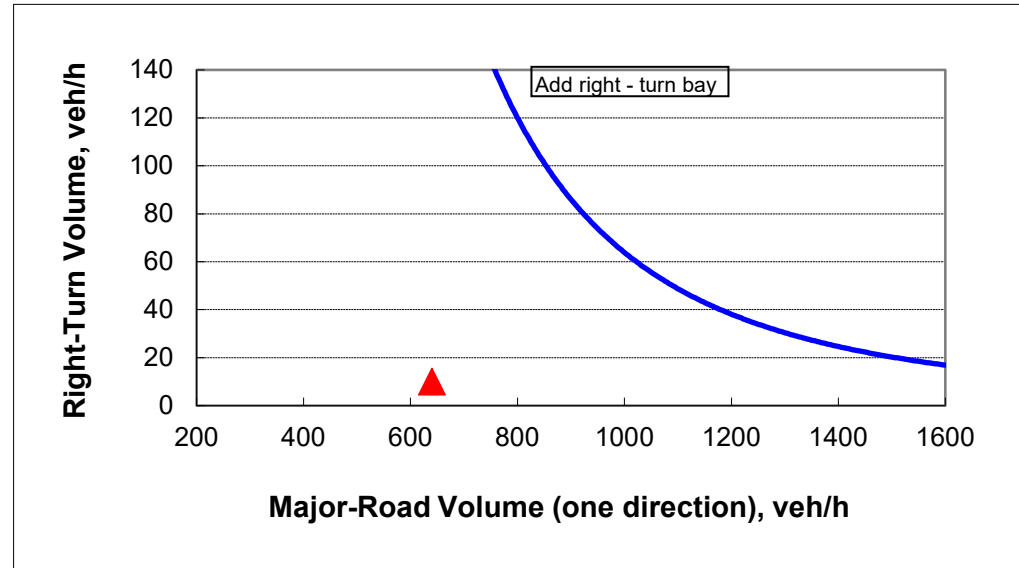


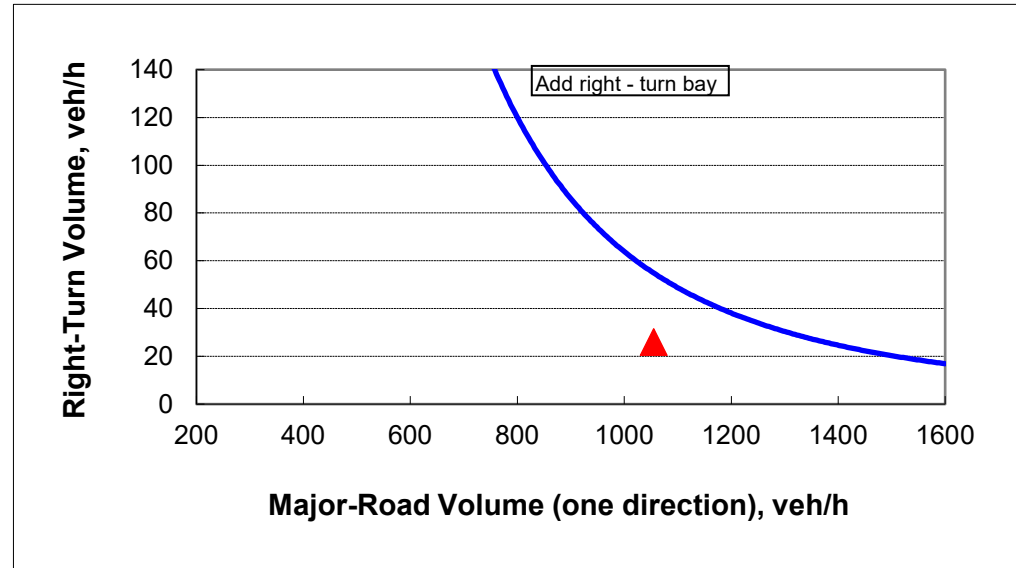
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	1055
Right-turn volume, veh/h:	26

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	55
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	



CITY COMMISSION OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY

SUBJECT: CP 2405-002 Michael DeMers

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval of Ordinance O2024-42 to be forwarded to the City Commission for further action.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

CASE NUMBER	CP 2405-002 Michael DeMers
ORDINANCE NUMBER	O2024-42
APPLICANTS	Michael Rankin w/ LPG Urban and Regional Planners, LLC
OWNER	Michael C. DeMers
PROPERTY LOCATION	The property is generally located approximately 0.33 miles east of N US 301, at 702 Clay Drain Road, Wildwood, FL 34785
PARCEL NUMBERS	G18-023, G18-024, G18-025, G18-026
DATE	July 16, 2024

The applicant is seeking approval from the City of Wildwood City Commission for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Mobile Home Park (City) to Industrial (City) for the parcels listed above on 0.913 acres MOL. This request is accompanied by a rezoning request RZ 2405-002 (O2024-43).

The applicant 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 Mobile Home Park (City) to Industrial (City). The applicant states that they intend to use the parcels as industrial and combine them with the adjacent industrial parcel owned by the applicant to create a unified industrial development. Justification has been presented to the city to support the proposed development. The proposed land use amendment is consistent with the proposed land use category on the JPA Map, as supported in the 2050 Comprehensive Plan Amendment.

(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, with the proposed land use change from Mobile Home Park (City) to Industrial (City).

The applicant stated that the subject property is located approximately ½ mile east of US 301 and is located within the Neighborhood Design District. Comprehensive Plan FLU Policy 1.1.1(c) outlines standards for industrial development which limits intensity of a FAR of 0.5. FLU Policy 1.2.1 states that the City shall encourage growth and development in areas where public infrastructure, services, and utilities are already present or planned to be within 3 to 5 years. The subject site is located within an area of existing development where public infrastructure, services and utilities are already present.

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

According to Section 163.3177(6)(a)(9)(b), Florida Statute, the future land use element or plan amendment shall be determined to discourage the proliferation of urban sprawl if it incorporates a development pattern or urban form that achieves four or more of the following:

1. Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.

a. The proposed development is located along Clay Drain Road (CR 156) within the City of Wildwood's MSA. The proposed development abuts existing City of Wildwood industrial land use and zoning.

2. Promotes the efficient and cost-effective provision or extension of public infrastructure and services.

a. The proposed development is located in an area where existing public infrastructure and services are available.

3. Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.

a. The proposed development will provide connectivity consistent with the land development regulations.

4. Promotes conservation of water and energy.

a. The proposed development will utilize utilities that are available from the City of Wildwood.

5. Preserves agricultural areas and activities, including silviculture, and dormant, unique, and prime farmlands and soils.

a. The proposed site has no agricultural operations nor do the adjacent properties, or even the immediate vicinity have agricultural operations or uses.

6. Preserves open space and natural lands and provides for public open space and recreation needs.

a. The proposed development will provide open space requirements of the City of Wildwood.

7. Creates a balance of land uses based upon demands of the residential population for

the nonresidential needs of an area.

a. The proposed development is industrial and would assist the city in meeting the nonresidential needs of the area.

8. Provides uses, densities, and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl or if it provides for an innovative development pattern such as transit-oriented developments or new towns as defined in f.s. 163.3164.

a. The proposed development is infill development and has been demonstrated above to not constitute urban sprawl.

(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. The site has been active and in operation since 2021. Should protected species occur, appropriate regulatory permits will be secured prior to development.

(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: Primary access to the property will be from Clay Drain Road (CR 156). Approximate access easements will be secured prior to development. The trip generation analysis indicates that the proposed amendment will result in an additional 31 PM Peak Hour trips. The development is expected to generate eight new PM peak hour trips, which is less than the County's threshold for a Minor TIA. The amendment is not expected to degrade the LOS of area roadways. There are five existing businesses currently operating at the site.

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

As it refers to potable water, the applicant stated that the City has a current available capacity of 3.433 mgpd. An analysis was conducted of the proposed amendment based on land use and the City's Level of Service (LOS) standards (Table 3). The estimated water demand is .006 mgpd. The analysis concludes that the proposed amendment will not cause a deficiency and the City will have a remaining available capacity of 3.42 mgpd.

In relation to wastewater facilities, the applicant stated that the City has a current available capacity of 1.144 mgpd. An analysis was conducted of the proposed amendment based on land use and the City's Level of Service (LOS) standards. Wastewater demand was calculated at 250 gallons per ERU pursuant to City's LOS standard. The estimated wastewater demand is .004 mgpd. The analysis concludes that the proposed amendment will not cause a deficiency and the City will have a remaining available capacity of 1.374 mgpd.

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

Table 1 – Maximum Development Analysis

Ordinance	Acres	Existing Land Use	Existing Intensity of Development	Proposed City Land Use	Proposed Maximum Development	Net Change in Development Potential
DeMers	0.913	Mobile Home Parks	30 Units (10 units/acre)	Industrial (0.50 FAR)	19,885 SF	- 9 Units
TOTAL	0.913		9 Units	19,885 SF	19,885 SF	- 9 Units + 19,885 SF industrial

Existing City of Wildwood Mobile Home Park – Max Density 10 units/per acre per Flu Policy 1.1.1

Proposed City of Wildwood Industrial – Max Density – 0.5 FAR per FLU Policy 1.1.1(c)

Conclusion:

The proposed land use amendment is consistent with objective 1.2 stating “the City shall strive to create a sustainable community by discouraging the proliferation of urban sprawl, promoting the efficient utilization of public infrastructure, services, and utilities, and implanting a compact land use pattern.” Objective 1.2 is being met specifically from Policy 1.2.7 and Policy 1.2.8, indicating that upon annexation of properties within the JPA, the City shall amend the FLUM to include the annexed properties within the City's Joint Planning Area. It also highlights that the City shall encourage all new development and redevelopment projects to cultivate a more sustainable land development pattern.

The amendment would allow for direct growth towards areas planned for urban development, thus preventing the spread of urban sprawl and maintaining compatibility with adjacent land uses. The proposal aims to address future land use discrepancies for current operations at the site. This is the first reading for Ordinance O2024-42.



Wendy Then, AICP, CFM
Assistant Director Development Services

ORDINANCE NO. O2024-42

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:

Parcels G18-023, G18-024, G18-025, and G18-026
Michael C. DeMers
0.913 +/-

LEGAL DESCRIPTION:

Parcel 1:

Begin 770.88 feet West and 7 feet North of the SE Corner of NE ¼ of NE ¼ of Section 18, Township 19 South, Range 23 East, Sumter County, Florida, Run West 75 feet, North 138 feet, East 75 feet and South 138 feet to the Point of Beginning.

Parcel 2:

Begin 620.88 feet West and 7 feet North of the SE Corner of NE ¼ of NE ¼ of Section 18, Township 19 South, Range 23 East, Sumter County, Florida, Run West 75 feet, North 138 feet, East 75 feet and South 138 feet to Point of Beginning.

Parcel 3:

Begin 383.99 feet West and 7 feet North of the SE Corner of NE ¼ of NE ¼ of Section 18, Township 19 South, Range 23 East, Sumter County, Florida, Run West 78.5 feet, North 138 feet, East 78.5 feet and South 138 feet to Point of Beginning, Less Road Right of Way.

Parcel 4:

Begin 462.38 feet West and 7 feet North of the SE Corner of NE ¼ of NE ¼ of Section 18, Township 19 South, Range 23 East, Sumter County, Florida, Run West 78.5 feet, North 138.04 feet, East 78.5 feet and South 138.04 feet to Point of Beginning.

These properties are to be reclassified from Mobile Home Park (City) to Industrial (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

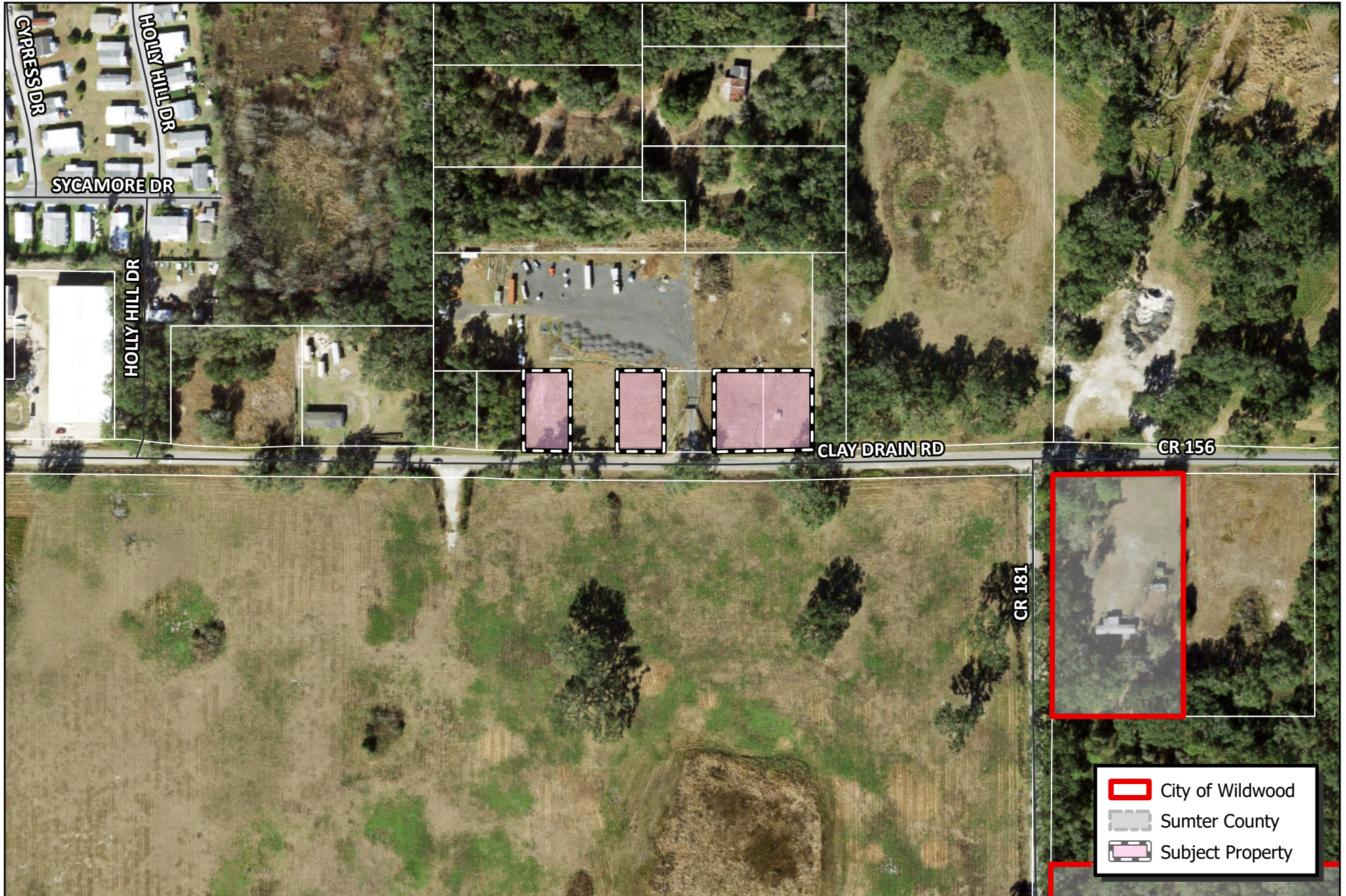
First Reading: _____

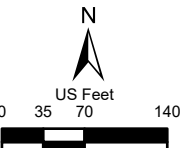
Second Reading: _____

Approved as to form:

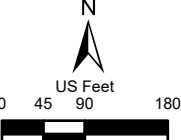
City Attorney

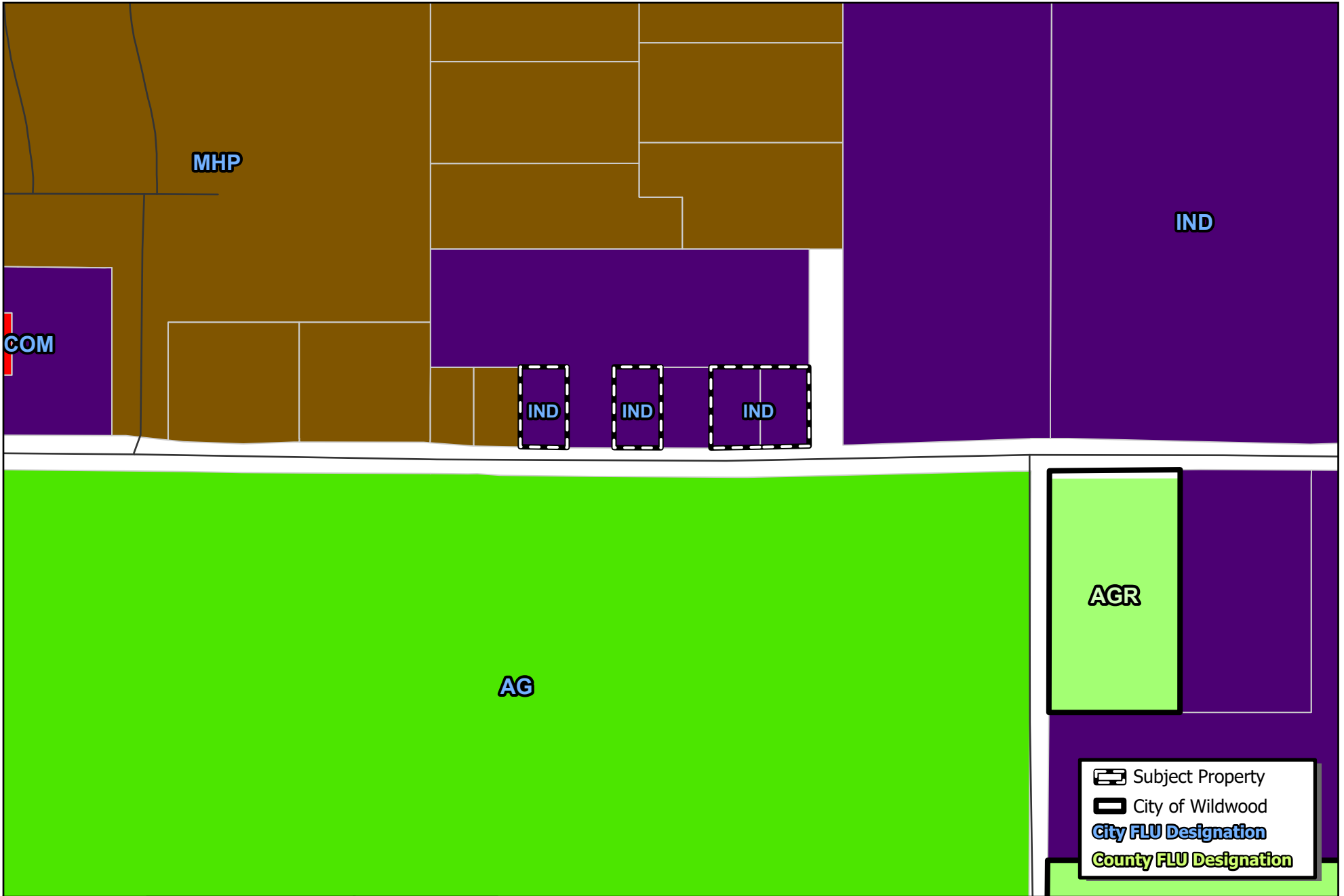
EXHIBIT A



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 N US Feet 0 35 70 140	CP 2405-002 MICHAEL DEMERS SSCPA PARCELS G18-023, G18-024, G18-025 & G18-026	MAP 1B LOCATION MAP MAY 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 2405-002 MICHAEL DEMERS SSCPA PARCELS G18-023, G18-024, G18-025 & G18-026	MAP 2A
				EXISTING LAND USE
				MAY 2024



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 US Feet 0 45 90 180	CP 2405-002 MICHAEL DEMERS SSCPA PARCELS G18-023, G18-024, G18-025 & G18-026		MAP 2B PROPOSED LAND USE MAY 2024
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TO: Wendy Then, City of Wildwood

FROM: Scott Israelson

DATE: 4 June 2024

RE: **Traffic Impact Statement
Number Two Storage Facility
Wildwood, FL**

Introduction

The Number Two Storage Facility is seeking to sub-lease area for truck storage parking in Wildwood, Florida. The site is located on the north side of Clay Drain Road (CR 156) west of Signature Drive. The 4.14-acre site has no buildings. The project would include constructing a 360 SF office building (basically toilet facilities) plus outdoor storage for 24 tractor-trailers.

Sumter County requires a Minor TIA for developments that generate 50 or more peak hour trips. This REVISED statement includes an estimate of existing operations.

Trip Generation

The site currently has existing operations that generate trips. According to the owner, there are five current operators:

- A gutter repair business that has two trucks generating four trips per day.
- Two landscaping businesses that have five trucks generating ten trips per day.
- Storage for concrete fiber optic vaults that sees two to four trips per month.
- The Log House has a driver that enters and exits three to four times per week.

According to the owner, the trucking company will have fifteen to twenty trucks entering and leaving each day. Trucks would leave between 4 and 5 AM and return between 1 and 2 PM.

A trip generation analysis has been prepared in accordance with the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. Table 1 summarizes the trip generation estimates for current conditions and the proposed addition. It should be noted that the storage is outdoor and not precisely defined, this estimate assumes 10,000 SF for existing uses and 50,000 SF for truck storage to be conservative.

Table 1 - ITE Trip Generation

Average Weekday Driveway Volumes					AM Peak Hour		PM Peak Hour	
Land Use	ITE Code	Size	Daily Trips		Enter	Exit	Enter	Exit
Existing Conditions								
Mini-Warehouse	151	10 Th.Sq.Ft. GFA	15		1	0	1	1
New Development								
Mini-Warehouse	151	50 Th.Sq.Ft. GFA	73		3	2	4	4
Total New Peak Hour Trips to Adjacent Network					3	2	4	4

The development is expected to generate eight new PM peak hour trips, which is less than the County's threshold for a Minor TIA.

Please contact me at scott@traffic-impact.com or by phone at 407.607.6985 with any questions.



Business Impact Estimate

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Wildwood website by the time notice of the proposed ordinance is published.

Proposed ordinance's title/reference: O2024-42

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, a business impact estimate is not required by state law¹ for the proposed ordinance. This 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.

¹ See Section 166.041(4)(c), Florida Statutes.

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

The case below was heard on Tuesday, July 9, 2024, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate as the Local Planning Agency for a Comprehensive Plan amendment to amend the FLU map designation from Mobile Home Park (City) to Industrial (City) for the parcels listed below on 0.913 acres MOL. The subject property is generally located approximately 0.33 miles east of N US 301, at 702 Clay Drain Road, Wildwood, FL 34785.

Case Number: CP 2405-002 Michael DeMers

Applicant(s): Michael Rankin w/ LPG Urban and Regional Planners

Owner(s): Michael C. DeMers

Parcel(s): G18-023, G18-024, G18-025, & G18-026

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

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 1.7(D), the Special Magistrate, as it respects to O2024-42:

☒ recommends approval.

☐ recommends approval with the following conditions:

☐ recommends denial.

Dated: July 9, 2024


Lindsay C.T. Holt
Special Magistrate City of Wildwood

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: RZ 2405-002 Michael DeMers

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval of Ordinance O2024-43 to be forwarded to the City Commission for further action.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

CASE NUMBER	RZ 2405-002 Michael DeMers
ORDINANCE NUMBER	O2024-43
APPLICANTS	Michael Rankin w/ LPG Urban and Regional Planners, LLC
OWNER	Michael C. DeMers
PROPERTY LOCATION	The property is generally located approximately 0.33 miles east of N US 301, at 702 Clay Drain Road, Wildwood, FL 34785
PARCEL NUMBERS	G18-023, G18-024, G18-025, G18-026
DATE	July 16, 2024

The applicant is seeking approval from the City of Wildwood City Commission to change the zoning designation from MHP (City) to M-1 (City) for the parcels listed above on 0.913 acres MOL. This request is accompanied by a small-scale comprehensive plan amendment request CP 2405-002 (O2024-42).

Pursuant to Land Development Regulation (LDR) § 3.3(C)(4), the applicant believes the zoning change to M-1 should be granted based on the following criteria:

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

The applicant has submitted adequate justification to the City of Wildwood for the proposed request to change the zoning designation from MHP (City) to M-1 (City). The applicant states that they intend to use the parcels as industrial and combine them with the adjacent industrial parcel owned by the applicant to create a unified industrial development. The proposed rezoning to M-1 is consistent with the proposed future land use designation of Industrial and the intent of the Comprehensive Plan as stated in FLU Policy 1.1.4.

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

The proposed rezoning to M-1 would be compatible with the existing larger parcel and the existing character of the neighborhood:

FLU Policy 1.1.1(c) outlines standards for industrial development which limits intensity of a

FAR of 0.5.

FLU Policy 1.2.1 states that the City shall encourage growth and development in areas where public infrastructure, services, and utilities are already present or planned to be within 3 to 5 years. The subject site is located within an area of existing development where public infrastructure, services and utilities are already present.

The proposed zoning change would assist in meeting industrial needs and would result in a logical development pattern.

(c) The possibility of adversely affecting public facilities such as school, utilities, streets, etc.:

Transportation: Primary access to the property will be from Clay Drain Road (CR 156). Approximate access easements will be secured prior to development. The trip generation analysis indicates that the proposed amendment will result in an additional 31 PM Peak Hour trips. The amendment will not degrade the LOS of area roadways.

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

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

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

Justification has been presented to the city to support the proposed development, highlighting that the subject parcel is located along a collector roadway, in close proximity to an arterial roadway, which would support industrial development. As a result, since 2021, the site has current operations that generate trips. In short, there are five current operators:

- ☐ A gutter repair business that has two trucks generating four trips per day.
- ☐ Two landscaping businesses that have five trucks generating ten trips per day.
- ☐ Storage for concrete fiber optic vaults that sees two to four trips per month.
- ☐ The Log House has a driver that enters and exits three to four times per week.

The rezoning is necessary to establish the correct zoning designation and permitted land uses to reconcile the current operations at the site.

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

A trip generation analysis was conducted on the maximum development potential and the results of the analysis indicate that the proposed amendment's impact results in a slight increase of traffic and is considered de minimis. Based on the Comprehensive Plan Amendment, a maximum of 31 PM Peak Hours could be generated. Based on the existing business operations, the development is expected to generate eight new PM peak hour trips, which is less than the County's threshold for a Minor TIA.

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

ZONING DESIGNATION OF SURROUNDING PROPERTIES

NORTH M-1 (City)

SOUTH	Clay Drain Road ROW & AG-5 (Sumter County)
EAST	MHP, M-1 (City)
WEST	MHP, M-1 (City)

The applicant seeks a favorable recommendation of Ordinance Number O2024-43 (attached) subject to approval of O2024-42, which establishes a Future Land Use appropriate to the proposed zoning.

Conclusion:

The proposed zoning change is consistent with the City's 2050 Comprehensive Plan, as it addresses the following:

Policy 4.2.3 indicates that the City shall ensure that adequate wastewater supplies and facilities are available to serve new development no later than the date on which the City anticipates issuing a certificate of occupancy.

Policy 4.1.12 states that the City will use its land development regulations and development review process to: (a) promote zoning and development consistent with the City's Future Land Use Map Series and (b) require new development to offset impacts on the public utilities systems.

Policy 8.2.1 highlights that the City shall use the development approval process to ensure coordination of the level of service standards in the area of proposed development. Such development will not be approved until public facilities in the proposed area meet or exceed the level of service standards.

As per **LDR 7.1(B)**, no final development order shall be granted for a proposed development until there is a finding that public facilities and services included in this Chapter have sufficient capacity at or above their adopted LOS to accommodate the impacts of the development. If the rezoning is approved, the applicant will be required to submit a general plan to the City prior to submitting construction plans to the Sumter County Building Department for any improvements showing that concurrency requirement is met. The site plan will need to follow requirements established in the City's Land Development Regulations in accordance to the M-1 Zoning District.

This is the first reading of Ordinance O2024-43.

DATED: 7/16/2024



Wendy Then, AICP, CFM
Assistant Director Development Services

ORDINANCE NO. O2024-43

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

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

Parcels G18-023, G18-024, G18-025, and G18-026
Michael C. DeMers
0.913 +/-

LEGAL DESCRIPTION:

Parcel 1:

Begin 770.88 feet West and 7 feet North of the SE Corner of NE ¼ of NE ¼ of Section 18, Township 19 South, Range 23 East, Sumter County, Florida, Run West 75 feet, North 138 feet, East 75 feet and South 138 feet to the Point of Beginning.

Parcel 2:

Begin 620.88 feet West and 7 feet North of the SE Corner of NE ¼ of NE ¼ of Section 18, Township 19 South, Range 23 East, Sumter County, Florida, Run West 75 feet, North 138 feet, East 75 feet and South 138 feet to Point of Beginning.

Parcel 3:

Begin 383.99 feet West and 7 feet North of the SE Corner of NE ¼ of NE ¼ of Section 18, Township 19 South, Range 23 East, Sumter County, Florida, Run West 78.5 feet, North 138 feet, East 78.5 feet and South 138 feet to Point of Beginning, Less Road Right of Way.

Parcel 4:

Begin 462.38 feet West and 7 feet North of the SE Corner of NE ¼ of NE ¼ of Section 18, Township 19 South, Range 23 East, Sumter County, Florida, Run West 78.5 feet, North 138.04 feet, East 78.5 feet and South 138.04 feet to Point of Beginning.

This property is to be reclassified from MHP (City) to M-1 (City)

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

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

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

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

SECTION 3. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by a Court or competent jurisdiction, then said holding shall in no way effect the validity of the remaining portions of said Ordinance.

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

DONE AND ORDAINED this _____ day of _____, 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: _____

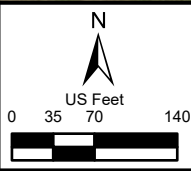
Second Reading: _____

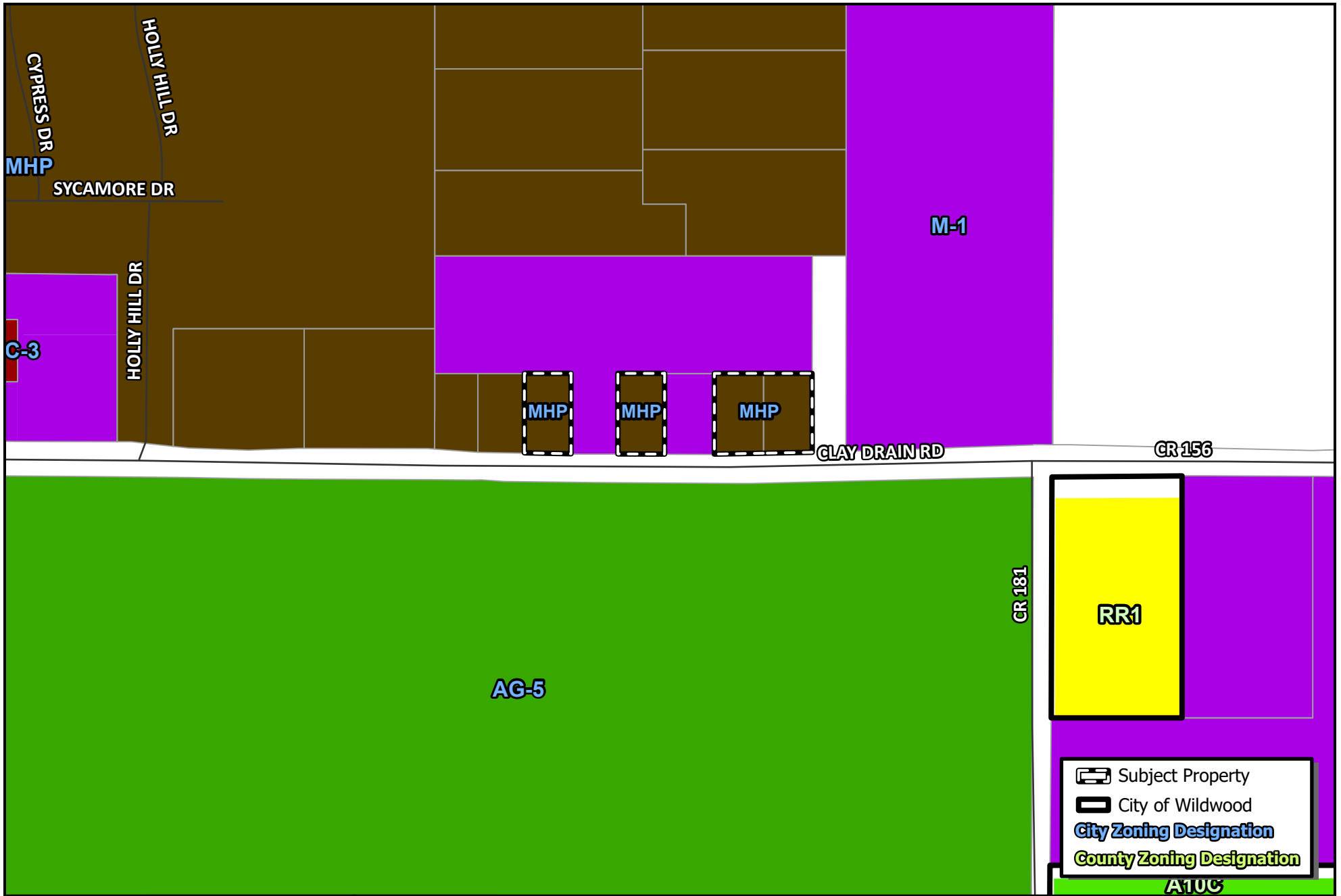
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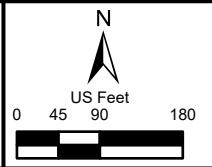
City Attorney

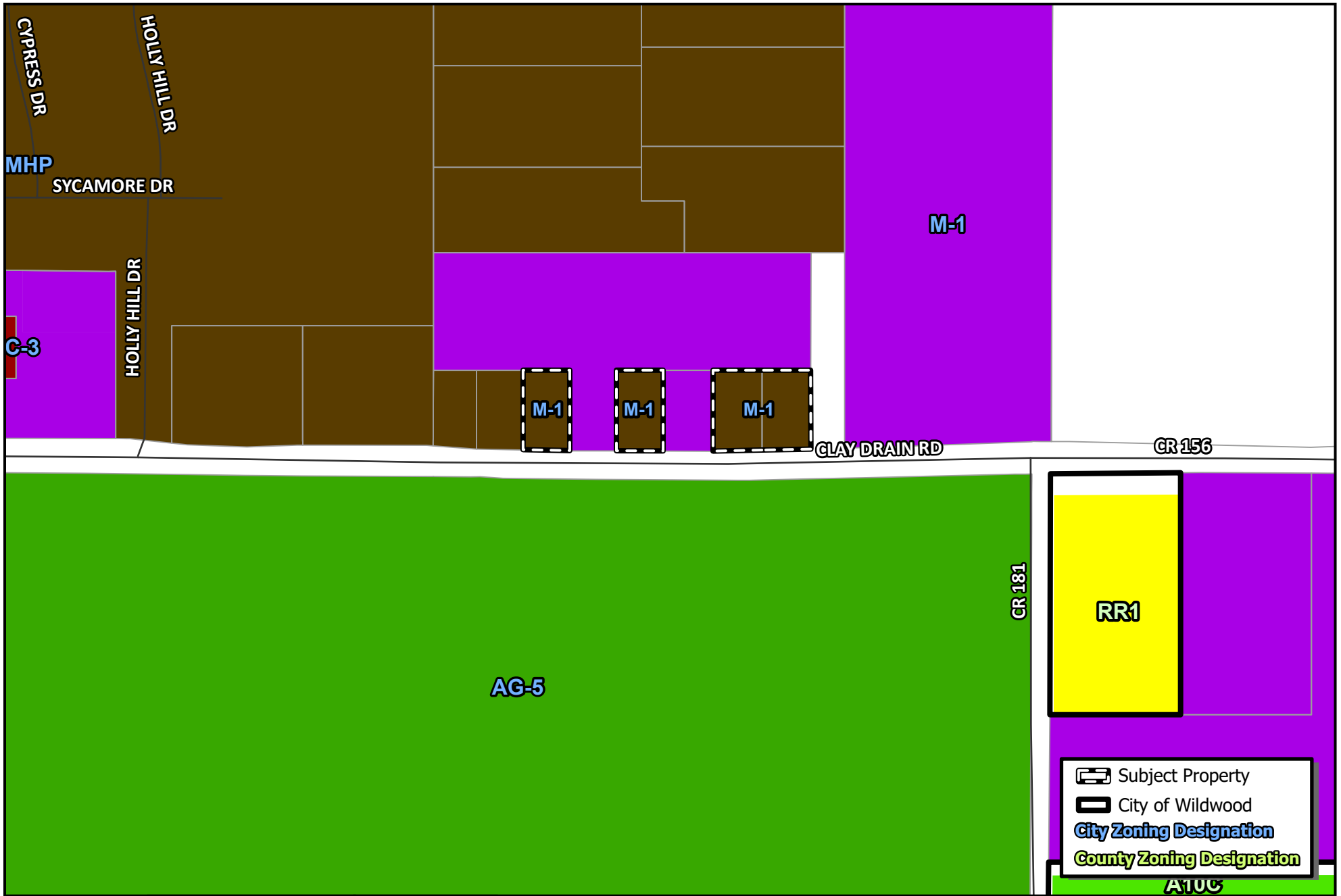
EXHIBIT A

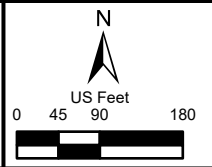


 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 N US Feet 0 35 70 140	RZ 2405-002		MAP 1B
			MICHAEL DEMERS REZONING		LOCATION MAP
			PARCELS G18-023, G18-024, G18-025 & G18-026		MAY 2024



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 US Feet 0 45 90 180	RZ 2405-002 MICHAEL DEMERS REZONING PARCELS G18-023, G18-024, G18-025 & G18-026		MAP 3A EXISTING ZONING MAY 2024
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	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov		RZ 2405-002 MICHAEL DEMERS REZONING PARCELS G18-023, G18-024, G18-025 & G18-026		MAP 3B PROPOSED ZONING MAY 2024
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Business Impact Estimate

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Wildwood website by the time notice of the proposed ordinance is published.

Proposed ordinance's title/reference: O2024-43

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, a business impact estimate is not required by state law¹ for the proposed ordinance. This 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.

¹ See Section 166.041(4)(c), Florida Statutes.

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

The case below was heard on Tuesday, July 9, 2024, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from MHP (City) to M-1 (City) for the parcels listed above on 0.913 acres MOL. The subject property is generally located approximately 0.33 miles east of N US 301, at 702 Clay Drain Road, Wildwood, FL 34785.

Case Number: RZ 2405-002 Michael DeMers
Applicant(s): Michael Rankin w/ LPG Urban and Regional Planners
Owner(s): Michael C. DeMers
Parcel(s): G18-023, G18-024, G18-025, & G18-026

Under Land Development Regulation (LDR) § 1.7(B)(2), the Planning and Zoning Board/Special Magistrate has a duty to make a recommendation to the City Commission on all proposed Zoning Map amendments.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 3.3(C)(4), the Special Magistrate, as it respects to O2024-43:

☒ recommends approval.

☐ recommends approval with the following conditions:

☐ recommends denial.

Dated: July 9, 2024



Lindsay C.T. Holt
Special Magistrate City of Wildwood

CITY COMMISSION OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY

SUBJECT: CP 2406-001 Oxford Oaks Professional Plaza

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval of Ordinance O2024-44 to be forwarded to the City Commission for further action.

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

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

CASE NUMBER	CP 2406-001 OXFORD OAKS PROFESSIONAL PLAZA
ORDINANCE NUMBER	O2024-44
APPLICANTS	Luisa Betancur & Rodolfo De Anda
OWNER	Oxford Oaks Plaza, LLC
PROPERTY LOCATION	The property is generally located approximately 445 linear feet east of N US 301, and approximately 467 linear feet south of CR 106, in section 17, township 18 south, range 23 east
PARCEL NUMBERS	Portion of Parcel D17-069
DATE	July 16, 2024

The applicant is seeking approval from the City of Wildwood City Commission for a Small Scale Comprehensive Plan Amendment request to change the Future Land Use Map designation from Commercial/ROW (Sumter County) to Commercial (City) for the parcel listed above on 0.17 acres of land MOL. This request is accompanied by rezoning request RZ 2406-001 (O2024-45).

The applicant 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 Commercial (Sumter County) to Commercial (City), as supported in the 2050 Comprehensive Plan Amendment. Policy 1.2.7 states “upon the annexation of properties within the JPA, the City shall amend the FLUM to include the annexed property.” The proposed land use amendment is consistent with the proposed land use category on the JPA Map.

The applicant is looking to establish a future land use designation consistent with the remaining portion of parcel D17-069; which consists of the north 1/2 of Perry Street, being approximately 25 feet in width and 297.2 linear feet in length.

(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, with the proposed land use change from Commercial/ROW (Sumter County) to Commercial (City). The proposed land use amendment is consistent with objective 1.2 stating “the City shall strive to create a sustainable community by discouraging the proliferation of urban sprawl, promoting the efficient utilization of public infrastructure, services, and utilities, and implanting a compact land use pattern.” Objective 1.2 is being met specifically from Policy 1.2.7 and Policy 1.2.8, the City shall encourage all new development and redevelopment projects to cultivate a more sustainable land development pattern.

The applicant is planning to utilize the vacated right of way land for the southern landscaping buffer and retention pond of the proposed Oxford Oaks Professional Plaza.

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

The amendment is not considered urban sprawl, and it does not exemplify an energy inefficient land use pattern. The existing adjacent land use designations within the City limits are Commercial (COM) and the proposed land use amendment is consistent with the proposed land use category on the JPA Map.

The applicant plans to construct a professional/medical plaza (Oxford Oaks Professional Plaza), whose site plan has been submitted for review and this is how it was found that the extra step is necessary to incorporate that piece of land into the City limits and establish a future land use (Commercial) and zoning designation (C-2) consistent with the City for the rest of Parcel D17-069.

(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. A Protected Wildlife Report was conducted by Keystone Environmental Consulting, LLC in May of 2023. Per the Protected Wildlife Report, Gopher Tortoise burrows were observed, but not occupied. It is recommended a 100% gopher tortoise survey 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: The property will have a full-access driveway on CR 106. As it refers to the overall development, the proposed project is to generate 1,185 net daily trips of which 51 will occur in the A.M. peak hour and 143 in the P.M. peak hour. The transportation impact analysis indicates that with the added number of trips, the impacted roadway segments and intersections are projected to operate at satisfactory levels of service.

Potable Water & Sewer: City water is available to the subject property. The nearest force main is approximately 350 feet north of the property. The applicant/owner will work with the City's Utility Department and adjacent developers at the site plan stage to connect to the City water and sewer. The proposed amendment will not add additional impact to the water or sewer facilities.

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

Conclusion:

The proposed land use amendment is consistent with objective 1.2 stating “the City shall strive to create a sustainable community by discouraging the proliferation of urban sprawl, promoting the efficient utilization of public infrastructure, services, and utilities, and implanting a compact land use pattern.” Objective 1.2 is being met specifically from Policy 1.2.7 and Policy 1.2.8, indicating that upon annexation of properties within

the JPA, the City shall amend the FLUM to include the annexed properties within the City's Joint Planning Area. It also highlights that the City shall encourage all new development and redevelopment projects to cultivate a more sustainable land development pattern.

The amendment would allow for direct growth towards areas planned for urban development, thus preventing the spread of urban sprawl and maintaining compatibility with adjacent land uses. There is a site plan currently under review for Oxford Oaks Professional Plaza, which is how the vacated right-of-way discrepancy was discovered. This is the first reading for Ordinance O2024-44.

A handwritten signature in black ink, appearing to read 'Wendy Then', is positioned above the typed name.

Wendy Then, AICP, CFM
Assistant Director Development Services

ORDINANCE NO. O2024-44

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:

Portion of Parcel D17-069
Oxford Oaks Plaza, LLC
0.17 +/-

LEGAL DESCRIPTION:

PORTION OF PARCEL D17-069

That portion of the North half of Perry Street (50 feet wide) as shown on the Plat of TOWN of OXFORD, as recorded in Plat Book 1, Page 32, of the Public Records of SUMTER County, Florida, Lying South of the Following Described Parcel: The West 297.2 feet of Block F of TOWN of OXFORD, according to the Plat thereof as recorded in Plat Book 1, Page(s) 32-33, of the Public Records of SUMTER County, Florida.

This property is to be reclassified from ROW (County) & Commercial (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

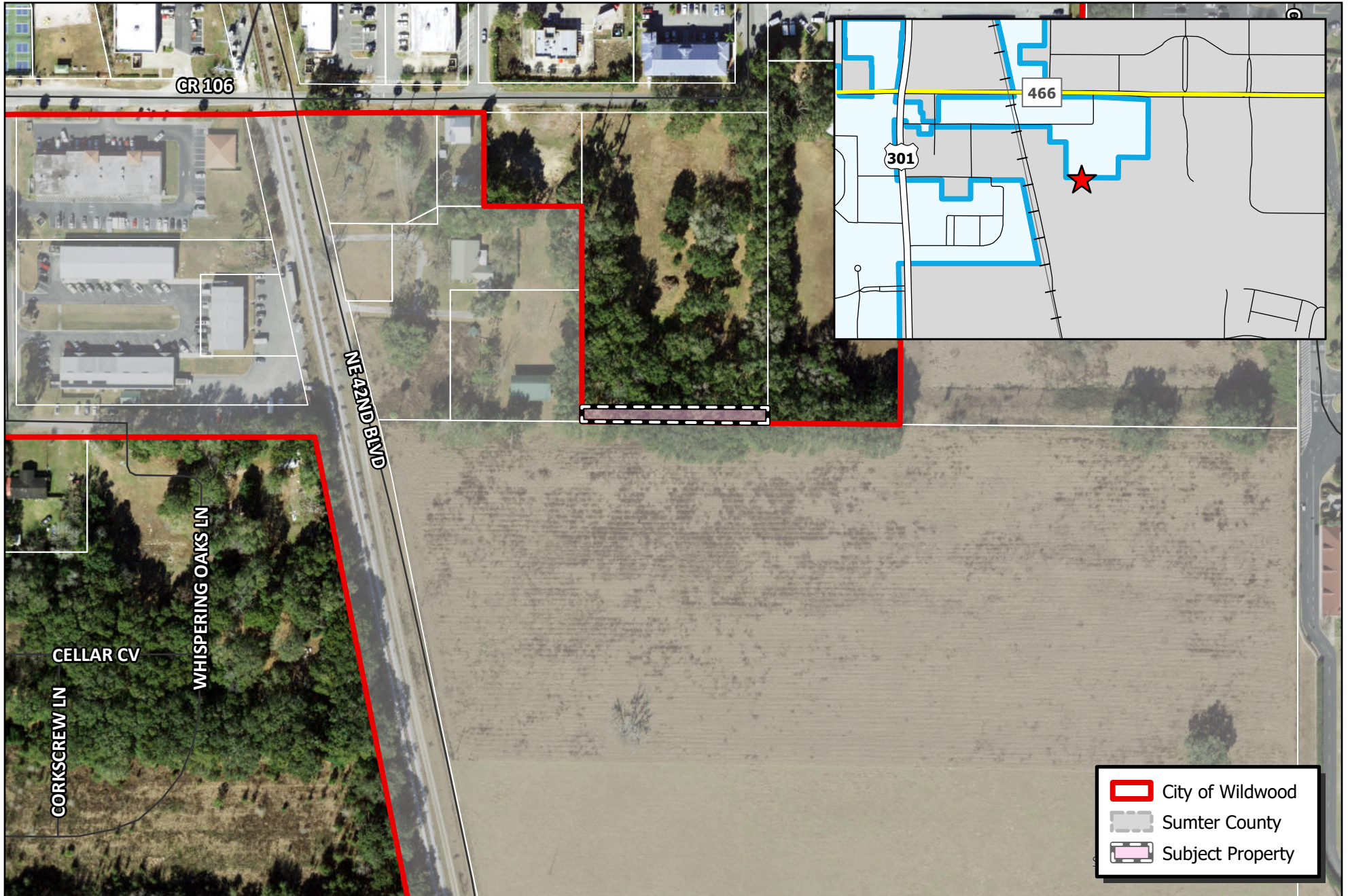
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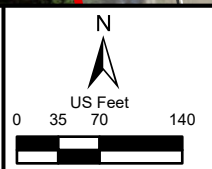
Second Reading: _____

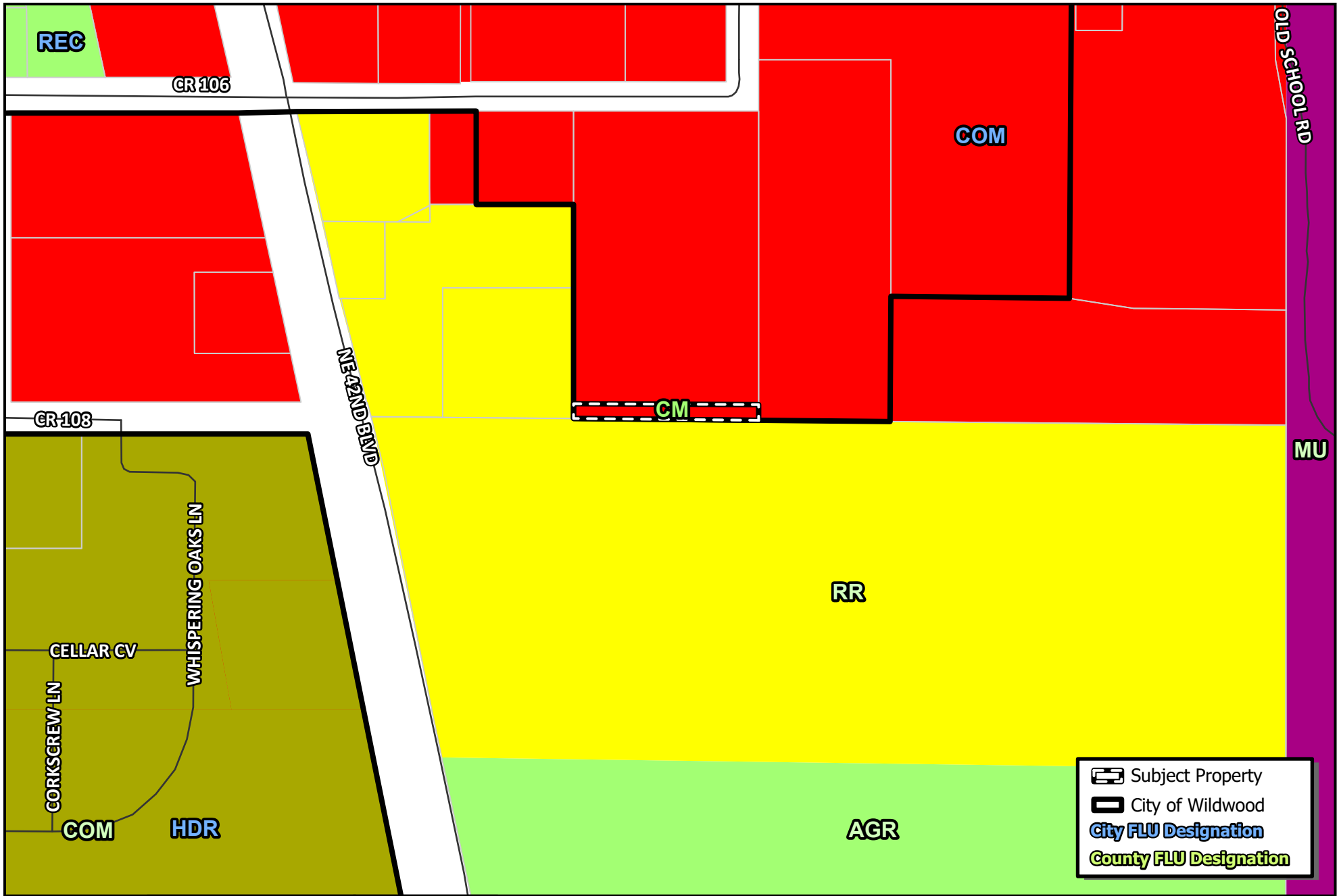
Approved as to form:

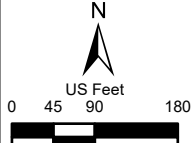
City Attorney

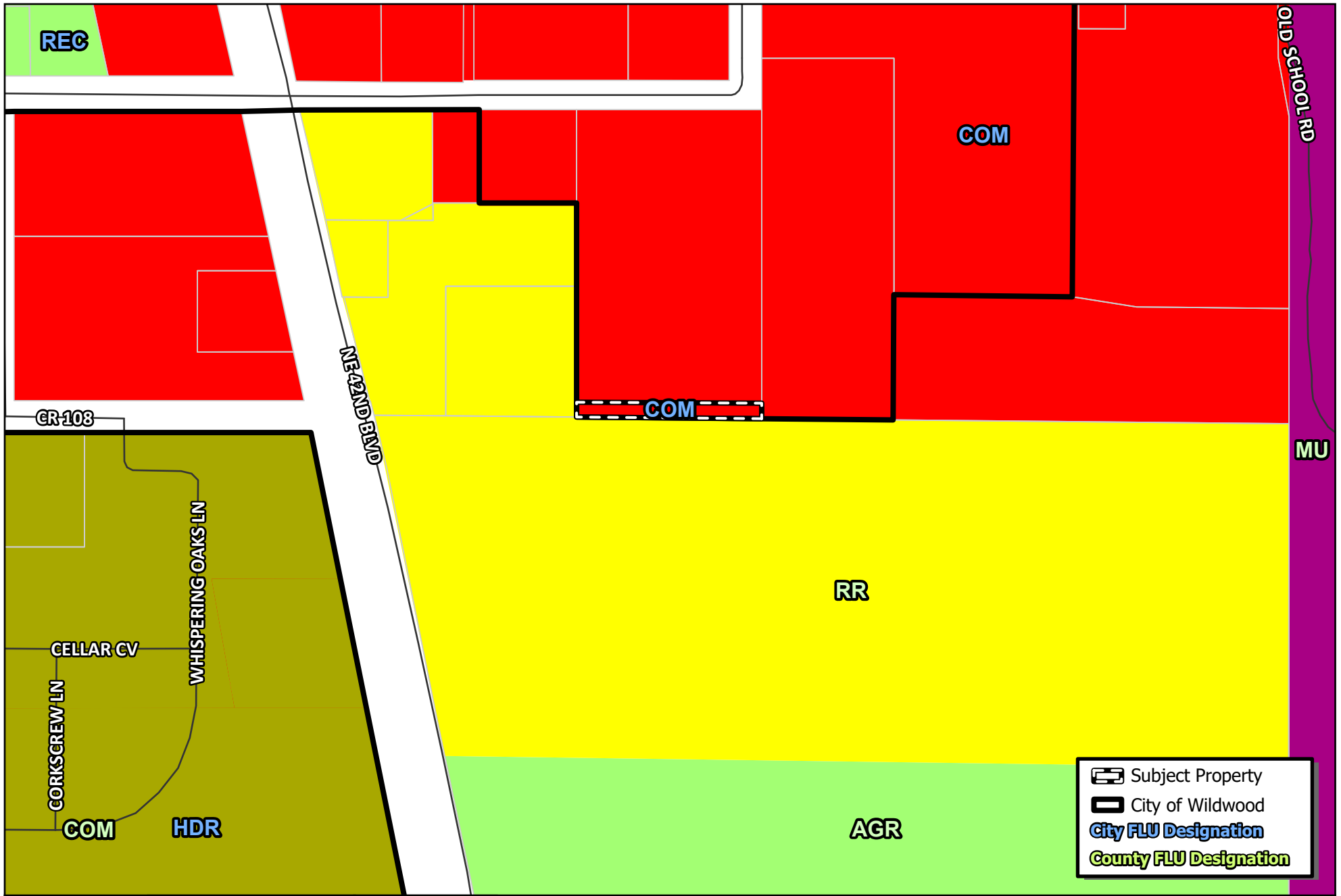
EXHIBIT A

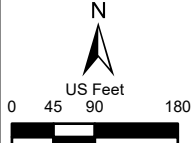


 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 US Feet 0 35 70 140	CP 2406-001 OXFORD OAKS PROFESSIONAL PLAZA PARCEL D17-069	MAP 1B LOCATION MAP JUN 2024
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 CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 N US Feet 0 45 90 180	CP 2406-001 OXFORD OAKS PROFESSIONAL PLAZA PARCEL D17-069	MAP 2A
			EXISTING
			LAND USE
			JUN 2024



 CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 US Feet 0 45 90 180	CP 2406-001		MAP 2B
		OXFORD OAKS PROFESSIONAL PLAZA		PROPOSED LAND USE
		PARCEL D17-069		MAY 2024



Business Impact Estimate

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Wildwood website by the time notice of the proposed ordinance is published.

Proposed ordinance's title/reference: O2024-44

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, a business impact estimate is not required by state law¹ for the proposed ordinance. This 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.

¹ See Section 166.041(4)(c), Florida Statutes.

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

The case below was heard on Tuesday, July 9, 2024, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate as the Local Planning Agency for a Comprehensive Plan amendment to amend the FLU map designation from Commercial/ROW (Sumter County) to Commercial (City) for the parcel listed above on 0.17 acres of land MOL. The subject property is generally located approximately 445 linear feet east of N US 301, and approximately 467 linear feet south of CR 106, in section 17, township 18 south, range 23 east.

Case Number: CP 2406-001 Oxford Oaks Professional Plaza

Applicant(s): Luisa Betancur and Rodolfo De Anda

Owner(s): Oxford Oaks Plaza LLC

Parcel(s): Portion of Parcel D17-069

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

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 1.7(D), the Special Magistrate, as it respects to O2024-44:

☐ recommends approval.

☒ recommends approval with the following conditions:

recommend 100% gopher tortoise survey

☐ recommends denial.

Dated: July 9, 2024



Lindsay C.T. Holt
Special Magistrate City of Wildwood

TRAFFIC IMPACT STUDY
**CR 106 PROPERTY
OXFORD, SUMTER COUNTY**



Prepared for:

Brian Ehlers Construction Co., Inc.
2801 S.E. 1st Avenue, Suite 402
Ocala, Florida 34471

Prepared by:

Traffic Planning and Design, Inc.
535 Versailles Drive
Maitland, Florida 32751
407-628-9955

August 2022

TPD № 5653

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic Planning & Design, Inc., a corporation authorized to operate as an engineering business, EB-3702, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: CR 106 Property
LOCATION: Oxford, Sumter County
CLIENT: Brian Ehlers Construction Co, Inc.

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

NAME: Turgut Dervish, P.E.

Florida P.E. No: 20400

DATE: August 26, 2022

SIGNATURE:



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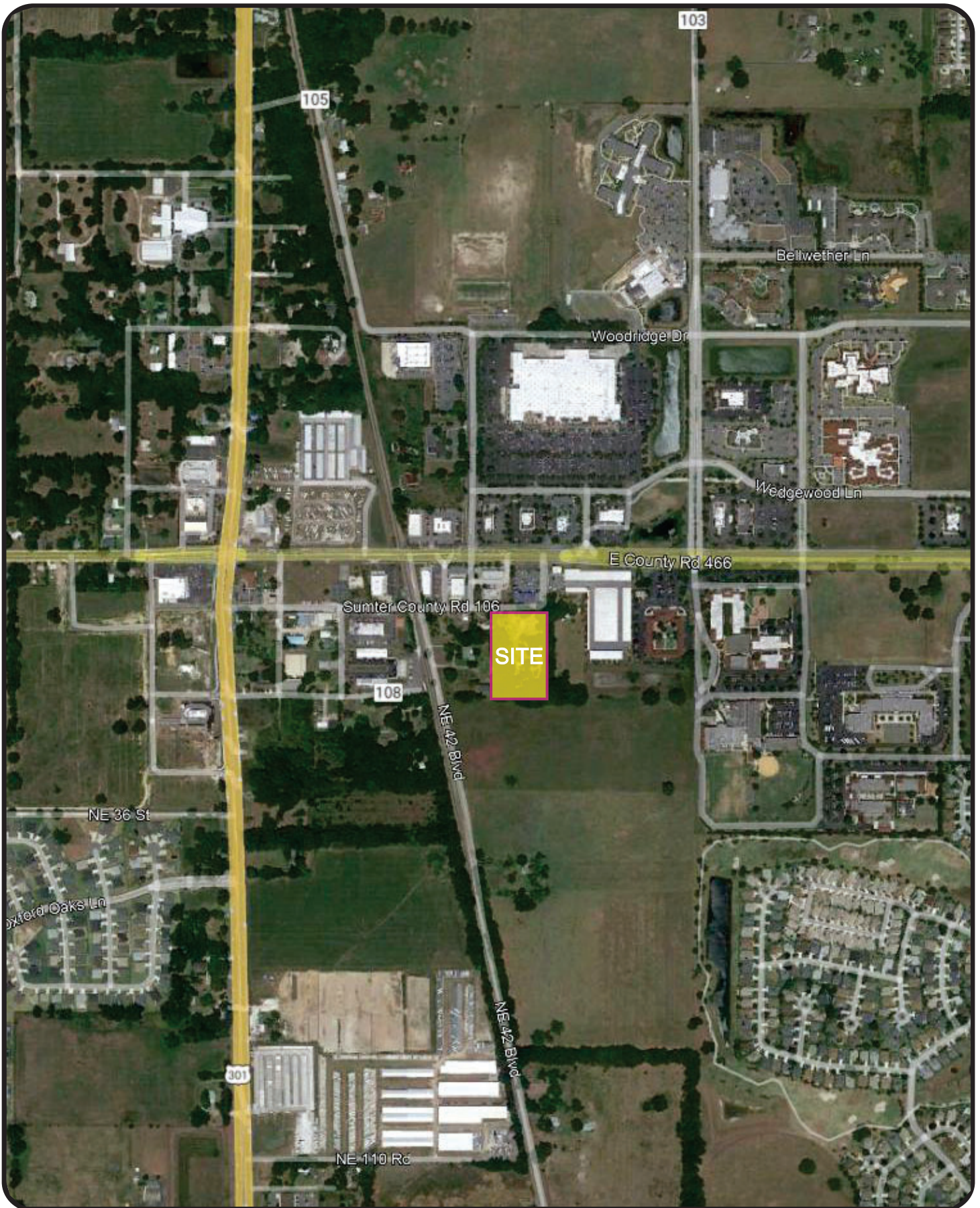
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INTRODUCTION

This analysis was undertaken in order to assess the traffic impact of a proposed strip retail plaza in Oxford, Sumter County. The proposed retail plaza will consist of 27,200 square feet located on CR 106 to the east of CR 105. The site is proposed to be served by a full access on CR 106. **Figure 1** depicts the site location and the area roadways. **Figure 2** depicts the site plan and its access configuration.

The study was conducted in accordance with a study methodology submitted to and reviewed by Sumter County. This methodology along with related correspondence are included in **Appendix A**. Data utilized in this study consists of a site plan provided by Project Engineers, traffic volume data and Level of Service standards obtained from Sumter County and FDOT. Additionally, intersection turning movements counts were made by Traffic Planning and Design, Inc. staff during the A.M. and P.M. peak hours.



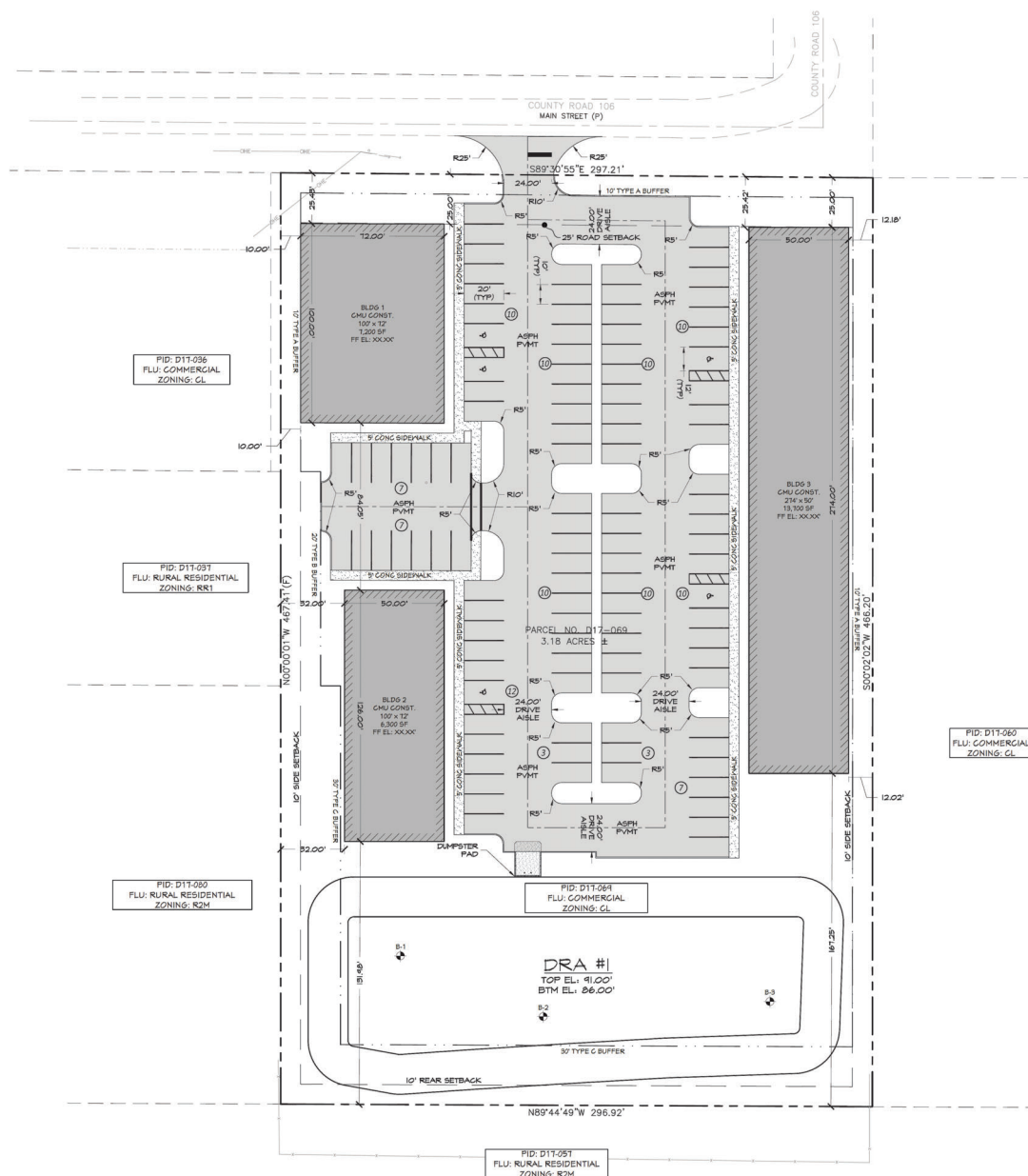


CR 106/Oxford
Project No 5653

Figure 1

Site Location





CR 106/Oxford
Project No 5653

Figure 2

Site Plan



EXISTING CONDITIONS ANALYSIS

Based upon the project's trip generation, a major Traffic Impact Analysis (TIA) is required as per Sumter County Guidelines. As documented in the study methodology, the following roadway segments and intersections were included in the analysis as per Sumter County criteria:

Roadway Segment

- CR 466
US 301 to CR 105
- CR 106
CR 105 to CR 466

Intersections

- US 301 and CR 466
- CR 105 and CR 106
- CR 466 and CR 105
- Site Entrance

The analysis of the study roadway segments and intersections was accomplished for the A.M. and P.M. peak hours traffic conditions.

Roadway Segment Analysis

The roadway segments were analyzed by comparing the existing traffic volumes with the adopted LOS/capacity values for the A.M./P.M. peak hour conditions. The existing traffic volumes were obtained from the Sumter County Annual Traffic Counts (2022) and the adopted capacities from the County's *TMS* database. Relevant information on existing traffic volumes and roadway capacities are included in **Appendix B**.

The existing peak hour roadway capacity analyses are summarized in **Table 1**. As shown, the existing conditions analysis of A.M. and P.M. peak hour traffic conditions reveals that the study roadway segments currently operate satisfactorily within the adopted Level of Service capacities.



Table 1
Existing Peak Hour Roadway Capacity Analysis

Roadway Segment	No. of Lns	Functional Class	LOS		Peak Hour Peak Direction		V/C Ratio	LOS
			Standard	Peak Hour Capacity	Direction	Volume		
A.M. Peak Hour								
CR 466								
US 301 to CR 105	4LD	Arterial 1	D	1,800	EB	933	0.51	C
			D	1,800	WB	947	0.53	C
CR 106								
CR 105 to CR 466	2L	Local	D	675	EB	32	0.05	C
			D	675	WB	12	0.02	C
P.M. Peak Hour								
CR 466								
US 301 to CR 105	4LD	Arterial 1	D	1,800	EB	1,010	0.56	C
			D	1,800	WB	1,148	0.64	C
CR 106								
CR 105 to CR 466	2L	Local	D	675	EB	34	0.05	C
			D	675	WB	18	0.03	C

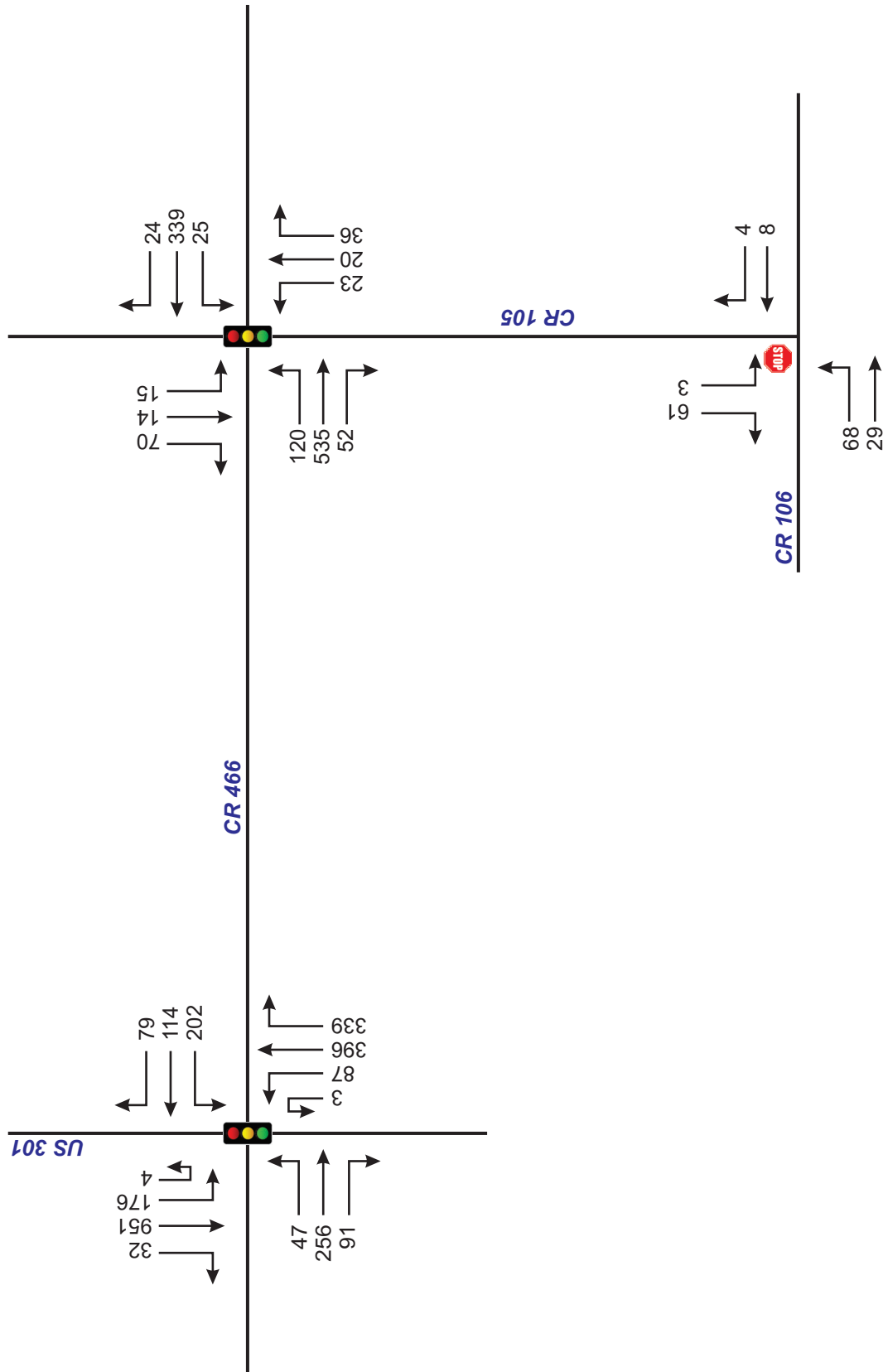
Intersection Analysis

The study intersections were analyzed in accordance with the procedures of the *Highway Capacity Manual* and *Highway Capacity Software (HCS)*. In the analysis, existing A.M. and P.M. peak hours traffic volumes, intersection geometry and traffic controls were used. The intersection volumes in the form of turning movement counts are depicted in **Figures 3a** and **3b**. The counts were made on May 26 and July 27, 2022, when the seasonal factor was 0.95 and 1.01, respectively. Therefore, the counts made on July 27 were adjusted. Detailed traffic count/traffic control information and adjustment factors are included in **Appendix C**.





Existing A.M. Peak Hour Volumes

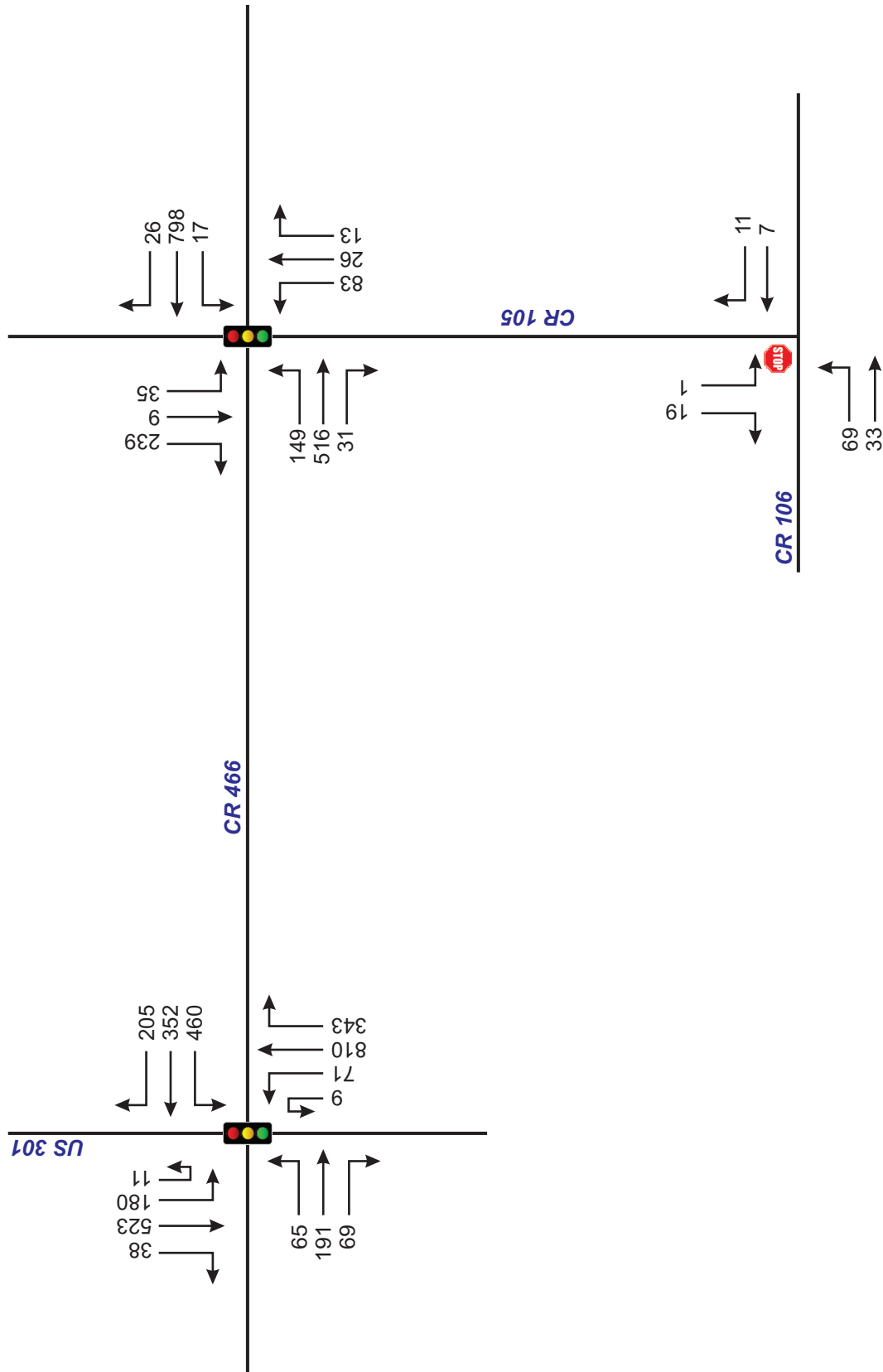


CR 106/Oxford
Project № 5653
Figure 3a





Existing P.M. Peak Hour Volumes



CR 106/Oxford
Project № 5653
Figure 3b



The results of the intersection capacity analysis are summarized in **Table 2**. This table shows that the study intersections are currently operating at satisfactory Levels of Service. The HCS capacity analysis worksheets are included in **Appendix D**.

Table 2
Existing Intersection Capacity Analysis

Intersection	Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
US 301 and CR 466	Signal	A.M.	41.5	D	38.7	D	27.0	C	27.7	C	31.0	C
		P.M.	47.8	D	41.9	D	35.0	D	27.4	C	36.7	D
CR 466 and CR 105	Signal	A.M.	14.0	B	11.5	B	27.7	C	27.5	C	15.2	B
		P.M.	16.6	B	16.7	B	28.0	C	36.3	D	20.2	C
CR 106 and CR 105	Stop	A.M.	7.7	A	--	--	--	--	9.6	A	--	--
		P.M.	7.4	A	--	--	--	--	8.6	A	--	--



PROPOSED DEVELOPMENT AND TRIP GENERATION

The proposed development is a 27,200 square foot retail project in Oxford, Sumter County. To determine the impact of this development on the area roadways, an analysis of its trip generation characteristics was made. This included the determination of the number of trips generated by the site and their distribution to the area roadways.

Trip Generation

Trip generation rates were obtained from data contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*. The trip generation calculation of daily and A.M./P.M. peak hour volumes is summarized in **Table 3**. The trip generation charts are included in the study methodology.

Table 3
Trip Generation Summary

ITE Code	Land Use	Size*	Daily		A.M. Peak Hour				P.M. Peak Hour			
			Rate	Trips	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
822	Strip Retail Plaza (< 40 KSF)	27.2 KSF	54.45	1,481	2.36	38	26	64	6.59	90	90	179
Total Trips				1,481	---	38	26	64	---	90	90	179
Pass-by Trips(20%)**				296	---	8	5	13	---	18	18	36
Total New Net Trips				1,185	---	30	21	51	---	72	72	143

* KSF = 1,000 Square Feet

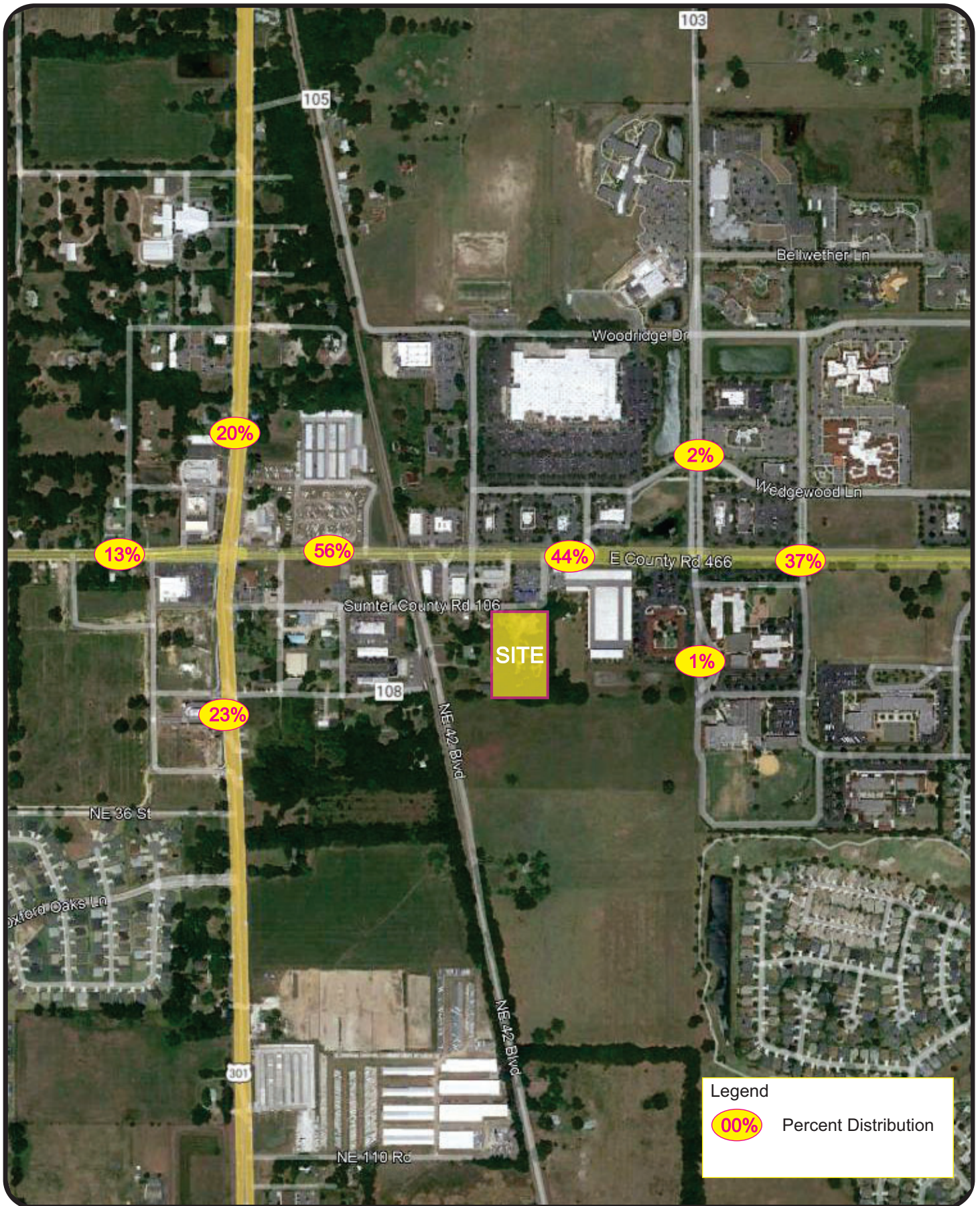
** Per Sumter County TIA Guidelines

The proposed development is estimated to generate 1,185 new net daily trips of which 51 will occur in the A.M. peak hour and 143 in the P.M. peak hour.

Trip Distribution/Trip Assignment

To determine the distribution of the project trips in the area, the latest version of the CFRPM model was used with a Selected Zone Analysis. The model distribution plots are included in the study methodology. The distribution of the generated trips in the project vicinity is illustrated in **Figure 4**. Utilizing this distribution pattern, the development's A.M./P.M. peak hour trips were assigned to the area roadways.





CR 106/Oxford
Project No 5653
Figure 4

Trip Distribution



PROJECTED TRAFFIC CONDITIONS

Projected traffic conditions were assessed in order to evaluate the impact of the proposed development in the area. The projected conditions were estimated by combining background traffic on each road segment with project trips. Background traffic was estimated by expanding the existing traffic volumes to the project's buildout year (2024) with the use of a growth factor of 1.04 (or an annual growth of 2%) plus vested trips from the approved Twisted Oaks, Oxford Crossings, Wildwood Storage on CR 214, Oxford Residential and Riverstone Apartments. The vested trip information is included in **Appendix E**.

Roadway Segment Analysis

Table 4 is an analysis of the projected traffic conditions. This table lists the roadway segments along with their number of lanes, functional classification, existing/projected traffic volumes, capacities and resultant Levels of Service. The table reveals that the study roadway segments are projected to operate satisfactorily within their adopted LOS standard.

Intersection Analysis

The projected traffic volumes at the study intersections are depicted in **Figures 5a** and **5b**. The figure shows background traffic combined with vested trips and project trips at each intersection. The intersections were analyzed similar to the existing conditions analysis utilizing HCS software in accordance with the *Highway Capacity Manual* (HCM). The results of this analysis as summarized in **Table 5** indicate satisfactory traffic operating conditions similar to existing conditions. The HCS capacity analysis worksheets are included in **Appendix F**.



Table 4
Projected Peak Hour Roadway Capacity Analysis

Roadway Segment	No. Lns	Functional Class	Adopted		Peak Hour Peak Direction Traffic Volumes						V/C Ratio	
			LOS	Capacity	Direction	Existing	Background*	Committed Trips	Project	Total		
A.M. Peak Hour												
CR 466												
US 301 to CR 105	4LD	Arterial 1	D	1,800	EB	933	970	56	17	1,043	0.58	
					WB	947	985	57	12	1,054	0.59	
CR 106												
CR 105 to CR 466	2L	Local	D	675	EB	32	33	0	30	63	0.09	
					WB	12	12	0	21	33	0.05	
P.M. Peak Hour												
CR 466												
US 301 to CR 105	4LD	Arterial 1	D	1,800	EB	1,010	1,050	82	40	1,172	0.65	
					WB	1,148	1,194	94	40	1,328	0.74	
CR 106												
CR 105 to CR 466	2L	Local	D	675	EB	34	35	0	72	107	0.16	
					WB	18	19	0	72	91	0.13	

* Existing x 1.04

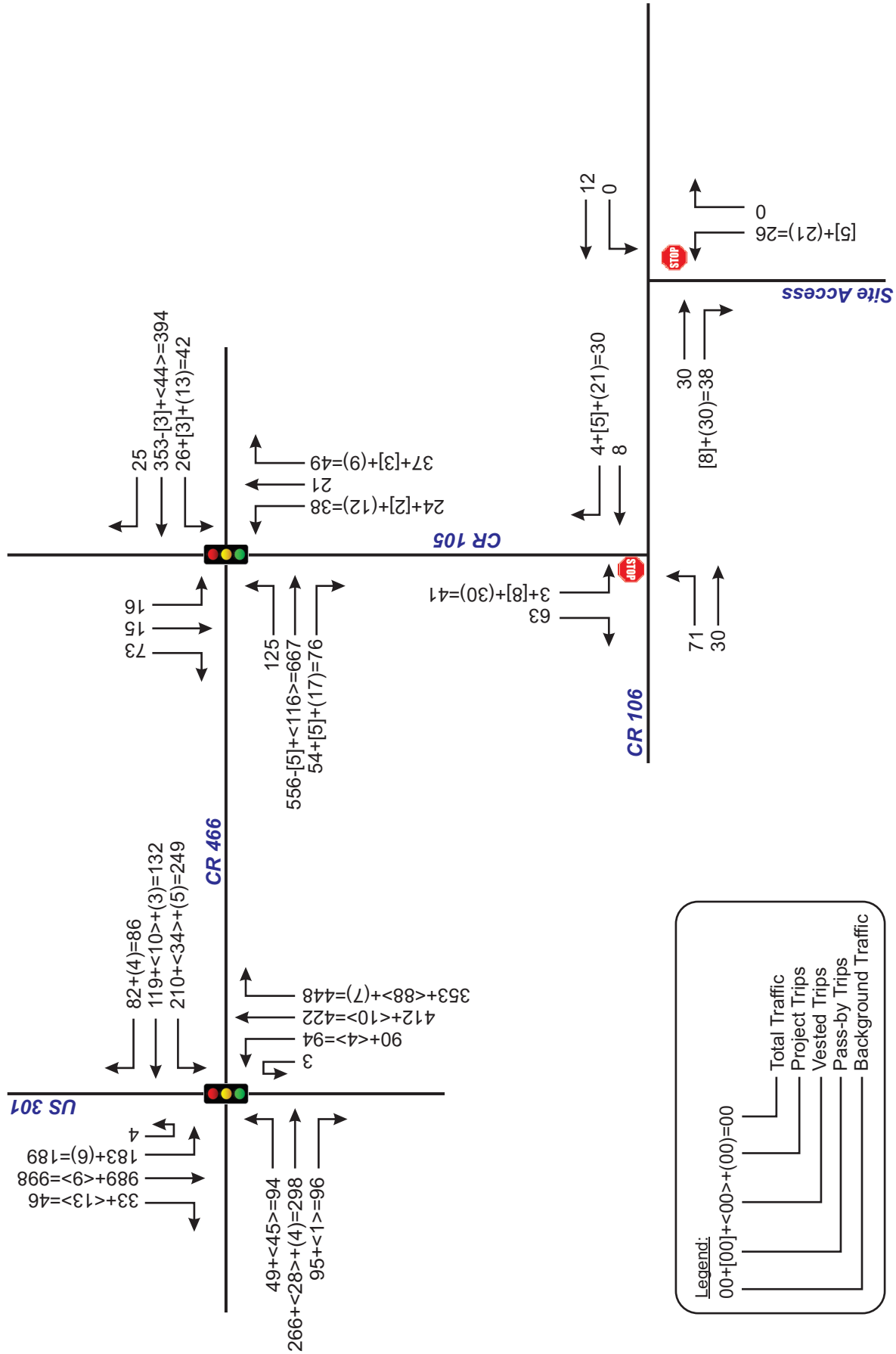
Table 5
Projected Intersection Capacity Analysis

Intersection	Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
US 301 and CR 466	Signal	A.M.	51.6	D	45.4	D	34.8	C	33.0	C	38.3	D
		P.M.	64.5	E	54.1	D	49.2	D	33.4	C	48.9	D
CR 466 and CR 105	Signal	A.M.	14.5	B	12.6	B	28.6	C	27.6	C	15.8	B
		P.M.	17.9	B	19.7	B	32.7	C	38.2	D	22.5	C
CR 106 and CR 105	Stop	A.M.	7.9	A	--	--	--	--	16.5	C	--	--
		P.M.	7.8	A	--	--	--	--	12.9	B	--	--
CR 106 Site Access	Stop	A.M.	--	--	7.4	A	9.0	A	--	--	--	--
		P.M.	--	--	7.5	A	9.5	A	--	--	--	--





Projected A.M. Peak Hour Volumes

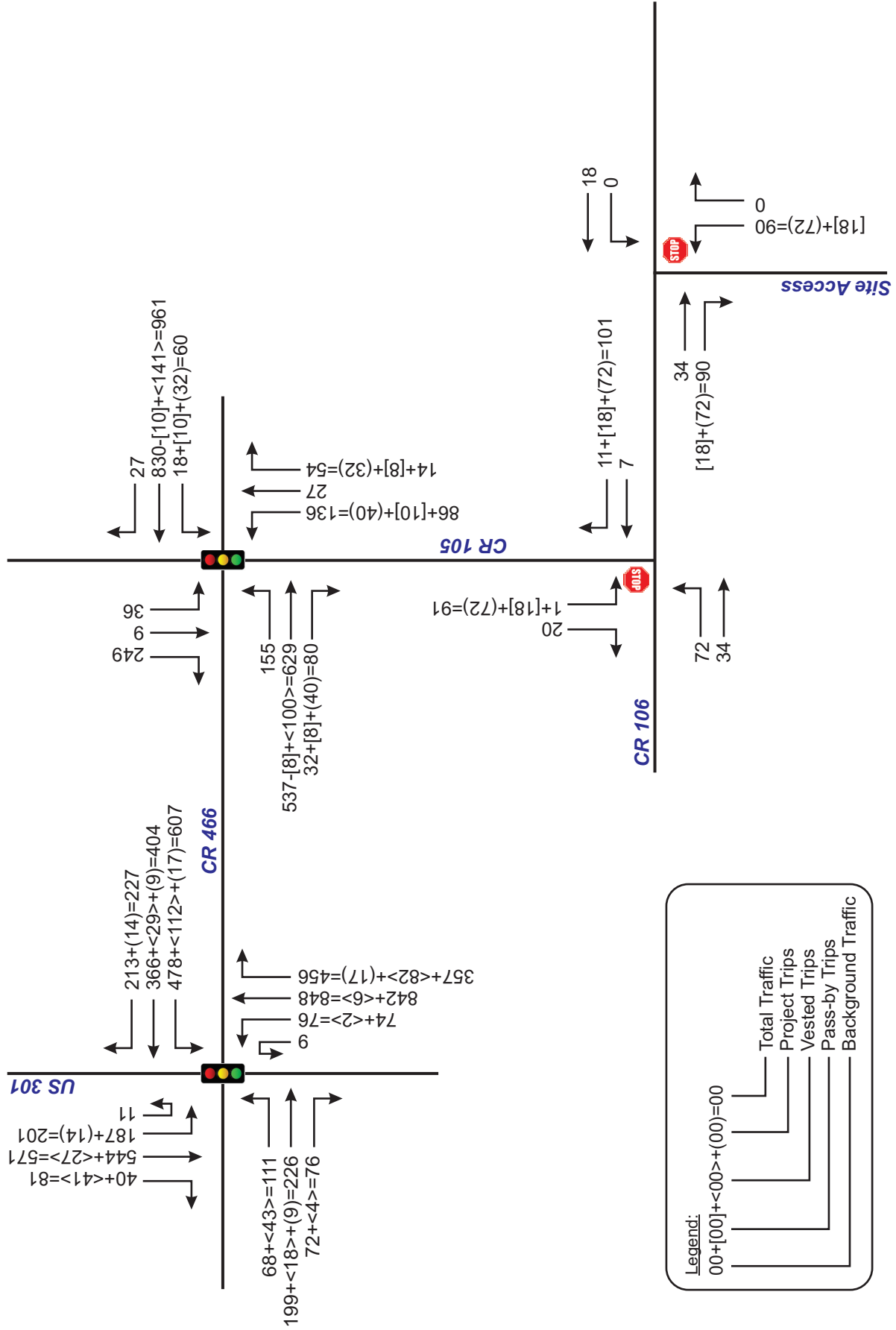


CR 106/Oxford
Project № 5653
Figure 5a





Projected P.M. Peak Hour Volumes



CR 106/Oxford
Project № 5653
Figure 5b



STUDY CONCLUSIONS

This traffic analysis was conducted in order to assess the traffic impact of a strip retail plaza in Oxford, Sumter County. Located on CR 106 to the east of CR 105, the development will consist of 27,200 square feet. The traffic analysis assessed the impacts that would result from the proposed apartments on the study roadways and intersections. The findings of this analysis are as follows:

- The proposed development is estimated to generate 1,185 new net daily trips of which 51 will occur in the A.M. peak hour and 143 in the P.M. peak hour.
- The analysis of existing conditions indicated that the impacted roadway segments and the study intersections currently operate at satisfactory Levels of Service.
- The analysis of projected traffic conditions revealed that the impacted roadway segments and study intersection will not be deficient. The impacted roadway segments and intersections are projected to operate at satisfactory Levels of Service with project trips added.
- Access to the site is provided via full access driveway on CR 106. The access driveway is projected to operate satisfactorily with project trips added.



APPENDICES

APPENDIX A

Study Methodology and Related Correspondence

Rita Merhi

From: Cohoon, Steven <Steven.Cohoon@sumtercountyfl.gov>
Sent: Tuesday, May 31, 2022 2:17 PM
To: Rita Merhi
Cc: Souza, Fidelis; Snyder, Deborah; rread@wildwood-fl.gov; Adibfar, Hootan; 'Amanda Bush'; 'Kyla Luna'; 'Terri O'Neal'
Subject: RE: Online Form Submittal: Sumter County Traffic Impact Analysis (TIA)

Rita,

Sumter County Public Works Department comments for the methodology submittal are shown below. Please update the methodology and resubmit for an additional review.

- For Major Traffic Impact Analysis (TIA)'s, projects generating over 1,000 daily trips, impacted roadways are roadway segments outside of the abutting roadway in which the projected and distributed traffic is greater than three percent of the Generalized Peak Hour Two-Way Maximum Service Volume or more than 70 peak hour two-way trips. Please revisit table two (Significance Analysis) and statements made in the impacted roadways/intersections paragraph.
- The Florida Department of Transportation (FDOT) 2020 Quality/Level of Service Handbook may be used for CR 106.
- Major intersections (all signalized intersections and/or unsignalized intersections of major roadways) that are part of the impacted roadways, major intersections that are within 1,320 feet of the site access, and all site-access intersections are considered impacted.
- Please confirm that this development is not part of a larger development. Per the Sumter County TIA guidelines dated May 2022, the following applies:
 - *The trip generation estimate shall consider the total traffic generation of the accumulative development (including traffic from previously developed or approved phases) for purposes of study network identification.*
- Committed trips include:
 - An appropriate percentage of Twisted Oaks Pointe
 - Oxford Residential
 - Multifamily portion of Oxford Pointe North

Sincerely,

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

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Tuesday, May 24, 2022 1:16 PM
To: Cohoon, Steven <Steven.Cohoon@sumtercountyfl.gov>; @Administrative Services (Wildwood) <administrative.services@sumtercountyfl.gov>; Souza, Fidelis <Fidelis.Souza@sumtercountyfl.gov>; Snyder, Deborah



RESPONSE TO SUMTER COUNTY COMMENTS

CR 106 – Oxford

The following is our response to comments dated June 6, 2022, regarding the CR 106 TIA Methodology. The comments are listed first in **bold** followed by our response.

- **Please revisit the Impacted Roadways/Intersections section of the methodology. Impacted roadways include not only 3% of a roadway's project trips but also over 70 peak hour two-way trips.**

Response:

Section revisited and a segment with over 70 peak hour trips added to the analysis.

- **Revisit the proposed 11% distribution on Oxford Oaks Lane. This is a deed restricted gated community.**

Response:

The 11% distribution is not on Oxford Oaks Lane. It is on CR 466(west). The percent distribution on Oxford Oaks Lane is 1%.

- **All analyses shall be performed for conditions during the AM and PM peak hours.**

Response:

The analysis will be performed for conditions during both the AM and PM peak hours.

- **Included appropriate references in the appendix for the adopted two-way capacities referenced in table 2.**

Response:

The adopted two-way capacities obtained from Table 4, FDOT Quality/LOS Handbook.

- **Major intersections (all signalized intersections and/or unsignalized intersections of major roadways) that are part of the affected roadways, major intersections that are within 1,320 feet of the site access, and all site-access intersections are considered impacted. Revisit the assumed impacted intersections and make sure all have been captured.**

- **CR 209 from CR 114 to CR 462 = 6.21%. Where does it go next?**

Response

Project trips on CR 209 are only 1% to represent less than 2 two-way trips.

- **Why is CR 209 at C 462 not included as an impacted intersection?**

Response

The intersection is not along significantly impacted roadway segments. Project trips on CR 209 and CR 462 are 1% on each roadway.

- **Referencing table two, correct typo “US30116”**

Response:
Typo corrected.

- **Buildout year?**

Response:
2024

- **Committed trips shall include:**
 - **Percentage of Twisted Oaks**
 - **Percentage of Oxford Crossings**
 - **Wildwood Storage Facility on CR 214**
 - **Oxford Residential**
 - **Riverstone at Wildwood apartments**

Response:
The above committed trips will be included in the analysis.



To: Steve Cohoon
Assistant Director- Planning & Design

From: Turgut Dervish, P.E.

Date: June 8, 2022

Re: CR 106/Oxford
TIA Methodology (Revised)
TPD# 5653

The following is an outline of our proposed traffic study methodology for a proposed retail commercial development in Oxford, Florida. The development site is located on CR 106 to the east of CR 105. **Figure 1** depicts the site location.

Proposed Development

The proposed development will consist of three retail commercial buildings totaling 27,200 square feet to be completed within two years or by the end of 2024. Access to the site is via an access driveway on CR 136. **Figure 2** depicts the site plan of the development.

Trip Generation

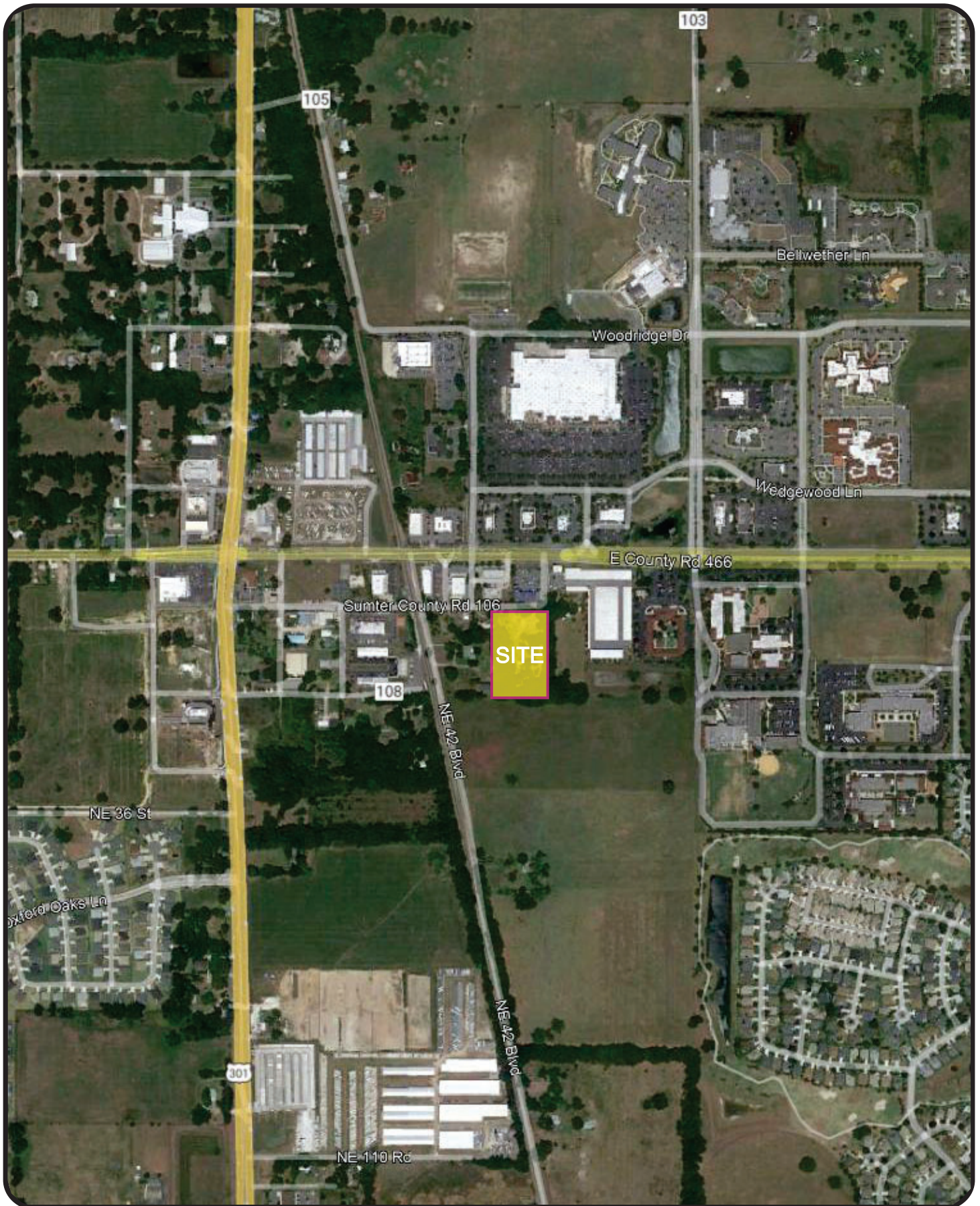
The trip generation was calculated as per the 11th Edition of the ITE Trip Generation Manual. **Table 1** is a summary of the trip generation calculation. The ITE trip generation sheets are included in **Attachment A**.

Table 1
Trip Generation Summary

ITE Code	Land Use	Size*	Daily		A.M. Peak Hour				P.M. Peak Hour			
			Rate	Trips	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
822	Strip Retail Plaza (< 40 KSF)	27.2 KSF	54.45	1,481	2.36	38	26	64	6.59	90	90	179
Total Trips				1,481	---	38	26	64	---	90	90	179
Pass-by Trips(20%)**				296	---	8	5	13	---	18	18	36
Total New Net Trips				1,185	---	30	21	51	---	72	72	143

* KSF = 1,000 Square Feet

** Per Sumter County TIA Guidelines

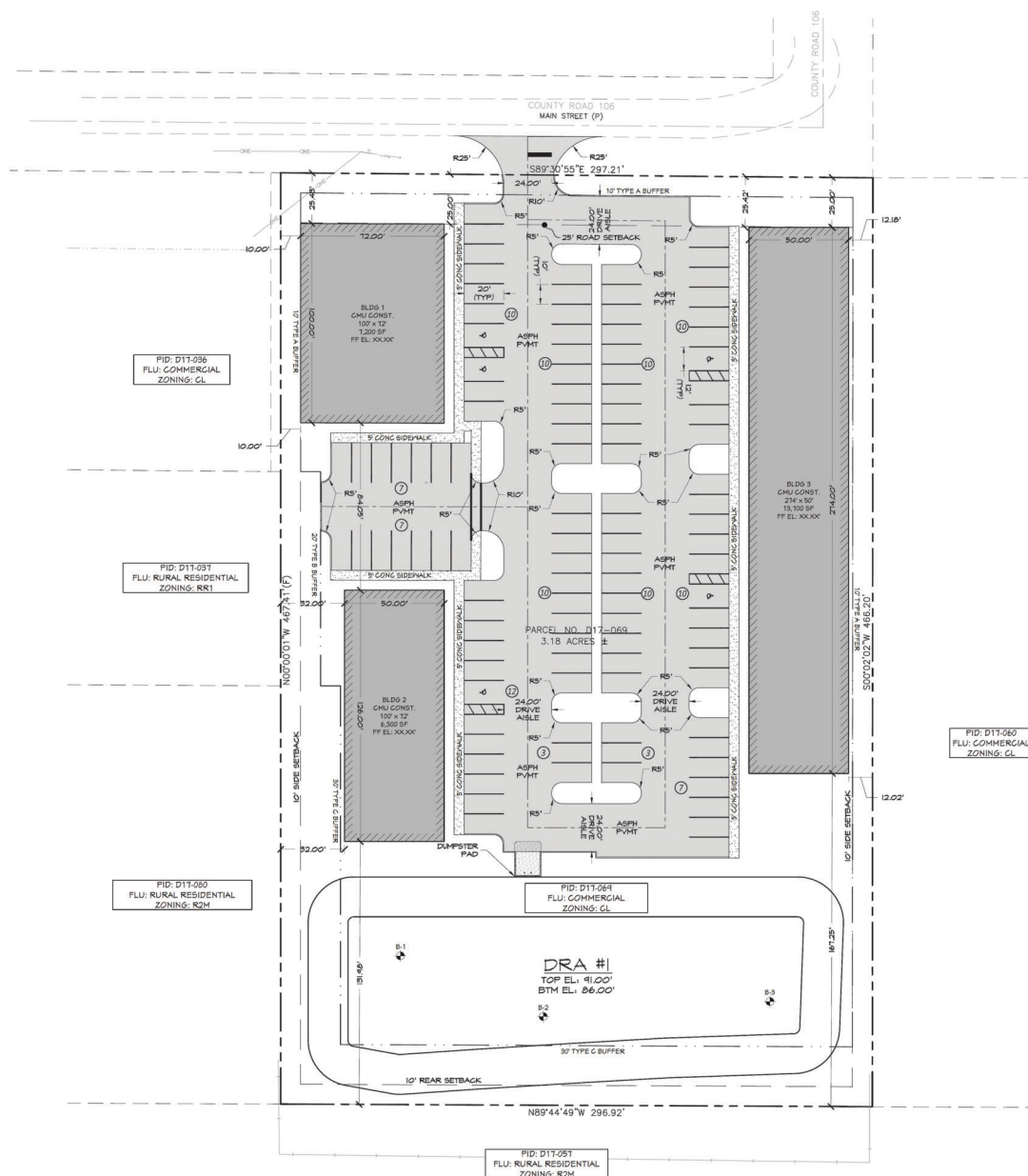


CR 106/Oxford
Project No 5653

Figure 1

Site Location





CR 106/Oxford
Project No 5653

Figure 2

Site Plan



Based upon this trip generation, a Major TIA will be required to be performed. The traffic analysis will be performed for conditions for both the A.M. and P.M. peak hours.

Impacted Roadways/intersections

The abutting segment of CR106 will be included in the analysis along with those segments where the project trips consume 3% of the roadway's adopted LOS capacity or more than 70 peak hour two-way trips. **Table 2** is a significance test showing the significance of the impacted roadways. As shown in the table, one roadway in the are will be significantly impacted. Since CR 106 is not included in the County or MPO database, the closest classified roadway segment, CR 466 from US 301 to CR 105 with peak hour two-way project trips of over 70, will be included in the analysis along with the following intersections:

- CR 466 and CR 105
- CR 105 and CR 106
- CR 466 and US 301
- Site Access Intersections

Table 2
Significance Analysis

Roadway Segment	# of Lanes	Functional Class	Adopted		Project Trips		Project Trips as % of Capacity	Significance**
			LOS	2-Way Capacity*	%	2-Way Volume		
CR 466								
CR 209 to CR 301	2U	Arterial 2	D	1,197	13%	19	1.59%	No
CR 301 to CR 105	4LD	Arterial 1	D	3,222	56%	80	2.48%	Yes
CR 105 to CR 103	4LD	Arterial 1	D	3,222	44%	63	1.96%	No
CR 103 to CR 101	4LD	Arterial 1	D	3,222	40%	57	1.77%	No
US 301								
CR 472 to CR 466	4LD	Prin. Arterial	D	3,580	23%	33	0.92%	No
CR 466 to CR 704	4LD	Prin. Arterial	D	3,580	20%	29	0.81%	No

* Two-way capacities obtained from Table 4, FDOT Quality/LOS Handbook, included in **Attachment B**

** Project as % of Capacity

Trip Distribution

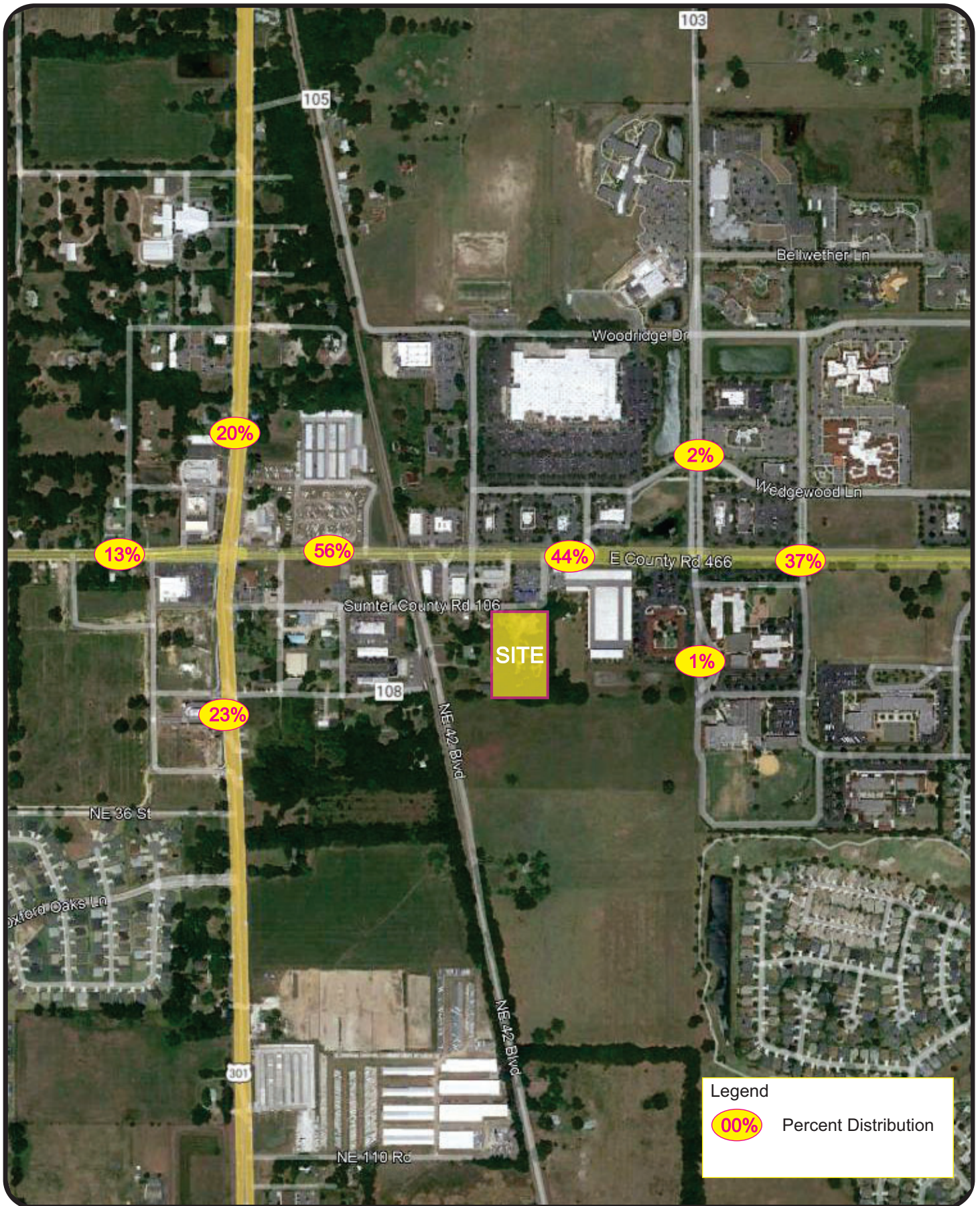
Based upon CFRPM v.7 model distribution, included in **Attachment C**, a trip distribution was determined as shown in **Figure 3**. CFRPM does not include CR 106 and therefore it assigned all trips from the project to CR 466. In the assignment of the project trips in the project vicinity, trips will be assigned to CR 106 on approach to the project site.

Trip Impact Assessment

To assess the impact of the project traffic on the above-mentioned study roadways/ intersections, the following steps will be followed in the analysis:

Roadways

- Determine background traffic volumes on impacted roadway segments by expanding the traffic volumes to the buildout year with the use of growth factors determined from historical growth trend of daily volumes. Trends analysis on US 301 and CR 466 in the project vicinity revealed average annual growth rates less than 1.00% with a low R^2 value, (see attached trends analysis charts in **Attachment D**). Therefore, a minimum growth rate of 2.0% will be used to expand existing traffic volumes to determine background traffic volumes.
- Combine project traffic with background traffic plus committed trips to be provided by the City/County to obtain total traffic volumes. Committed trips to include:
 - Percentage of Twisted Oaks
 - Percentage of Oxford Crossings
 - Wildwood Storage Facility on CR 214
 - Oxford Residential
 - Riverstone at Wildwood Apartments
- Perform traffic analysis utilizing Sumter County and FDOT Level of Service Standards/Guidelines consistent with the City's Comprehensive Plan.



CR 106/Oxford
 Project No 5653
Figure 3

Trip Distribution



Intersections

- Conduct intersection counts during the A.M. and P.M. peak period at the study intersections. FDOT Seasonal Factor (SF) for Sumter County will be applied to the counts.
- Combine project traffic with background traffic (plus committed trips) to obtain total traffic.
- Perform intersection capacity analysis utilizing the latest HCS or Synchro operational analysis procedures for the A.M./P.M. peak hour.

Traffic Report

A traffic report will be prepared as per County's Major LDTA summarizing study procedures, analyses and recommendations of the analysis.

If you have any questions or concerns, please contact us at (407) 628-9955.

Attachment A
Trip Generation Sheets

Strip Retail Plaza (<40k) (822)

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

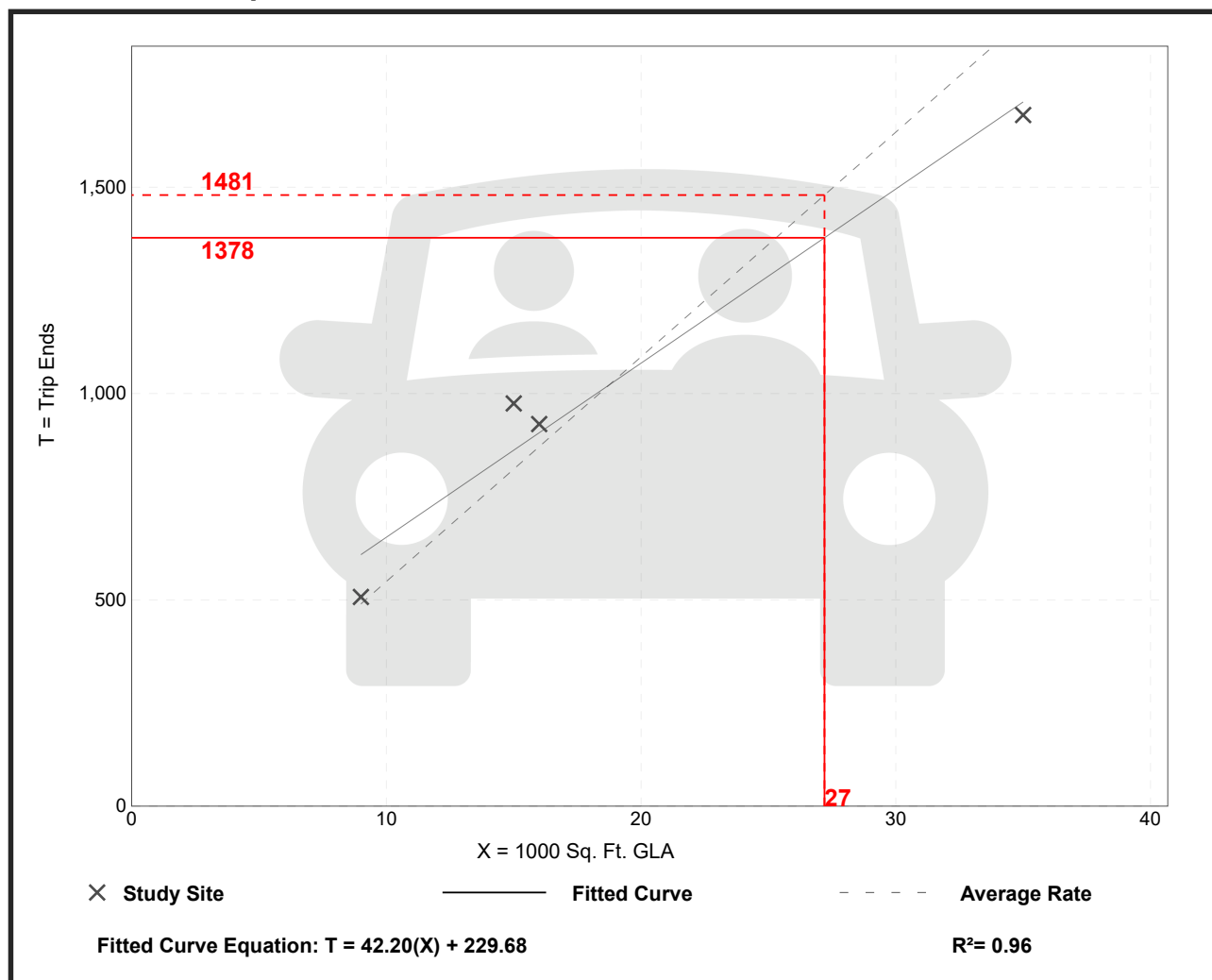
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k) (822)

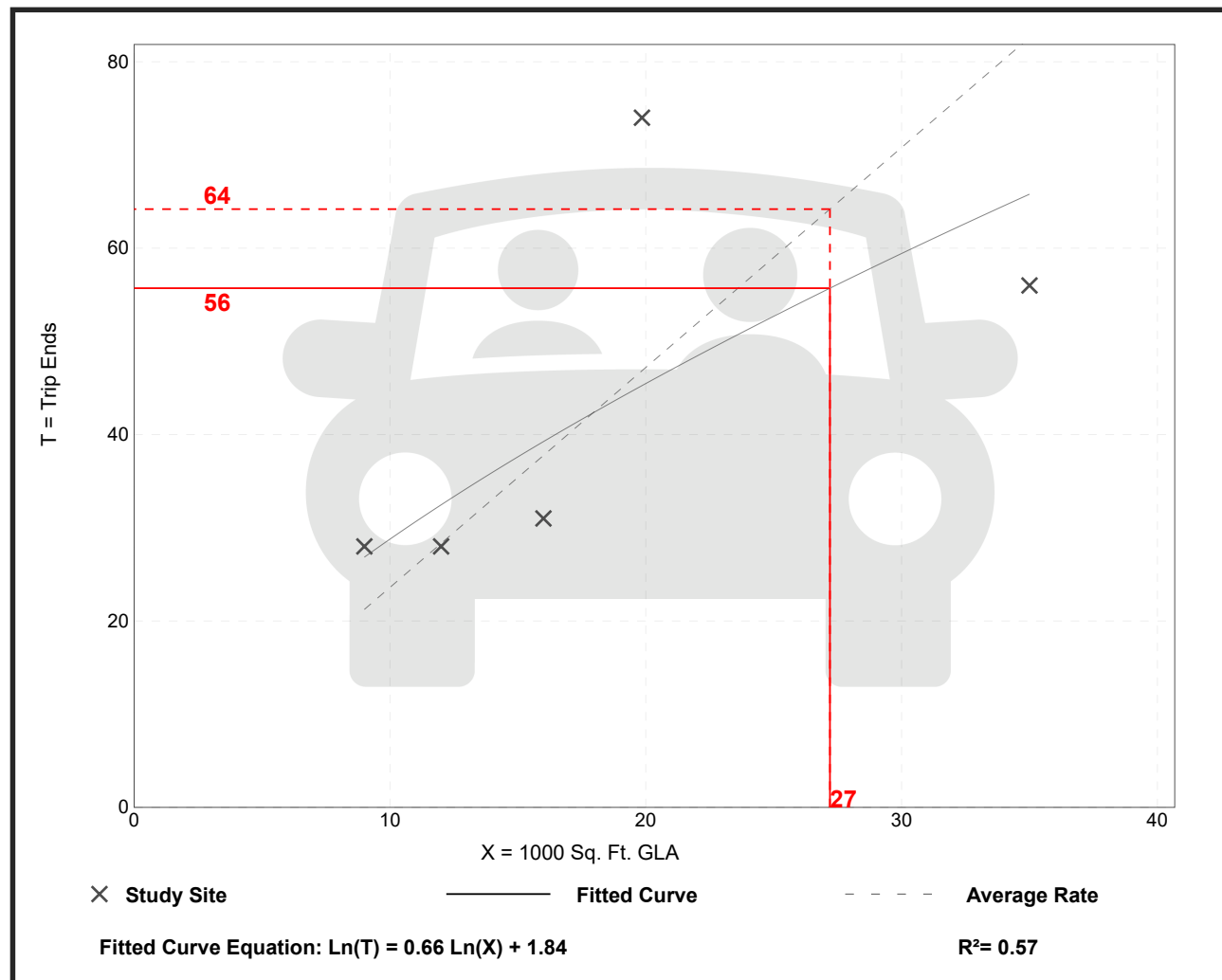
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 5
 Avg. 1000 Sq. Ft. GLA: 18
 Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation

Caution – Small Sample Size



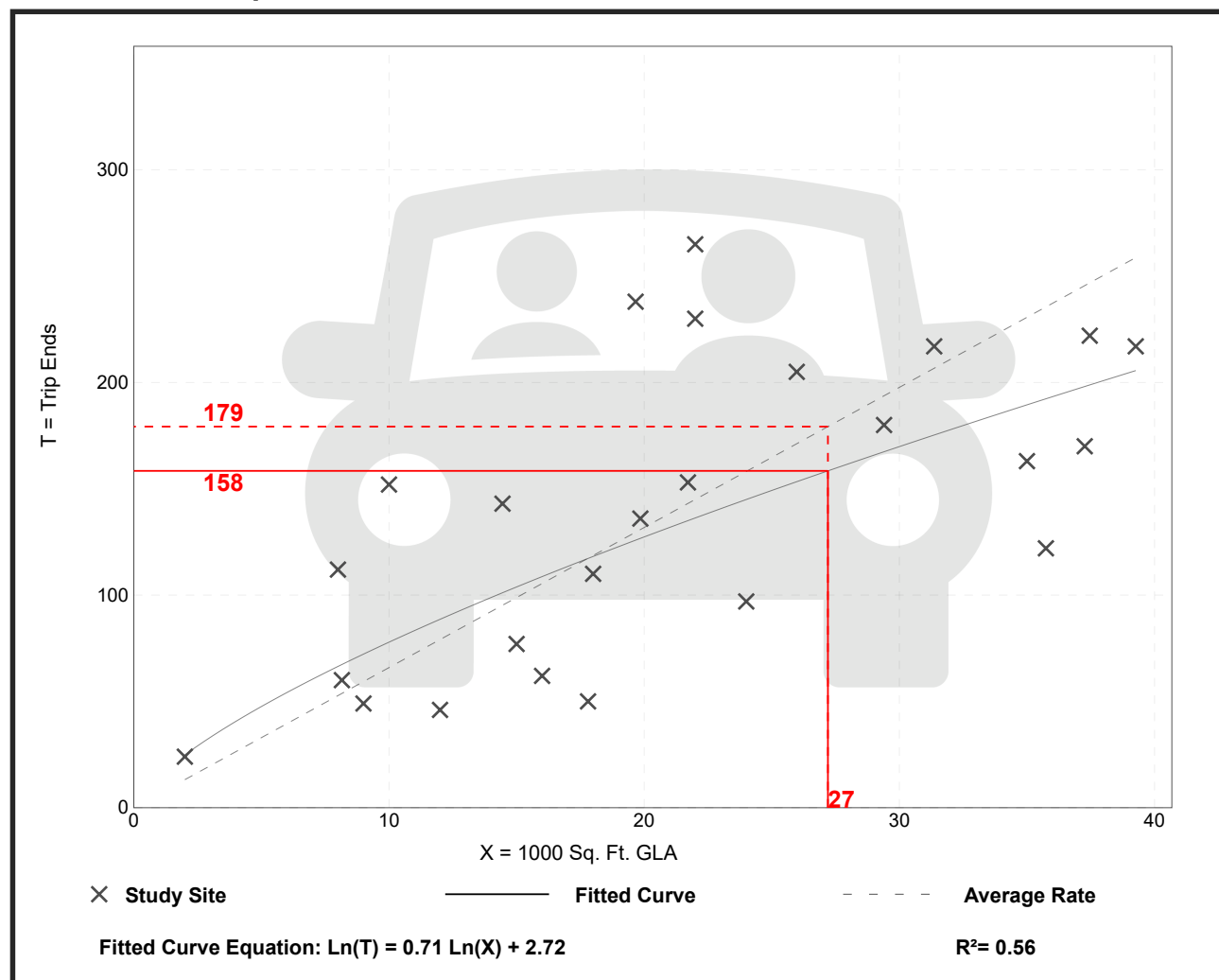
Strip Retail Plaza (<40k) (822)

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

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



Attachment B
FDOT Quality/LOS Handbook

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's
Urbanized Areas¹

January 2020

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	1,510	1,600	**	4	4,050	5,640	6,800	7,420	
4	Divided	*	3,420	3,580	**	6	5,960	8,310	10,220	11,150	
6	Divided	*	5,250	5,390	**	8	7,840	10,960	13,620	14,850	
8	Divided	*	7,090	7,210	**	10	9,800	13,510	17,040	18,580	
						12	11,600	16,350	20,930	23,200	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	660	1,330	1,410	4	4,130	5,640	7,070	7,690	
4	Divided	*	1,310	2,920	3,040	6	6,200	8,450	10,510	11,530	
6	Divided	*	2,090	4,500	4,590	8	8,270	11,270	13,960	15,380	
8	Divided	*	2,880	6,060	6,130	10	10,350	14,110	17,310	19,220	
Non-State Signalized Roadway Adjustments						Freeway Adjustments					
(Alter corresponding state volumes by the indicated percent.)						Auxiliary Lanes					
Non-State Signalized Roadways - 10%						Present in Both Directions					
						+ 1,800					
Ramp Metering						+ 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
2	Divided	Yes	No	+5%		2	Undivided	1,050	1,620	2,180	2,930
2	Undivided	No	No	-20%		4	Divided	3,270	4,730	5,960	6,780
Multi	Undivided	Yes	No	-5%		6	Divided	4,910	7,090	8,950	10,180
Multi	Undivided	No	No	-25%							
—	—	—	Yes	+ 5%							
One-Way Facility Adjustment						Uninterrupted Flow Highway Adjustments					
Multiply the corresponding two-directional volumes in this table by 0.6						Lanes	Median	Exclusive left lanes	Adjustment factors		
						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE ²						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.					
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						² Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.					
Paved						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
Shoulder/Bicycle						* Cannot be achieved using table input value defaults.					
Lane Coverage	B	C	D	E		** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
0-49%	*	260	680	1,770		Source:					
50-84%	190	600	1,770	>1,770		Florida Department of Transportation					
85-100%	830	1,700	>1,770	**		Systems Implementation Office					
						https://www.fdot.gov/planning/systems/					
PEDESTRIAN MODE ²											
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage	B	C	D	E							
0-49%	*	*	250	850							
50-84%	*	150	780	1,420							
85-100%	340	960	1,560	>1,770							
BUS MODE (Scheduled Fixed Route) ³											
(Buses in peak hour in peak direction)											
Sidewalk Coverage	B	C	D	E							
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							

Attachment C
Model Distribution Plots

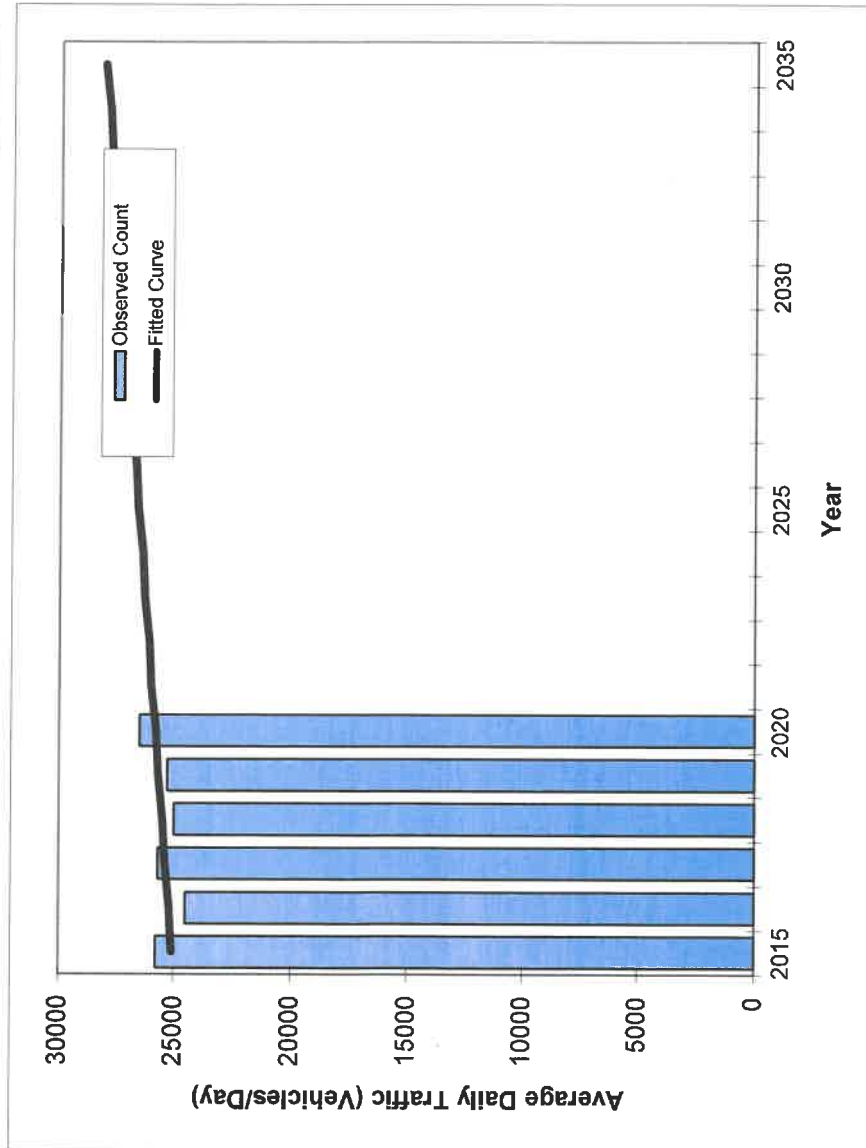


Attachment D
Trends Analysis Charts

Traffic Trends - V03.a C-466E, 300' west of RR --

FIN#	1234
Location	1

County:	Sumter (18)
Station #:	22
Highway:	C-466E, 300' west of RR



** Annual Trend Increase:	149
Trend R-squared:	16.01%
Trend Annual Historic Growth Rate:	0.56%
Trend Growth Rate (2020 to Design Year):	0.61%
Printed:	20-May-22
Straight Line Growth Option	

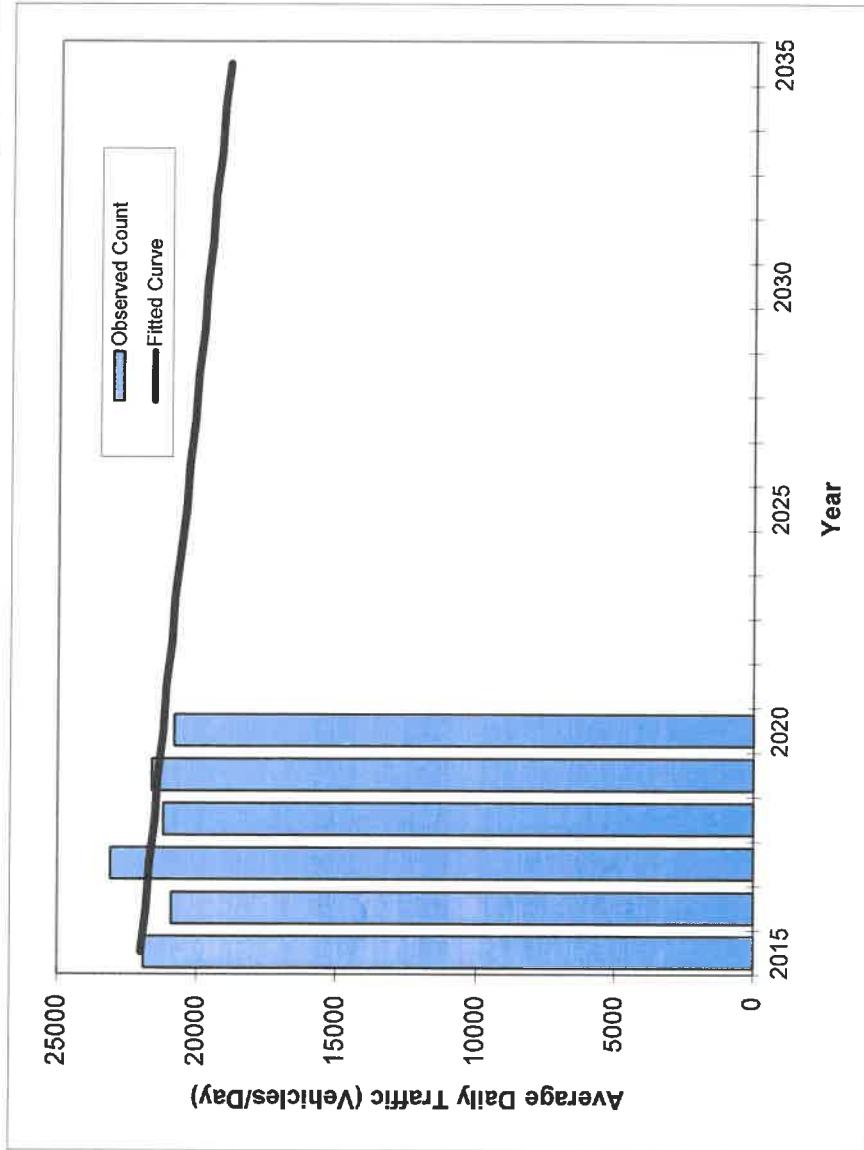
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	25800	25100
2016	24500	25200
2017	25700	25400
2018	25000	25500
2019	25300	25700
2020	26500	25800
2023 Opening Year Trend		
2023	N/A	26300
2025 Mid-Year Trend		
2025	N/A	26600
2027 Design Year Trend		
2027	N/A	26900
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Traffic Trends - V03.a C-466E, 300' West of CR 103 --

FIN#	1234
Location	1

County:	Sumter (18)
Station #:	25
Highway:	C-466E, 300' West of CR 103



** Annual Trend Increase:	-151
Trend R-squared:	11.06%
Trend Annual Historic Growth Rate:	-0.73%
Trend Growth Rate (2020 to Design Year):	-0.74%
Printed:	20-May-22
Straight Line Growth Option	

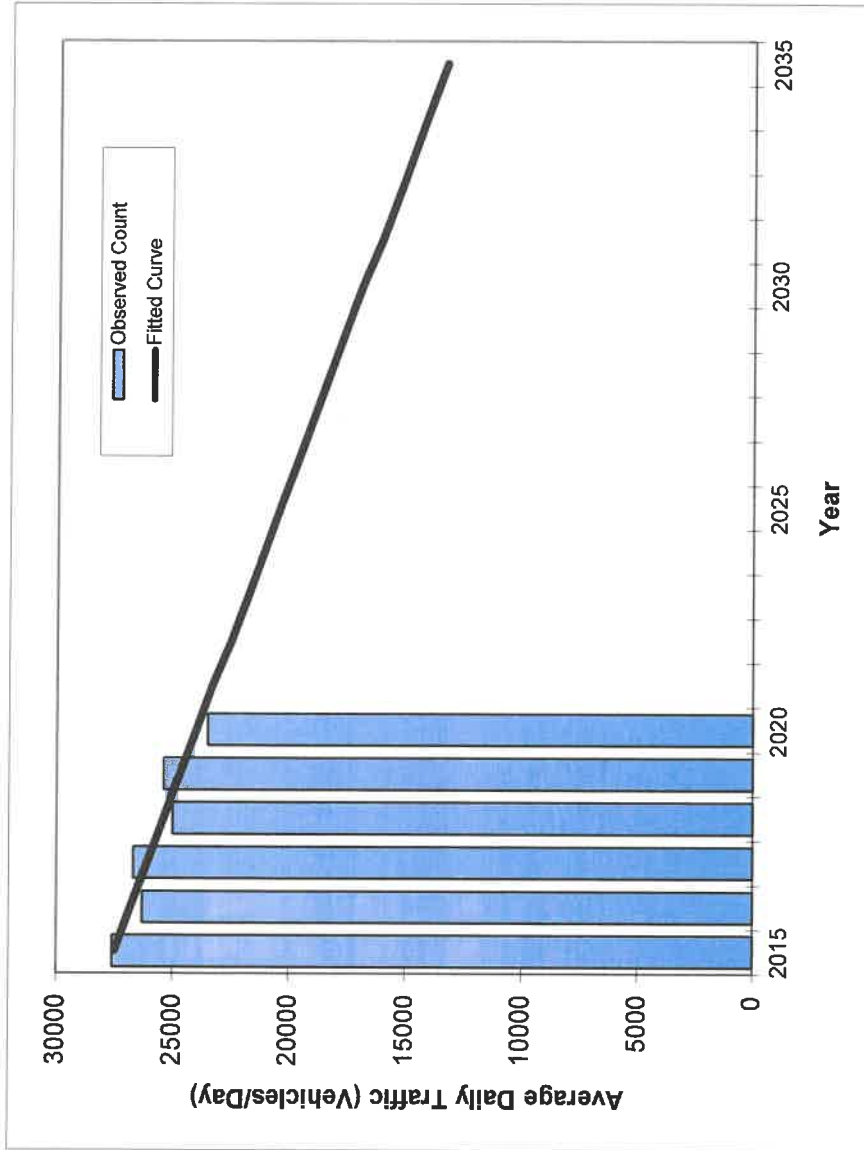
Traffic (ADT/AAADT)		
Year	Count*	Trend**
2015	21900	22000
2016	20900	21800
2017	23100	21700
2018	21200	21500
2019	21600	21400
2020	20800	21200
2023 Opening Year Trend		
2023	N/A	20800
2025 Mid-Year Trend		
2025	N/A	20400
2027 Design Year Trend		
2027	N/A	20100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Traffic Trends - V03.a C-466E, 200' West of CR 101 --

FIN#	1234
Location	1

County:	Sumter (18)
Station #:	31
Highway:	C-466E, 200' West of CR 101



Traffic (ADT/AADT)		
Year	Count*	Trend**
2015	27600	27500
2016	26300	26800
2017	26700	26100
2018	25000	25400
2019	25400	24700
2020	23500	24000
2023 Opening Year Trend		
2023	N/A	21800
2025 Mid-Year Trend		
2025	N/A	20400
2027 Design Year Trend		
2027	N/A	19000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-711
Trend R-squared:	85.37%
Trend Annual Historic Growth Rate:	-2.55%
Trend Growth Rate (2020 to Design Year):	-2.98%
Printed:	20-May-22
Straight Line Growth Option	

APPENDIX B

Sumter County Counts/LOS Capacity Table

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Duration	Yearly ADT						ADT (+/-) Change	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%	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	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%	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	390	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	1228	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%	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%	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%	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	2766	3267	-	4863	49%	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%	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%	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%	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%	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 CR 479	01/27/22	24-HR	6467	7284	6801	6496	-	6930	7%	7:00 AM	501	128	373	0.07	0.74	4:30 PM	603	405	198	0.09	0.67
44	N C 470	1320' S of CR 400	01/27/22	24-HR	4017	3809	3729	3737	-	3990	7%	7:00 AM	313	129	184	0.08	0.59	4:30 PM	375	207	168	0.09	0.55
45	N C 470	300' S of W SR 44	01/27/22	24-HR	2840	3068	3305	3964	-	3592	-9%	6:45 AM	271	138	133	0.08	0.51	4:30 PM	360	177	183	0.10	0.51
46	C 472	325' W of R/R Tracks	01/20/22	24-HR	5158	5054	5422	5646	-	6086	8%	7:15 AM	548	401	147	0.09	0.73	2:30 PM	547	329	218	0.09	0.60
47	C 472	500' W of CR 115	01/20/22	24-HR	6681	6149	6737	7103	-	7136	0%	7:30 AM	558	411	147	0.08	0.74	4:45 PM	643	278	365	0.09	0.57
48	N C 475	700' S of W C 462	01/27/22	24-HR	4010	4429	4845	5210	-	5588	7%	7:00 AM	454	290	164	0.08	0.64	4:45 PM	558	239	319	0.10	0.57
49	N C 475	1320' S of Marion County Line	01/27/22	24-HR	4187	5354	5787	6282	-	7106	13%	7:00 AM	562	273	289	0.08	0.51	4:30 PM	658	350	308	0.09	0.53
50	S C 475	200' N of W CR 532	02/10/22	24-HR	4250	4021	-	3873	-	5297	37%	7:30 AM	412	177	235	0.08	0.57	4:15 PM	528	314	214	0.10	0.59
51	S C 475	2500' S of W CR 532	02/24/22	24-HR	4973	4587	-	4652	-	5681	22%	7:30 AM	464	207	257	0.08	0.55	4:15 PM	531	308	223	0.09	0.58

Sumter County Annual Traffic Counts

2022 Volumes Summary

TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's
Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	830	880	**	2	2,230	3,100	3,740	4,080	
2	Divided	*	1,910	2,000	**	3	3,280	4,570	5,620	6,130	
3	Divided	*	2,940	3,020	**	4	4,310	6,030	7,490	8,170	
4	Divided	*	3,970	4,040	**	5	5,390	7,430	9,370	10,220	
						6	6,380	8,990	11,510	12,760	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	370	750	800	2	2,270	3,100	3,890	4,230	
2	Divided	*	730	1,630	1,700	3	3,410	4,650	5,780	6,340	
3	Divided	*	1,170	2,520	2,560	4	4,550	6,200	7,680	8,460	
4	Divided	*	1,610	3,390	3,420	5	5,690	7,760	9,520	10,570	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						Freeway Adjustments					
Non-State Signalized Roadways - 10%						Auxiliary Lane + 1,000 Ramp Metering + 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
1	Divided	Yes	No	+5%		1	Undivided	580	890	1,200	1,610
1	Undivided	No	No	-20%		2	Divided	1,800	2,600	3,280	3,730
Multi	Undivided	Yes	No	-5%		3	Divided	2,700	3,900	4,920	5,600
Multi	Undivided	No	No	-25%							
—	—	—	Yes	+ 5%							
One-Way Facility Adjustment Multiply the corresponding directional volumes in this table by 1.2						Uninterrupted Flow Highway Adjustments					
						Lanes	Median	Exclusive left lanes	Adjustment factors		
						1	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.					
Paved Shoulder/Bicycle						² Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.					
Lane Coverage	B	C	D	E		³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
0-49%	*	150	390	1,000		* Cannot be achieved using table input value defaults.					
50-84%	110	340	1,000	>1,000		** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
85-100%	470	1,000	>1,000	**		Source: Florida Department of Transportation Systems Implementation Office https://www.fdot.gov/planning/systems/					
PEDESTRIAN MODE² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage	B	C	D	E							
0-49%	*	*	140	480							
50-84%	*	80	440	800							
85-100%	200	540	880	>1,000							
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)											
Sidewalk Coverage	B	C	D	E							
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							

APPENDIX C

Intersection Traffic Counts/Adjustment Factors

National Data & Surveying Services Intersection Turning Movement Count

Location: US 301/SR 35 & CR 466
City: Oxford
Control: Signalized

Project ID: 22-130151-001
Date: 5/26/2022

Data - Total

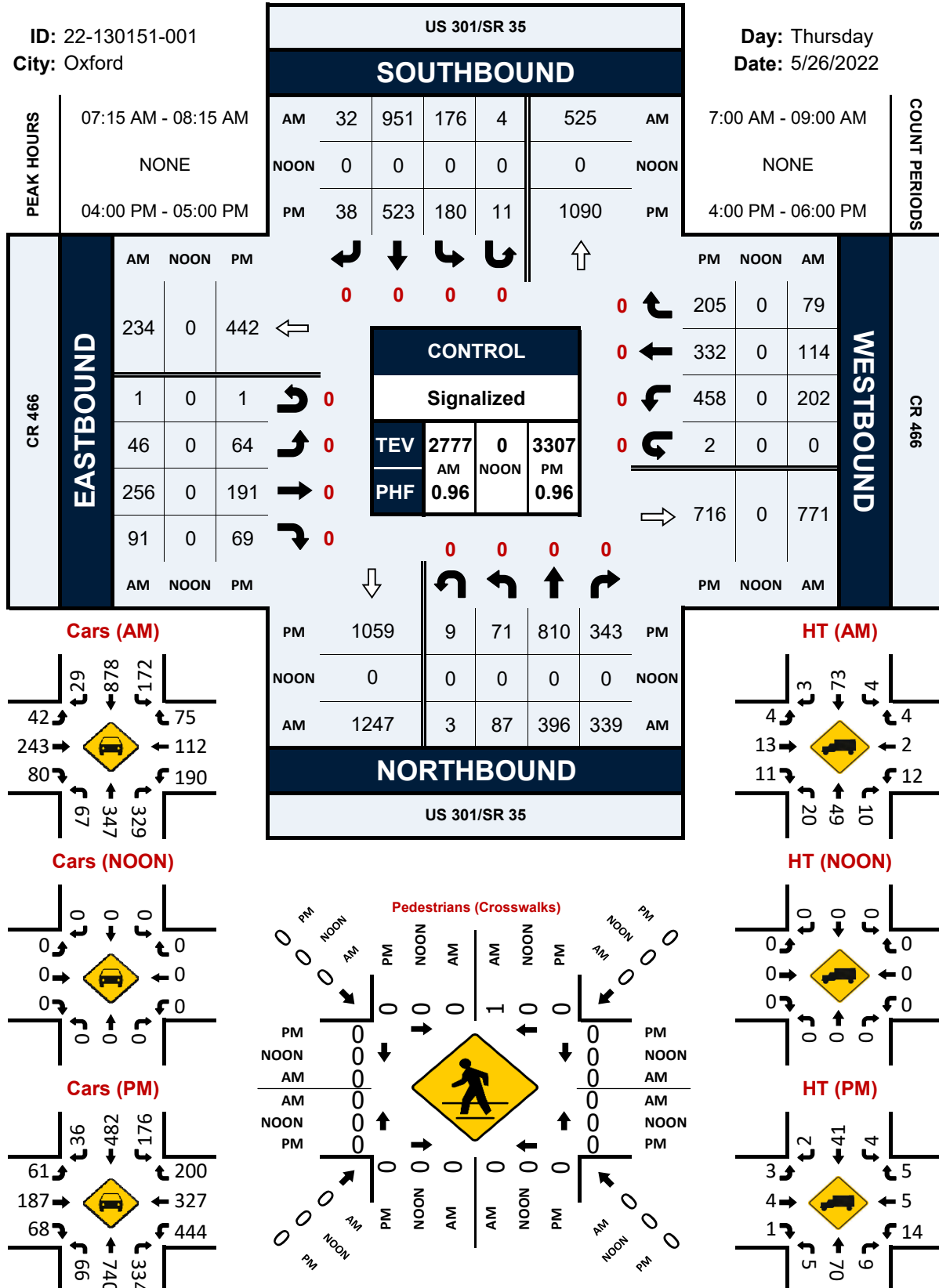
NS/EW Streets:	US 301/SR 35				US 301/SR 35				CR 466				CR 466				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	18	85	53	0	23	233	5	0	8	54	17	0	37	30	19	0	582
7:15 AM	27	101	81	0	34	234	11	2	12	47	24	0	53	25	21	0	672
7:30 AM	24	96	91	2	43	265	6	0	15	65	18	0	56	21	18	0	720
7:45 AM	20	100	94	0	49	242	7	0	13	73	30	1	43	33	21	0	726
8:00 AM	16	99	73	1	50	210	8	2	6	71	19	0	50	35	19	0	659
8:15 AM	27	94	83	1	36	199	7	0	11	59	10	0	73	21	24	0	645
8:30 AM	13	112	70	1	45	208	4	1	8	62	27	1	51	39	26	0	668
8:45 AM	23	102	91	4	41	163	6	2	6	54	22	1	77	39	29	0	660
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	168	789	636	9	321	1754	54	7	79	485	167	3	440	243	177	0	5332
	10.49%	49.25%	39.70%	0.56%	15.03%	82.12%	2.53%	0.33%	10.76%	66.08%	22.75%	0.41%	51.16%	28.26%	20.58%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	87	396	339	3	176	951	32	4	46	256	91	1	202	114	79	0	2777
PEAK HR FACTOR :	0.806	0.980	0.902	0.375	0.880	0.897	0.727	0.500	0.767	0.877	0.758	0.250	0.902	0.814	0.940	0.000	0.956
	0.964				0.926				0.842				0.950				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	17	230	85	3	50	140	13	2	12	49	20	1	103	57	51	1	834
4:15 PM	17	208	90	3	40	119	6	2	24	45	19	0	144	98	48	0	863
4:30 PM	17	200	86	1	49	138	8	4	13	56	18	0	92	85	45	1	813
4:45 PM	20	172	82	2	41	126	11	3	15	41	12	0	119	92	61	0	797
5:00 PM	24	227	94	1	40	120	19	1	13	52	11	0	108	73	43	0	826
5:15 PM	16	202	72	3	48	139	14	0	8	70	14	0	106	102	45	1	840
5:30 PM	23	243	94	0	33	108	20	2	25	43	13	0	113	57	37	1	812
5:45 PM	19	163	69	2	36	93	13	1	15	49	10	2	114	82	42	0	710
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	153	1645	672	15	337	983	104	15	125	405	117	3	899	646	372	4	6495
	6.16%	66.20%	27.04%	0.60%	23.42%	68.31%	7.23%	1.04%	19.23%	62.31%	18.00%	0.46%	46.80%	33.63%	19.36%	0.21%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	71	810	343	9	180	523	38	11	64	191	69	1	458	332	205	2	3307
PEAK HR FACTOR :	0.888	0.880	0.953	0.750	0.900	0.934	0.731	0.688	0.667	0.853	0.863	0.250	0.795	0.847	0.840	0.500	0.958
	0.920				0.917				0.923				0.859				

US 301/SR 35 & CR 466

Peak Hour Turning Movement Count

ID: 22-130151-001
City: Oxford

Day: Thursday
Date: 5/26/2022





National Data & Surveying Services

Site Code: 22-130151-001

Date: 05/26/2022

Weather: Sunny

City: Oxford

County: Sumter

Count Times: 07:00 - 09:00

16:00 - 18:00

Control: Signalized

SIGNAL TIMING

PHASES	1	2	3
NL/SL	00:21	00:12	00:19
SL/ST	00:17	00:13	00:19
NT/ST	01:08	01:12	01:06
EL/WL	00:51	00:54	00:26
WL/WT	-	-	00:35
ET/WT	00:52	00:38	00:53

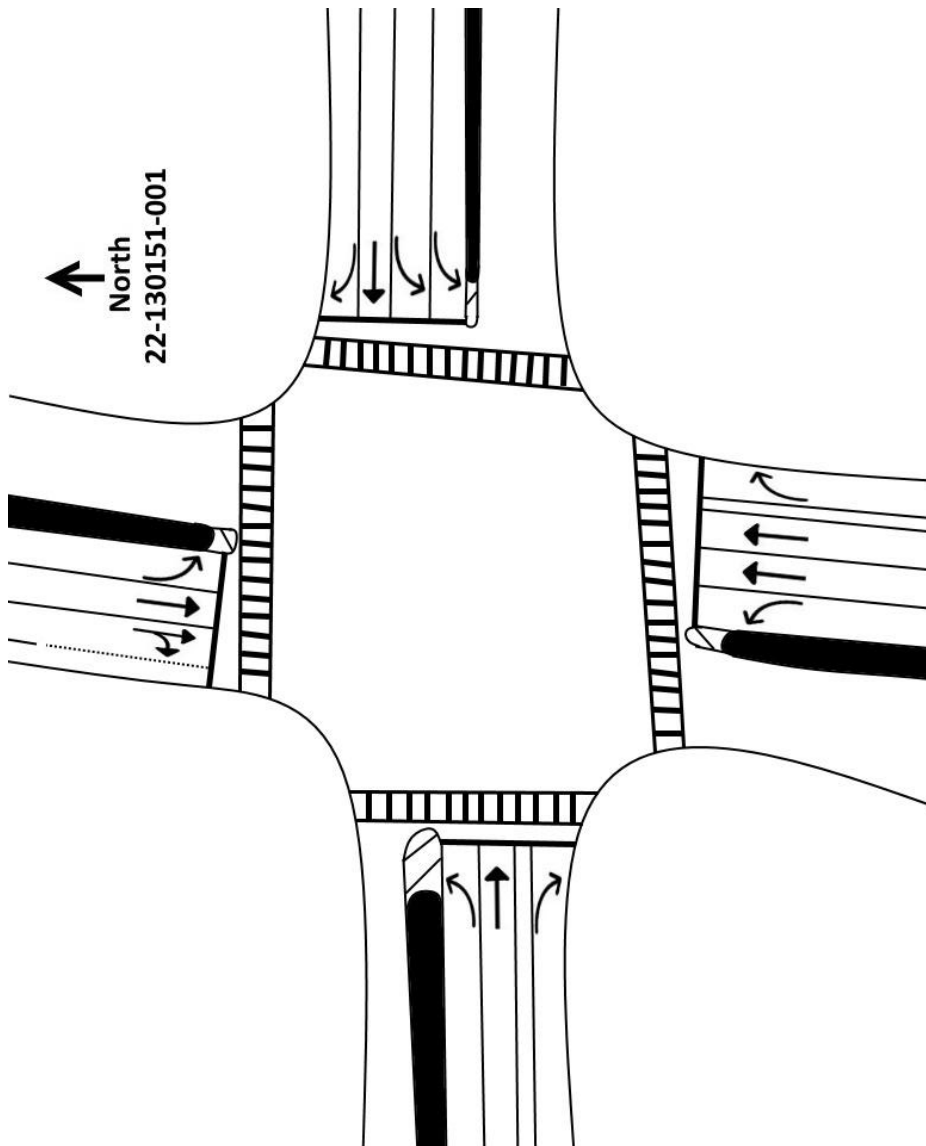


N/S Street: US 301/SR 35

Speed: 45 MPH

E/W Street: CR 466

Speed: 35 MPH



National Data & Surveying Services Intersection Turning Movement Count

Location: CR 105 & Sumter County Rd 466 E
City: Oxford
Control: Signalized

Project ID: 22-130203-001
Date: 7/27/2022

Data - Total

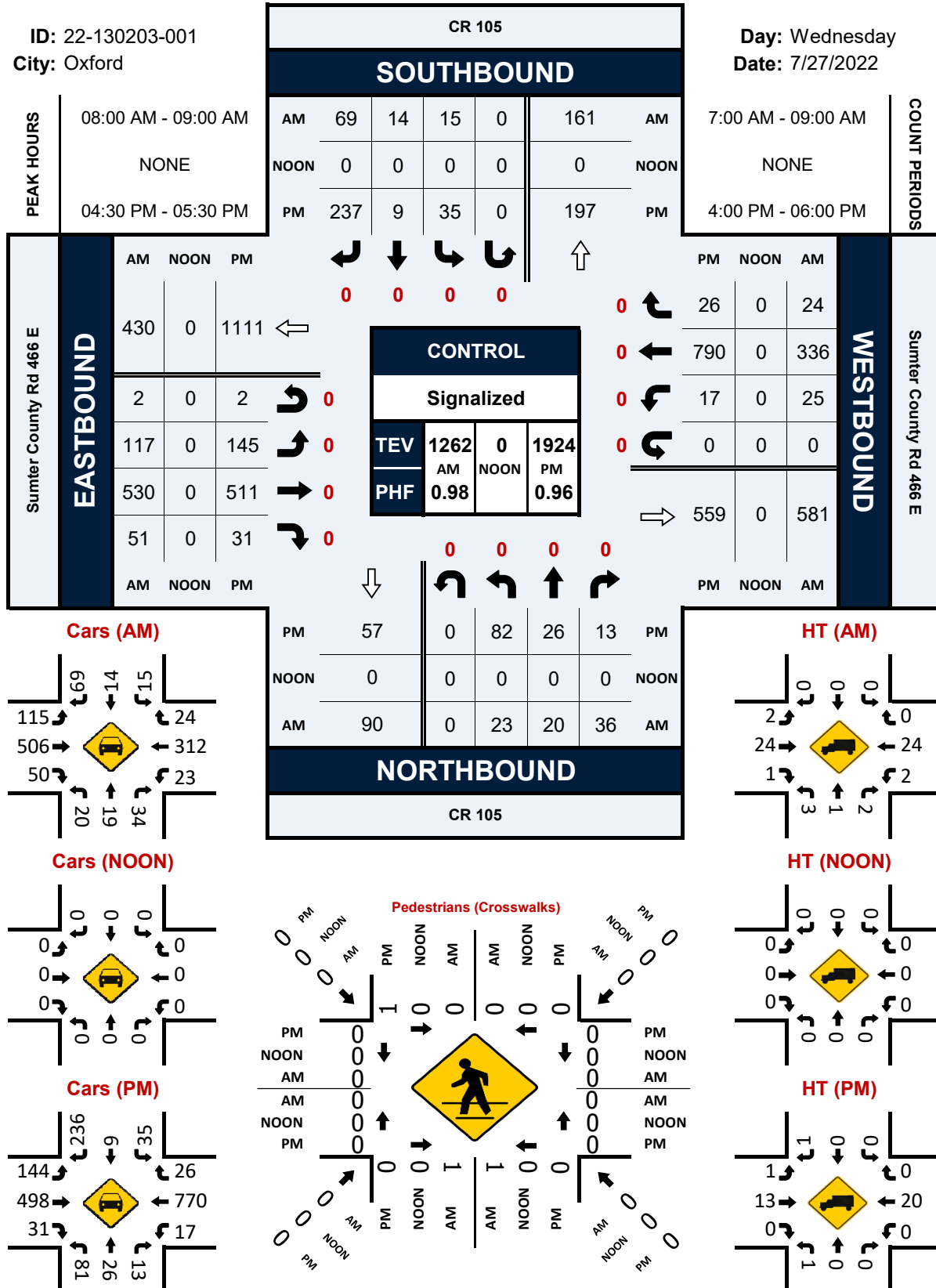
NS/EW Streets:	CR 105				CR 105				Sumter County Rd 466 E				Sumter County Rd 466 E				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	8	3	0	0	0	2	15	0	26	143	2	1	0	79	1	0	280
7:15 AM	3	4	2	0	0	1	16	0	26	148	8	1	1	80	2	0	292
7:30 AM	6	4	3	0	1	3	16	0	26	157	5	0	2	76	0	0	299
7:45 AM	11	2	1	0	1	0	17	0	26	164	7	1	3	63	3	0	299
8:00 AM	6	1	1	0	0	1	16	0	34	161	6	0	5	90	1	0	322
8:15 AM	5	4	3	0	5	2	9	0	30	138	10	2	2	85	1	0	296
8:30 AM	8	4	1	0	2	4	23	0	26	151	9	0	2	90	3	0	323
8:45 AM	4	11	31	0	8	7	21	0	27	80	26	0	16	71	19	0	321
TOTAL VOLUMES :	51	33	42	0	17	20	133	0	221	1142	73	5	31	634	30	0	2432
APPROACH %'s :	40.48%	26.19%	33.33%	0.00%	10.00%	11.76%	78.24%	0.00%	15.34%	79.25%	5.07%	0.35%	4.46%	91.22%	4.32%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	23	20	36	0	15	14	69	0	117	530	51	2	25	336	24	0	1262
PEAK HR FACTOR :	0.719	0.455	0.290	0.000	0.469	0.500	0.750	0.000	0.860	0.823	0.490	0.250	0.391	0.933	0.316	0.000	0.977
	0.429				0.681				0.871				0.908				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	21	5	5	0	10	3	67	0	41	122	4	0	2	187	8	0	475
4:15 PM	17	2	6	0	10	3	51	0	30	129	9	0	1	172	7	0	437
4:30 PM	22	8	2	0	9	3	57	0	41	133	11	1	6	162	6	0	461
4:45 PM	13	6	5	0	7	1	48	0	38	121	10	0	2	217	8	0	476
5:00 PM	33	6	5	0	13	3	77	0	38	127	5	1	2	185	8	0	503
5:15 PM	14	6	1	0	6	2	55	0	28	130	5	0	7	226	4	0	484
5:30 PM	14	2	4	0	4	1	52	0	47	122	6	0	2	167	5	0	426
5:45 PM	8	0	5	0	7	3	50	0	28	96	1	0	3	171	4	0	376
TOTAL VOLUMES :	142	35	33	0	66	19	457	0	291	980	51	2	25	1487	50	0	3638
APPROACH %'s :	67.62%	16.67%	15.71%	0.00%	12.18%	3.51%	84.32%	0.00%	21.98%	74.02%	3.85%	0.15%	1.60%	95.20%	3.20%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	82	26	13	0	35	9	237	0	145	511	31	2	17	790	26	0	1924
PEAK HR FACTOR :	0.621	0.813	0.650	0.000	0.673	0.750	0.769	0.000	0.884	0.961	0.705	0.500	0.607	0.874	0.813	0.000	0.956
	0.688				0.755				0.926				0.879				

CR 105 & Sumter County Rd 466 E

Peak Hour Turning Movement Count

ID: 22-130203-001
City: Oxford

Day: Wednesday
Date: 7/27/2022



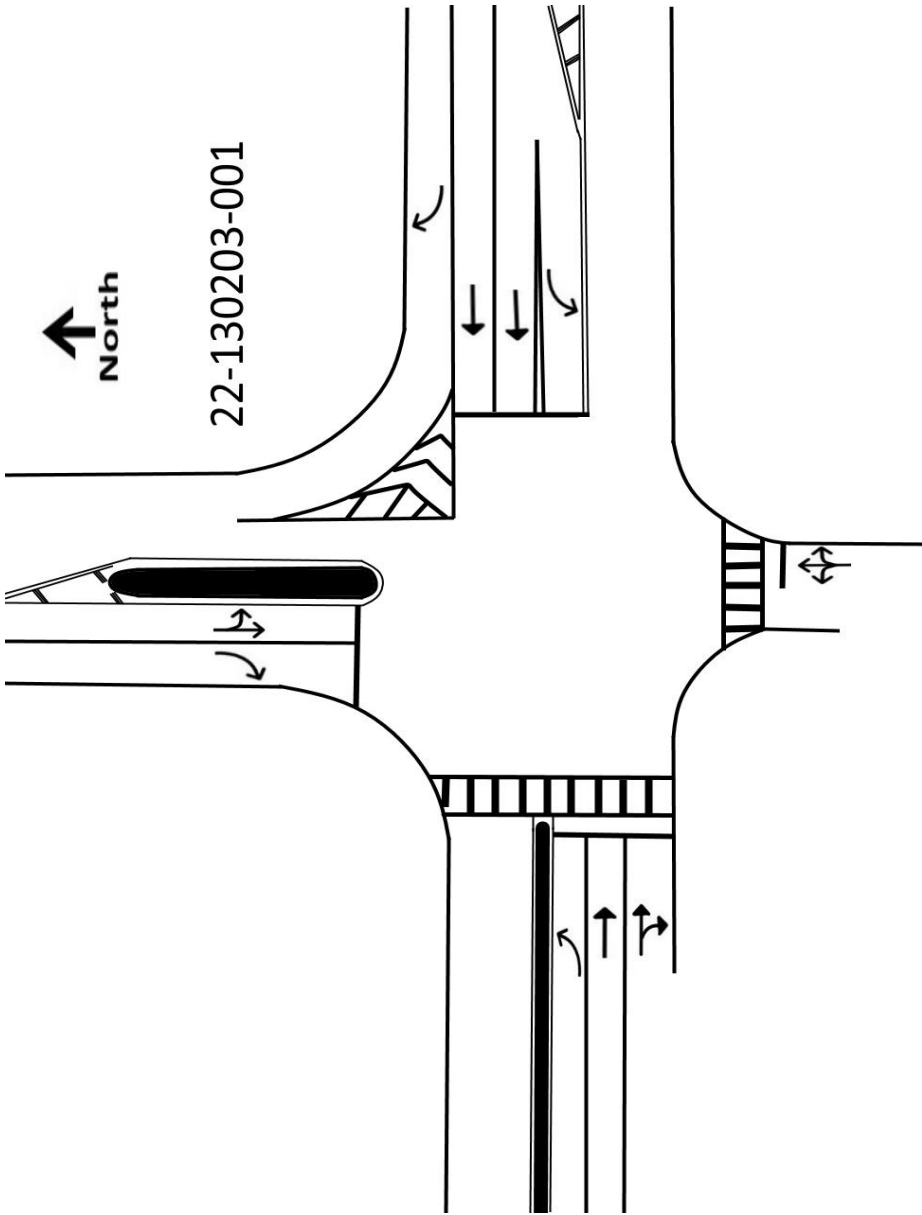


National Data & Surveying Services



N/S Street: **CR 105**

Speed: **35 MPH**



E/W Street: **Sumter County Rd 466 E** Speed: **45 MPH**

Site Code: **22-130203-001**

Date: **07/27/2022**

Weather: **Sunny**

City: **Oxford**

County: **Sumter**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

SIGNAL TIMING

PHASES	1	2	3
NT/ST	00:31	00:33	00:20
EL/WL	00:13	-	-
EL/ET	00:08	00:25	-
ET/WT	00:36	00:39	00:41

National Data & Surveying Services Intersection Turning Movement Count

Location: CR 105 & Sumter County Rd 106
City: Oxford
Control: 1-Way Stop (SB)

Project ID: 22-130203-002
Date: 7/27/2022

Data - Total

NS/EW Streets:	CR 105				CR 105				Sumter County Rd 106				Sumter County Rd 106				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	6	2	0	0	0	1	0	0	9
7:15 AM	0	0	0	0	0	0	2	0	6	5	0	0	0	1	0	0	14
7:30 AM	0	0	0	0	1	0	2	0	7	2	0	0	0	1	0	0	13
7:45 AM	0	0	0	0	0	0	2	0	9	1	0	0	0	5	1	0	18
8:00 AM	0	0	0	0	0	0	3	0	1	3	0	0	0	0	4	0	11
8:15 AM	0	0	0	0	0	0	4	0	6	3	0	0	0	0	0	0	13
8:30 AM	0	0	0	0	1	0	6	0	9	1	0	0	0	1	0	0	18
8:45 AM	0	0	0	0	2	0	48	0	51	22	0	0	0	7	0	0	130
TOTAL VOLUMES :	0	0	0	0	4	0	67	0	95	39	0	0	0	16	5	0	226
APPROACH %'s :					5.63%	0.00%	94.37%	0.00%	70.90%	29.10%	0.00%	0.00%	0.00%	76.19%	23.81%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM				3	0	61	0	67	29	0	0	0	8	4	0	172
PEAK HR VOL :	0	0	0	0	0.375	0.000	0.318	0.000	0.328	0.330	0.000	0.000	0.000	0.286	0.250	0.000	0.331
PEAK HR FACTOR :	0.000	0.000	0.000	0.000			0.320			0.329				0.429			

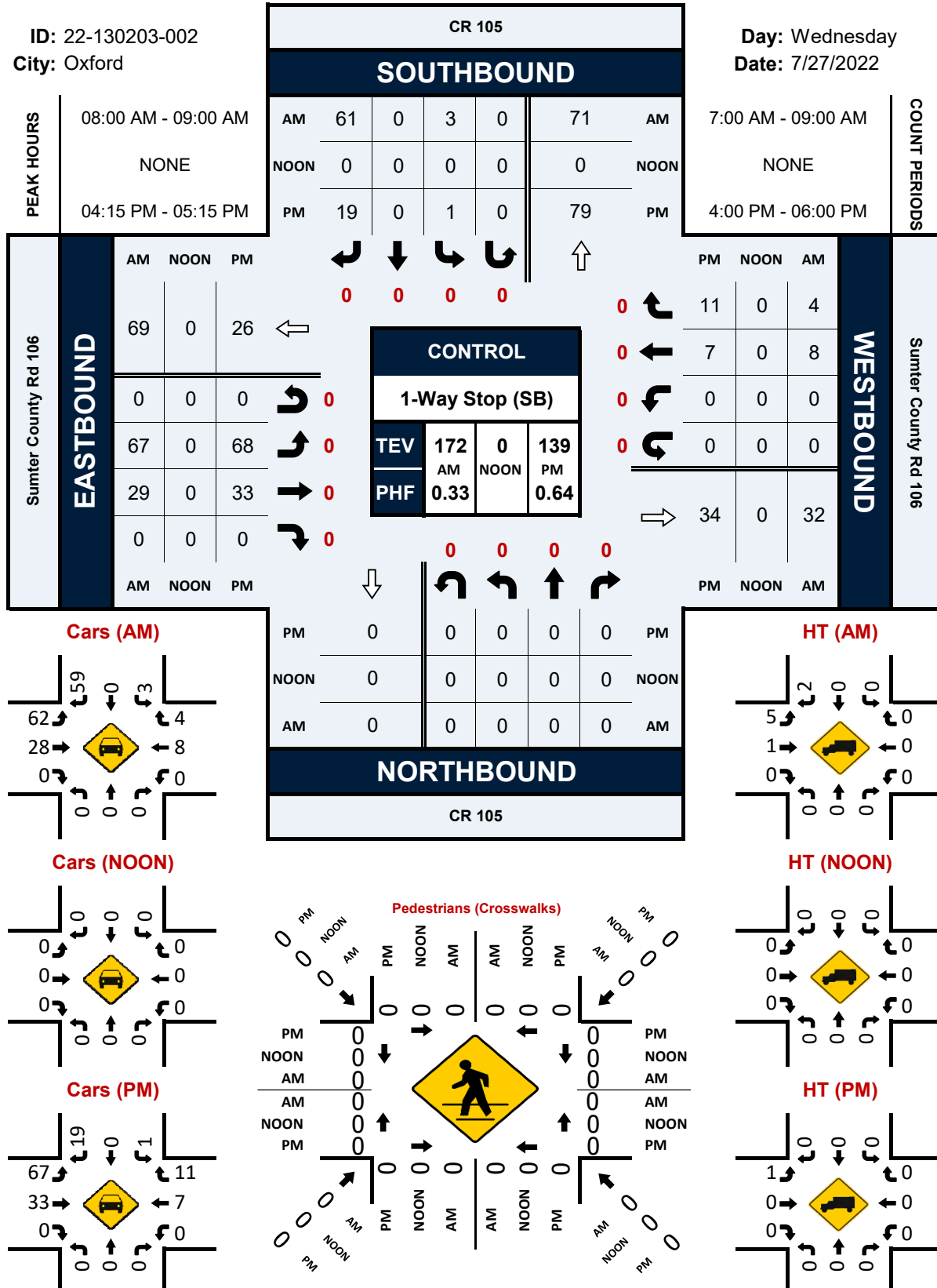
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	3	0	19	4	0	0	0	2	1	0	29
4:15 PM	0	0	0	0	0	0	5	0	17	5	0	0	0	1	1	0	29
4:30 PM	0	0	0	0	0	0	7	0	16	3	0	0	0	3	2	0	31
4:45 PM	0	0	0	0	0	0	3	0	8	11	0	0	0	1	2	0	25
5:00 PM	0	0	0	0	1	0	4	0	27	14	0	0	0	2	6	0	54
5:15 PM	0	0	0	0	0	0	4	0	4	3	0	0	0	1	0	0	12
5:30 PM	0	0	0	0	0	0	4	0	15	5	0	0	0	1	0	0	25
5:45 PM	0	0	0	0	0	0	2	0	6	3	0	0	0	4	0	0	15
TOTAL VOLUMES :	0	0	0	0	1	0	32	0	112	48	0	0	0	15	12	0	220
APPROACH %'s :					3.03%	0.00%	96.97%	0.00%	70.00%	30.00%	0.00%	0.00%	0.00%	55.56%	44.44%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM				1	0	19	0	68	33	0	0	0	7	11	0	139
PEAK HR VOL :	0	0	0	0	0.250	0.000	0.679	0.000	0.630	0.589	0.000	0.000	0.000	0.583	0.458	0.000	0.644
PEAK HR FACTOR :	0.000	0.000	0.000	0.000			0.714			0.616				0.563			

CR 105 & Sumter County Rd 106

Peak Hour Turning Movement Count

ID: 22-130203-002
City: Oxford

Day: Wednesday
Date: 7/27/2022





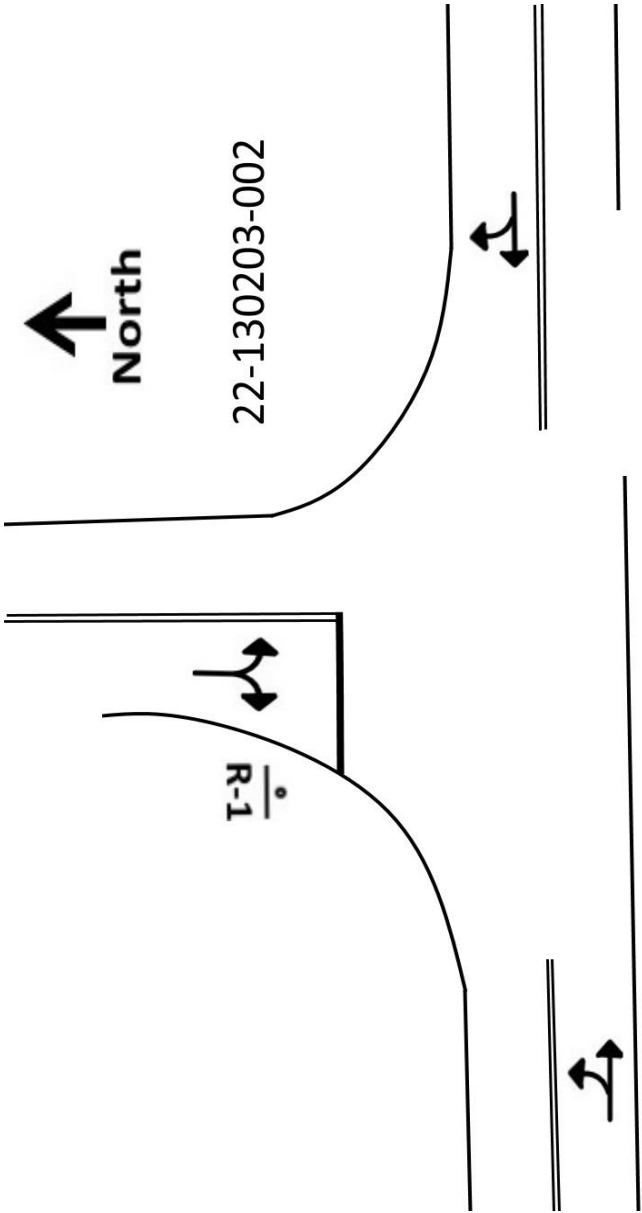
National Data & Surveying Services

Site Code: 22-130203-002
Date: 07/27/2022
Weather: Sunny
City: Oxford
County: Sumter
Count Times: 07:00 - 09:00
16:00 - 18:00
Control: 1-Way Stop(SB)



N/S Street: CR 105

Speed: 35 MPH



E/W Street: Sumter County Rd 106

Speed: 20 MPH



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		6	3.0	30	30	5.1	22				Lock			
2		15	3.0	60	78	5.1	22	7	19	min	Non Lock			
3		8	3.0	20	14	4.1	27				Lock			
4		8	3.0	35	80	4.8	20	7	23		Non Lock			
5		10	3.0	30	44	4.8	21				Lock			
6		15	3.0	47	46	5.1	2.2	7	20	min	Non Lock			
7		8	3.0	38	63	4.8	2.9				Lock			
8		8	3.0	35	28	4.1	2.0	7	26		Non Lock			
5003 INTERSECTION: US 301 & CR 466												Off Set		
DATE: June 2019														



EAGLE EPAC TIMING SHEET

CONTROLLER SETTINGS

COORDINATION SETTINGS

Mvmt.	Timing Function	Min Initial	Green Passage	Max I	Green II	Yellow Clear	All Red	Walk	F.D.W.	Recall	Det. Func.	Dial 1			Dial 2			Dial 3		
												AVC	Split Sec	Split Sec	2/AM	Split Sec	Split Sec	3/PM		
1		7	3.0	20	30	4.8	2.0				Lock									
2		15	3.0	34	50	4.8	2.0			min	Non Lock									
3		5	3.0	7	30	4.0	2.0				Lock									
4		10	3.0	14	50	4.0	2.2				Non Lock									
5		7	3.0	15	30	4.8	2.0				Lock									
6		15	3.0	36	50	4.8	2.0	7	9	min	Non Lock									
7											Lock									
8		10	3.0	24	50	4.0	2.1	7	20		Non Lock									

5047
INTERSECTION:
CR466 & CR105

DATE: June 2019

Off Set

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

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

* PEAK SEASON

08-MAR-2022 12:36:27

830UPD

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APPENDIX D

Existing HCS Capacity Worksheets

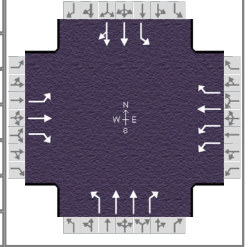
HCS7 Signalized Intersection Results Summary

General Information

Agency	TPD, Inc.		
Analyst	SS	Analysis Date	8/17/2022
Jurisdiction	Sumter County	Time Period	Existing AM
Urban Street	US 301	Analysis Year	2022
Intersection	CR 466	File Name	US 301 & CR 466
Project Description	5653		

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.96
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	47	256	91	202	114	79	90	396	339	180	951	32

Signal Information

Cycle, s	96.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	12.7	24.4	16.5	28.2	13.0	39.0	16.8	42.8
Change Period, ($Y+R_c$), s	6.8	6.8	7.7	6.8	7.3	7.3	6.9	7.3
Max Allow Headway (MAH), s	4.1	4.1	4.1	4.1	4.0	4.0	4.0	4.0
Queue Clearance Time (g_s), s	4.8	15.6	7.9	7.1	6.0	20.8	8.5	26.9
Green Extension Time (g_e), s	0.1	1.9	0.8	2.1	0.2	8.0	0.6	8.5
Phase Call Probability	0.73	1.00	1.00	1.00	0.92	1.00	0.99	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.07

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R			
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12			
Adjusted Flow Rate (v), veh/h	49	267	95	210	119	82	94	413	353	188	515	509			
Adjusted Saturation Flow Rate (s), veh/h/ln	1654	1826	1459	1675	1870	1547	1499	1639	1572	1781	1781	1761			
Queue Service Time (g_s), s	2.8	13.6	5.5	5.9	5.1	4.2	4.0	9.4	18.8	6.5	24.9	24.9			
Cycle Queue Clearance Time (g_c), s	2.8	13.6	5.5	5.9	5.1	4.2	4.0	9.4	18.8	6.5	24.9	24.9			
Green Ratio (g/C)	0.06	0.18	0.18	0.09	0.22	0.22	0.39	0.33	0.33	0.43	0.37	0.37			
Capacity (c), veh/h	101	332	266	304	414	342	205	1077	517	485	655	647			
Volume-to-Capacity Ratio (X)	0.487	0.802	0.357	0.692	0.287	0.240	0.457	0.383	0.684	0.387	0.786	0.786			
Back of Queue (Q), ft/ln (95 th percentile)	59.7	271.6	97.4	118.8	105.4	74.1	72.9	170.3	284.9	115.3	408.3	380.2			
Back of Queue (Q), veh/ln (95 th percentile)	2.2	10.4	3.6	4.5	4.2	2.9	2.5	6.2	11.1	4.5	15.4	15.2			
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Uniform Delay (d_1), s/veh	44.0	38.0	34.7	42.7	31.4	31.0	22.8	25.0	28.2	18.1	27.3	27.3			
Incremental Delay (d_2), s/veh	3.6	4.5	0.8	2.8	0.4	0.4	1.6	0.2	1.6	0.5	2.1	2.2			
Initial Queue Delay (d_3), 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			
Control Delay (d), s/veh	47.7	42.5	35.5	45.6	31.8	31.4	24.4	25.2	29.8	18.6	29.4	29.4			
Level of Service (LOS)	D	D	D	D	C	C	C	C	C	B	C	C			
Approach Delay, s/veh / LOS	41.5	D		38.7		D		27.0		C		27.7		C	
Intersection Delay, s/veh / LOS	31.0						C								

Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.29	B	2.28	B	2.11	B
Bicycle LOS Score / LOS	1.16	A	1.17	A	1.20	A	1.49	A

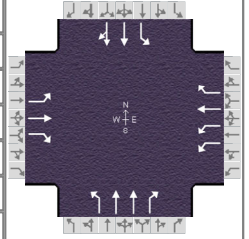
HCS7 Signalized Intersection Results Summary

General Information

Agency	TPD, Inc.		
Analyst	SS	Analysis Date	8/17/2022
Jurisdiction	Sumter County	Time Period	Existing PM
Urban Street	US 301	Analysis Year	2022
Intersection	CR 466	File Name	US 301 & CR 466
Project Description	5653		

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.96
Analysis Period	1> 17:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	65	191	69	460	352	205	80	810	343	191	523	38

Signal Information

Cycle, s	108.9	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	5.5	4.7	34.6	7.0	4.9	17.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.1	0.0	5.1	4.1	4.8	4.1		
				Red	2.2	0.0	2.2	2.7	2.9	2.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	13.8	23.1	26.4	35.8	12.8	41.9	17.5	46.6
Change Period, (Y+R _c), s	6.8	6.8	7.7	6.8	7.3	7.3	6.9	7.3
Max Allow Headway (MAH), s	4.1	4.1	4.1	4.1	4.0	4.0	4.0	4.0
Queue Clearance Time (g _s), s	6.1	13.0	16.7	21.5	5.5	26.9	10.0	15.9
Green Extension Time (g _e), s	0.1	3.2	2.0	2.8	0.2	7.6	0.6	9.1
Phase Call Probability	0.87	1.00	1.00	1.00	0.92	1.00	1.00	1.00
Max Out Probability	0.00	0.01	0.00	0.11	0.00	0.22	0.00	0.02

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	68	199	72	479	367	214	83	844	357	199	295	289
Adjusted Saturation Flow Rate (s), veh/h/ln	1739	1870	1598	1716	1870	1585	1725	1682	1572	1781	1781	1739
Queue Service Time (g_s), s	4.1	11.0	4.4	14.7	19.5	12.5	3.5	24.9	21.9	8.0	13.9	13.9
Cycle Queue Clearance Time (g_c), s	4.1	11.0	4.4	14.7	19.5	12.5	3.5	24.9	21.9	8.0	13.9	13.9
Green Ratio (g/C)	0.06	0.15	0.15	0.17	0.27	0.27	0.37	0.32	0.32	0.42	0.36	0.36
Capacity (c), veh/h	111	280	239	591	498	422	327	1069	500	298	643	627
Volume-to-Capacity Ratio (X)	0.608	0.710	0.300	0.811	0.737	0.506	0.255	0.790	0.715	0.668	0.459	0.461
Back of Queue (Q), ft/ln (95 th percentile)	90.9	230.9	79.4	268.3	362.3	214.4	66	405.6	331.4	154.8	255.4	236.2
Back of Queue (Q), veh/ln (95 th percentile)	3.5	9.1	3.2	10.5	14.3	8.4	2.5	15.1	12.9	6.1	9.6	9.4
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	49.8	44.2	41.3	43.5	36.6	34.0	23.5	33.9	32.9	25.1	26.7	26.7
Incremental Delay (d_2), s/veh	5.3	3.3	0.7	2.7	3.8	0.9	0.4	2.1	2.3	2.6	0.5	0.5
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	55.0	47.5	42.0	46.2	40.4	34.9	23.9	36.1	35.2	27.7	27.2	27.3
Level of Service (LOS)	E	D	D	D	D	C	C	D	D	C	C	C
Approach Delay, s/veh / LOS	47.8	D		41.9	D		35.0	D		27.4	C	
Intersection Delay, s/veh / LOS	36.7						D					

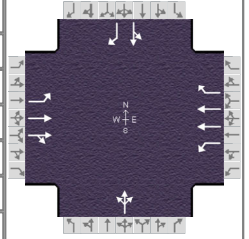
Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.29	B	2.29	B	2.11	B
Bicycle LOS Score / LOS	1.05	A	2.24	B	1.55	B	1.13	A

HCS7 Signalized Intersection Results Summary

General Information

Agency	TPD, Inc.		
Analyst	SS	Analysis Date	8/17/2022
Jurisdiction	Sumter County	Time Period	Existing AM
Urban Street	CR 466	Analysis Year	2022
Intersection	CR 105	File Name	CR 466 & CR 105
Project Description	5653		



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	120	535	52	25	339	24	23	20	36	15	14	70

Signal Information

Cycle, s	69.9	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	2.7	3.6	34.0	9.7	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.8	0.0	4.8	4.0	0.0	0.0		
				Red	2.0	0.0	2.0	2.2	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4	3	8
Case Number	2.0	4.0	2.0	3.0		8.3	12.0	13.0
Phase Duration, s	13.2	44.4	9.5	40.8		15.9	0.0	15.9
Change Period, ($Y+R_c$), s	6.8	6.8	6.8	6.8		6.2	6.0	6.2
Max Allow Headway (MAH), s	4.0	4.0	4.0	4.0		4.2	0.0	4.2
Queue Clearance Time (g_s), s	6.7	8.5	3.0	6.0		5.0		4.8
Green Extension Time (g_e), s	0.3	3.7	0.0	3.7		0.4	0.0	0.5
Phase Call Probability	0.91	1.00	0.39	1.00		0.97		0.97
Max Out Probability	0.00	0.00	0.00	0.00		0.03		0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	122	304	295	26	346	24		81			30	71
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1826	1769	1697	1710			1601			1645	1610
Queue Service Time (g_s), s	4.7	6.4	6.5	1.0	4.0			0.0			1.0	2.8
Cycle Queue Clearance Time (g_c), s	4.7	6.4	6.5	1.0	4.0			3.0			1.0	2.8
Green Ratio (g/C)	0.81	0.54	0.54	0.04	0.49			0.14			0.14	0.14
Capacity (c), veh/h	162	983	952	66	1665			289			307	224
Volume-to-Capacity Ratio (X)	0.756	0.309	0.310	0.384	0.208			0.279			0.096	0.319
Back of Queue (Q), ft/ln (95 th percentile)	99	93.8	88.2	21.9	61.3			55.8			18.8	47.9
Back of Queue (Q), veh/ln (95 th percentile)	3.9	3.6	3.5	0.8	2.3			2.1			0.8	1.9
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00			0.00			0.00	0.00
Uniform Delay (d_1), s/veh	31.0	8.9	8.9	32.7	10.2			27.2			26.3	27.1
Incremental Delay (d_2), s/veh	7.0	0.2	0.2	3.6	0.3			0.5			0.1	0.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Control Delay (d), s/veh	38.0	9.1	9.1	36.3	10.5	0.0		27.7			26.4	27.9
Level of Service (LOS)	D	A	A	D	B	A		C			C	C
Approach Delay, s/veh / LOS	14.0		B	11.5		B	27.7		C	27.5		C
Intersection Delay, s/veh / LOS	15.2						B					

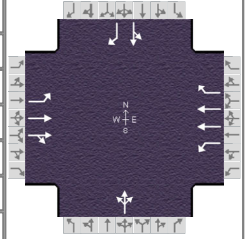
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.65		B	1.89		B	2.44		B	2.29		B
Bicycle LOS Score / LOS	1.08		A	0.81		A	0.62		A	0.65		A

HCS7 Signalized Intersection Results Summary

General Information

Agency	TPD, Inc.			Duration, h	0.25
Analyst	SS	Analysis Date	8/17/2022	Area Type	Other
Jurisdiction	Sumter County	Time Period	Existing PM	PHF	0.96
Urban Street	CR 466	Analysis Year	2022	Analysis Period	1> 17:00
Intersection	CR 105	File Name	CR 466 & CR 105 - Existing PM.xus		
Project Description	5653				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	149	516	31	17	798	26	83	26	13	35	9	239

Signal Information

Cycle, s	76.5	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	2.2	6.3	34.0	14.3	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.8	0.0	4.8	4.0	0.0	0.0		
				Red	2.0	0.0	2.0	2.2	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4	3	8
Case Number	2.0	4.0	2.0	3.0		8.3	0.0	13.0
Phase Duration, s	15.2	47.1	9.0	40.8		20.5	0.0	20.5
Change Period, (Y+R _c), s	6.8	6.8	6.8	6.8		6.2	6.0	6.2
Max Allow Headway (MAH), s	4.0	3.9	4.0	3.9		4.3	0.0	4.3
Queue Clearance Time (g _s), s	8.4	8.7	2.7	15.1		7.4		13.4
Green Extension Time (g _e), s	0.3	6.2	0.0	5.7		0.9	0.0	0.9
Phase Call Probability	0.96	1.00	0.31	1.00		1.00		1.00
Max Out Probability	0.00	0.04	0.00	0.12		0.37		0.24

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	155	287	282	18	831	27		127			46	249
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1856	1818	1810	1766			1550			1487	1610
Queue Service Time (g_s), s	6.4	6.6	6.7	0.7	13.1			3.8			1.6	11.4
Cycle Queue Clearance Time (g_c), s	6.4	6.6	6.7	0.7	13.1			5.4			1.6	11.4
Green Ratio (g/C)	0.11	0.53	0.53	0.03	0.44			0.19			0.19	0.19
Capacity (c), veh/h	198	976	956	52	1570			368			362	300
Volume-to-Capacity Ratio (X)	0.783	0.294	0.295	0.341	0.530			0.345			0.127	0.829
Back of Queue (Q), ft/ln (95 th percentile)	134.7	103.9	99.8	16.2	213.4			90.7			30.7	211.9
Back of Queue (Q), veh/ln (95 th percentile)	5.3	4.1	4.0	0.6	8.3			3.6			1.2	8.5
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00			0.00			0.00	0.00
Uniform Delay (d_1), s/veh	33.1	10.2	10.2	36.5	15.5			27.4			26.0	29.9
Incremental Delay (d_2), s/veh	6.6	0.2	0.2	3.8	1.3			0.6			0.2	8.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Control Delay (d), s/veh	39.8	10.3	10.4	40.3	16.7	0.0		28.0			26.2	38.2
Level of Service (LOS)	D	B	B	D	B	A		C			C	D
Approach Delay, s/veh / LOS	16.6	B		16.7	B		28.0	C		36.3	D	
Intersection Delay, s/veh / LOS	20.2						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.66	B		1.90	B		2.44	B		2.29	B	
Bicycle LOS Score / LOS	1.09	A		1.21	A		0.70	A		0.97	A	

HCS7 Two-Way Stop-Control Report

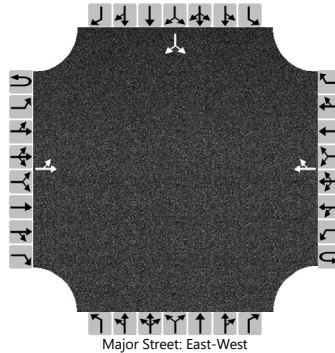
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/16/2022
Analysis Year	2022
Time Analyzed	Existing AM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 105 & CR 106
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	CR 105
Peak Hour Factor	0.33
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		68	29				8	4						3		61
Percent Heavy Vehicles (%)		7												0		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.17												6.40		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.26												3.50		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		206													194	
Capacity, c (veh/h)		1543													979	
v/c Ratio		0.13													0.20	
95% Queue Length, Q ₉₅ (veh)		0.5													0.7	
Control Delay (s/veh)		7.7													9.6	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	5.7												9.6			
Approach LOS													A			

HCS7 Two-Way Stop-Control Report

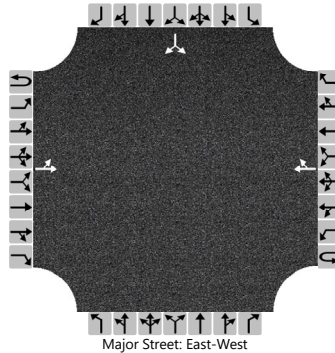
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/16/2022
Analysis Year	2022
Time Analyzed	Existing PM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 105 & CR 106
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	CR 105
Peak Hour Factor	0.64
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		69	33				7	11						1		19
Percent Heavy Vehicles (%)		1												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.11												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.21												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		108													31	
Capacity, c (veh/h)		1592													1032	
v/c Ratio		0.07													0.03	
95% Queue Length, Q ₉₅ (veh)		0.2													0.1	
Control Delay (s/veh)		7.4													8.6	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	5.2												8.6			
Approach LOS													A			

APPENDIX E

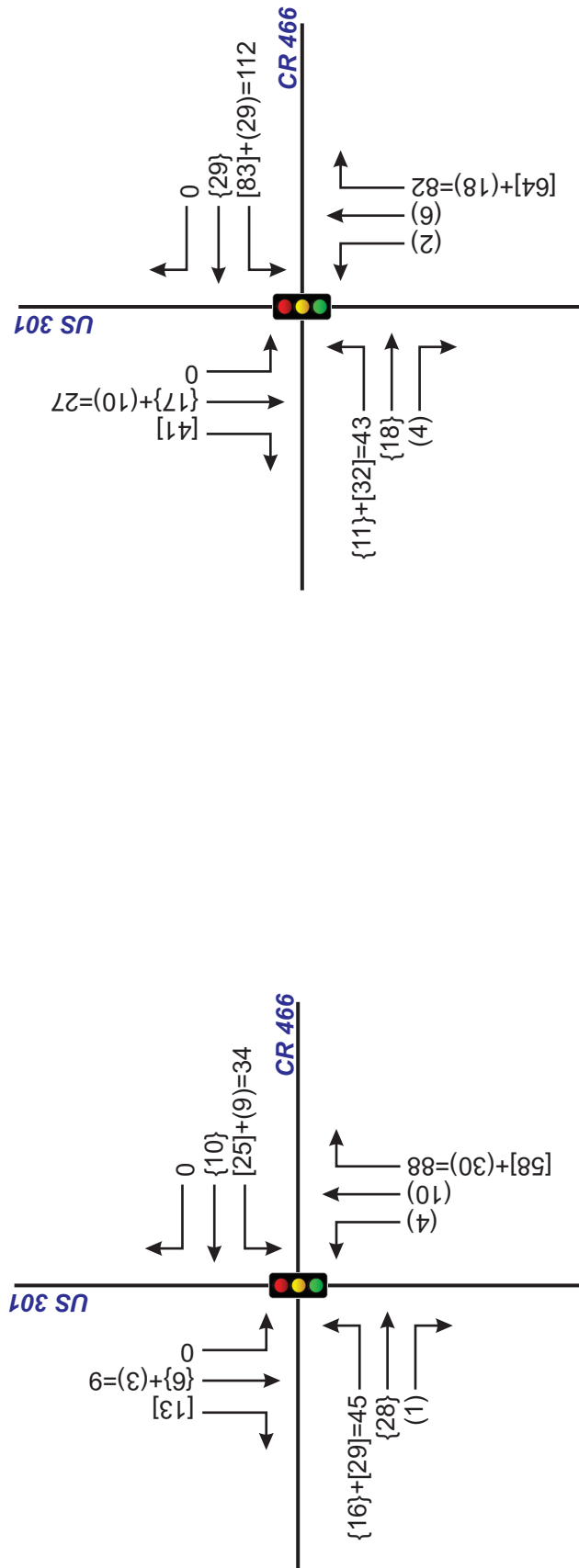
Vested Trip Information

Segment	Twisted Oaks	Oxford Crossings	Wildwood Storage	Oxford Residential	Riverstone	Total
CR 466 - AM						
US 301 to CR 105	83	0	0	30	0	113
CR 106 - AM						
CR 105 to CR 466	0	0	0	0	0	0
CR 466 - PM						
US 301 to CR 105	147	0	0	29	0	176
CR 106 - PM						
CR 105 to CR 466	0	0	0	0	0	0



Committed Trips

Oxford project
Project № 5653
Figure 1



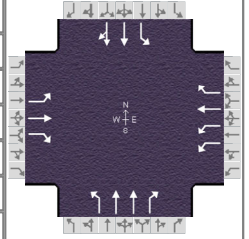
APPENDIX F

Projected HCS Capacities Worksheets

HCS7 Signalized Intersection Results Summary

General Information

Agency	TPD, Inc.			Duration, h
Analyst	SS	Analysis Date	8/17/2022	Area Type
Jurisdiction	Sumter County	Time Period	Projected AM	PHF
Urban Street	US 301	Analysis Year	2022	Analysis Period
Intersection	CR 466	File Name	US 301 & CR 466 - Projected AM.xus	
Project Description	5653			



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	94	298	96	249	132	86	97	422	448	193	998	46

Signal Information

Cycle, s	114.4	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.9	3.4	40.4	8.5	4.1	23.6		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.1	0.0	5.1	4.1	0.0	4.1		
				Red	2.2	0.0	2.2	2.7	0.0	2.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	15.3	29.7	19.4	33.8	14.2	47.7	17.6	51.1
Change Period, ($Y+R_c$), s	6.8	6.8	7.7	6.8	7.3	7.3	6.9	7.3
Max Allow Headway (MAH), s	4.1	4.1	4.1	4.1	4.0	4.0	4.0	4.0
Queue Clearance Time (g_s), s	8.7	20.8	10.6	8.9	6.9	33.3	10.1	33.4
Green Extension Time (g_e), s	0.2	2.0	1.1	2.3	0.3	7.0	0.6	9.5
Phase Call Probability	0.96	1.00	1.00	1.00	0.96	1.00	1.00	1.00
Max Out Probability	0.00	0.04	0.00	0.00	0.00	0.51	0.00	0.20

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	98	310	100	259	138	90	101	440	467	201	548	539
Adjusted Saturation Flow Rate (s), veh/h/ln	1654	1826	1459	1675	1870	1547	1499	1639	1572	1781	1781	1753
Queue Service Time (g_s), s	6.7	18.8	6.7	8.6	6.9	5.4	4.9	11.5	31.3	8.1	31.4	31.4
Cycle Queue Clearance Time (g_c), s	6.7	18.8	6.7	8.6	6.9	5.4	4.9	11.5	31.3	8.1	31.4	31.4
Green Ratio (g/C)	0.07	0.20	0.20	0.10	0.24	0.24	0.41	0.35	0.35	0.45	0.38	0.38
Capacity (c), veh/h	123	366	292	344	442	366	193	1159	556	470	683	672
Volume-to-Capacity Ratio (X)	0.796	0.849	0.342	0.755	0.311	0.245	0.524	0.379	0.840	0.427	0.803	0.803
Back of Queue (Q), ft/ln (95 th percentile)	152.8	366.1	121.2	176.7	146.1	95.9	92.7	213.1	472.4	149	516.7	479.6
Back of Queue (Q), veh/ln (95 th percentile)	5.6	14.1	4.4	6.7	5.8	3.7	3.2	7.8	18.5	5.9	19.4	19.2
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	52.2	44.2	39.4	50.0	36.1	35.5	26.3	27.7	34.1	20.5	31.5	31.5
Incremental Delay (d_2), s/veh	11.0	7.6	0.7	3.4	0.4	0.3	2.2	0.2	8.6	0.6	3.6	3.7
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	63.2	51.7	40.0	53.4	36.5	35.8	28.5	27.9	42.7	21.1	35.1	35.2
Level of Service (LOS)	E	D	D	D	D	D	C	C	D	C	D	D
Approach Delay, s/veh / LOS	51.6	D		45.4	D		34.8	C		33.0	C	
Intersection Delay, s/veh / LOS	38.3						D					

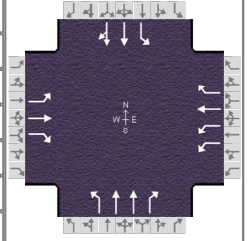
Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.30	B	2.28	B	2.11	B
Bicycle LOS Score / LOS	1.33	A	1.29	A	1.32	A	1.55	B

HCS7 Signalized Intersection Results Summary

General Information

Agency	TPD, Inc.			Duration, h
Analyst	SS	Analysis Date	8/17/2022	Area Type
Jurisdiction	Sumter County	Time Period	Projected PM	PHF
Urban Street	US 301	Analysis Year	2022	Analysis Period
Intersection	CR 466	File Name	US 301 & CR 466 - Projected PM.xus	
Project Description	5653			



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	111	226	76	607	404	227	85	848	456	212	571	81

Signal Information

Cycle, s	135.6	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.5	6.4	45.2	11.0	10.8	20.5		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.1	0.0	5.1	4.1	4.8	4.1		
				Red	2.2	0.0	2.2	2.7	2.9	2.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	17.8	26.6	36.2	45.1	13.8	52.5	20.3	58.9
Change Period, ($Y+R_c$), s	6.8	6.8	7.7	6.8	7.3	7.3	6.9	7.3
Max Allow Headway (MAH), s	4.1	4.1	4.1	4.1	4.0	4.0	4.0	4.0
Queue Clearance Time (g_s), s	10.9	18.7	26.2	30.3	6.5	41.2	12.7	22.4
Green Extension Time (g_e), s	0.2	1.1	2.3	1.8	0.2	4.0	0.6	11.0
Phase Call Probability	0.99	1.00	1.00	1.00	0.96	1.00	1.00	1.00
Max Out Probability	0.01	0.08	0.07	0.89	0.00	0.88	0.00	0.10

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	116	235	79	632	421	236	89	883	475	221	346	333
Adjusted Saturation Flow Rate (s), veh/h/ln	1739	1870	1598	1716	1870	1585	1725	1682	1572	1781	1781	1704
Queue Service Time (g_s), s	8.9	16.7	6.0	24.2	28.3	17.1	4.5	32.2	39.2	10.7	20.3	20.4
Cycle Queue Clearance Time (g_c), s	8.9	16.7	6.0	24.2	28.3	17.1	4.5	32.2	39.2	10.7	20.3	20.4
Green Ratio (g/C)	0.08	0.15	0.15	0.21	0.28	0.28	0.38	0.33	0.33	0.44	0.38	0.38
Capacity (c), veh/h	141	274	234	722	528	448	295	1121	524	288	678	648
Volume-to-Capacity Ratio (X)	0.821	0.860	0.339	0.875	0.796	0.528	0.300	0.788	0.906	0.766	0.511	0.513
Back of Queue (Q), ft/ln (95 th percentile)	201.7	334.9	112.3	423	518.6	281.3	89.1	523.2	620	210.8	358	325.9
Back of Queue (Q), veh/ln (95 th percentile)	7.8	13.2	4.5	16.5	20.4	11.1	3.4	19.5	24.2	8.3	13.5	13.0
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	61.4	56.6	52.1	51.9	45.1	41.1	28.4	40.9	43.2	30.4	32.3	32.4
Incremental Delay (d_2), s/veh	11.2	7.8	0.8	7.2	8.3	1.2	0.6	3.6	18.5	4.2	0.6	0.6
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	72.6	64.4	52.9	59.1	53.4	42.2	29.0	44.5	61.7	34.6	32.9	33.0
Level of Service (LOS)	E	E	D	E	D	D	C	D	E	C	C	C
Approach Delay, s/veh / LOS	64.5	E		54.1	D		49.2	D		33.4	C	
Intersection Delay, s/veh / LOS	48.9						D					

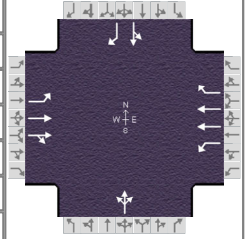
Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.30	B	2.29	B	2.12	B
Bicycle LOS Score / LOS	1.20	A	2.62	C	1.68	B	1.23	A

HCS7 Signalized Intersection Results Summary

General Information

Agency	TPD, Inc.			Duration, h
Analyst	SS	Analysis Date	8/17/2022	Area Type
Jurisdiction	Sumter County	Time Period	Projected AM	PHF
Urban Street	CR 466	Analysis Year	2022	Analysis Period
Intersection	CR 105	File Name	CR 466 & CR 105 - Projected AM.xus	
Project Description	5653			



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	125	667	76	42	394	25	38	21	49	16	15	73

Signal Information

Cycle, s	70.2	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	4.0	2.6	34.0	9.9	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.8	0.0	4.8	4.0	0.0	0.0		
				Red	2.0	0.0	2.0	2.2	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4	3	8
Case Number	2.0	4.0	2.0	3.0		8.3	0.0	13.0
Phase Duration, s	13.4	43.4	10.8	40.8		16.1	0.0	16.1
Change Period, (Y+R _c), s	6.8	6.8	6.8	6.8		6.2	6.0	6.2
Max Allow Headway (MAH), s	4.0	4.0	4.0	4.0		4.2	0.0	4.2
Queue Clearance Time (g _s), s	6.9	11.0	3.7	6.8		6.4		4.9
Green Extension Time (g _e), s	0.3	4.6	0.0	4.7		0.4	0.0	0.6
Phase Call Probability	0.92	1.00	0.57	1.00		0.99		0.99
Max Out Probability	0.00	0.02	0.00	0.02		0.11		0.00

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	128	386	372	43	402	26		110			32	74
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1826	1760	1697	1710			1568			1635	1610
Queue Service Time (g_s), s	4.9	9.0	9.0	1.7	4.8			1.6			1.0	2.9
Cycle Queue Clearance Time (g_c), s	4.9	9.0	9.0	1.7	4.8			4.4			1.0	2.9
Green Ratio (g/C)	0.09	0.52	0.52	0.06	0.48			0.14			0.14	0.14
Capacity (c), veh/h	167	952	918	96	1655			289			307	226
Volume-to-Capacity Ratio (X)	0.764	0.405	0.406	0.447	0.243			0.381			0.103	0.330
Back of Queue (Q), ft/ln (95 th percentile)	103.6	135.3	126.2	35.3	74.1			78.6			20.2	50.2
Back of Queue (Q), veh/ln (95 th percentile)	4.1	5.2	5.0	1.3	2.8			3.0			0.8	2.0
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00			0.00			0.00	0.00
Uniform Delay (d_1), s/veh	31.1	10.2	10.2	32.1	10.6			27.8			26.4	27.2
Incremental Delay (d_2), s/veh	7.1	0.3	0.3	3.2	0.3			0.8			0.1	0.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Control Delay (d), s/veh	38.1	10.5	10.5	35.3	10.9	0.0		28.6			26.5	28.1
Level of Service (LOS)	D	B	B	D	B	A		C			C	C
Approach Delay, s/veh / LOS	14.5		B	12.6		B	28.6		C	27.6		C
Intersection Delay, s/veh / LOS	15.8						B					

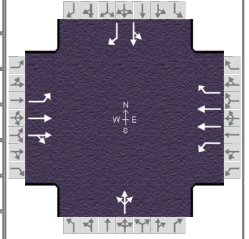
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.66		B	1.89		B	2.44		B	2.29		B
Bicycle LOS Score / LOS	1.22		A	0.88		A	0.67		A	0.66		A

HCS7 Signalized Intersection Results Summary

General Information

Agency	TPD, Inc.			Duration, h
Analyst	SS	Analysis Date	8/17/2022	Area Type
Jurisdiction	Sumter County	Time Period	Projected PM	PHF
Urban Street	CR 466	Analysis Year	2022	Analysis Period
Intersection	CR 105	File Name	CR 466 & CR 105 - Projected PM.xus	
Project Description	5653			



Demand Information

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	155	629	80	60	961	27	136	27	54	36	9	249

Signal Information

Cycle, s	77.4	Reference Phase	2											
Offset, s	0	Reference Point	End	Green	5.2	3.7	34.0	14.8	0.0	0.0				
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.8	0.0	4.8	4.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	0.0	2.0	2.2	0.0	0.0				

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4	3	8
Case Number	2.0	4.0	2.0	3.0		8.3	0.0	13.0
Phase Duration, s	15.6	44.5	12.0	40.8		21.0	0.0	21.0
Change Period, ($Y+R_c$), s	6.8	6.8	6.8	6.8		6.2	6.0	6.2
Max Allow Headway (MAH), s	4.0	3.9	4.0	3.9		4.2	0.0	4.2
Queue Clearance Time (g_s), s	8.8	12.1	4.6	19.2		12.8		14.0
Green Extension Time (g_e), s	0.3	8.0	0.1	6.6		0.3	0.0	0.7
Phase Call Probability	0.97	1.00	0.74	1.00		1.00		1.00
Max Out Probability	0.00	0.15	0.00	0.35		1.00		0.38

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	161	376	362	63	1001	28		226			47	259
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1856	1782	1810	1766			1534			1397	1610
Queue Service Time (g_s), s	6.8	10.1	10.1	2.6	17.2			9.1			1.6	12.0
Cycle Queue Clearance Time (g_c), s	6.8	10.1	10.1	2.6	17.2			10.8			1.6	12.0
Green Ratio (g/C)	0.11	0.49	0.49	0.07	0.44			0.19			0.19	0.19
Capacity (c), veh/h	205	903	867	121	1552			368			350	307
Volume-to-Capacity Ratio (X)	0.788	0.417	0.418	0.516	0.645			0.614			0.134	0.845
Back of Queue (Q), ft/ln (95 th percentile)	141.7	166.3	156.5	53.2	269			184.3			31.7	226.1
Back of Queue (Q), veh/ln (95 th percentile)	5.6	6.5	6.3	2.1	10.5			7.4			1.3	9.0
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00			0.00			0.00	0.00
Uniform Delay (d_1), s/veh	33.4	12.8	12.8	34.9	17.0			29.6			26.1	30.2
Incremental Delay (d_2), s/veh	6.6	0.3	0.3	3.4	2.1			3.0			0.2	10.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Control Delay (d), s/veh	39.9	13.1	13.1	38.3	19.1	0.0		32.7			26.3	40.3
Level of Service (LOS)	D	B	B	D	B	A		C			C	D
Approach Delay, s/veh / LOS	17.9	B		19.7	B		32.7	C		38.2	D	
Intersection Delay, s/veh / LOS	22.5						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.67	B		1.90	B		2.44	B		2.29	B	
Bicycle LOS Score / LOS	1.23	A		1.39	A		0.86	A		0.99	A	

HCS7 Two-Way Stop-Control Report

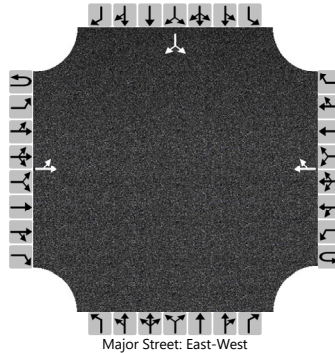
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/16/2022
Analysis Year	2022
Time Analyzed	Projected AM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 105 & CR 106
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	CR 105
Peak Hour Factor	0.33
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		71	30				8	30						41		63
Percent Heavy Vehicles (%)		7												0		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.17												6.40		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.26												3.50		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		215													315	
Capacity, c (veh/h)		1443													625	
v/c Ratio		0.15													0.50	
95% Queue Length, Q ₉₅ (veh)		0.5													2.8	
Control Delay (s/veh)		7.9													16.5	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	5.9												16.5			
Approach LOS													C			

HCS7 Two-Way Stop-Control Report

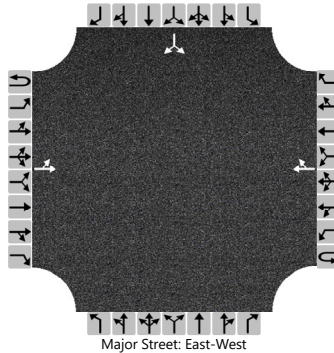
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/16/2022
Analysis Year	2022
Time Analyzed	Projected PM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 105 & CR 106
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	CR 105
Peak Hour Factor	0.64
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		72	34				7	101						91		20
Percent Heavy Vehicles (%)		1												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.11												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.21												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		113													173	
Capacity, c (veh/h)		1415													629	
v/c Ratio		0.08													0.28	
95% Queue Length, Q ₉₅ (veh)		0.3													1.1	
Control Delay (s/veh)		7.8													12.9	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	5.5												12.9			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

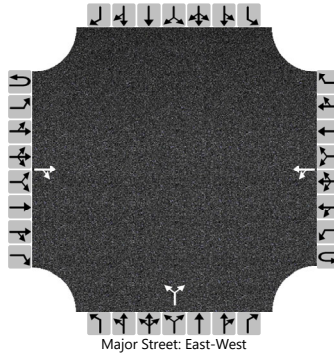
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/17/2022
Analysis Year	2022
Time Analyzed	Projected AM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 106 Site Access
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	Site Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			30	38		0	12			26		0				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					28					
Capacity, c (veh/h)						1519					936					
v/c Ratio						0.00					0.03					
95% Queue Length, Q ₉₅ (veh)						0.0					0.1					
Control Delay (s/veh)						7.4					9.0					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					0.0				9.0							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

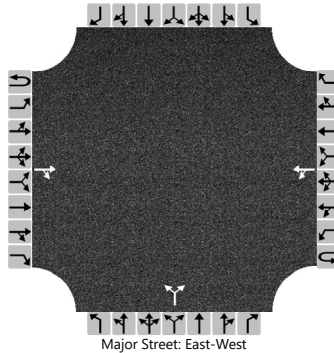
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/17/2022
Analysis Year	2022
Time Analyzed	Projected PM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 106 Site Access
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	Site Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			34	90		0	18			90		0				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					98					
Capacity, c (veh/h)						1443					890					
v/c Ratio						0.00					0.11					
95% Queue Length, Q ₉₅ (veh)						0.0					0.4					
Control Delay (s/veh)						7.5					9.5					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					0.0				9.5							
Approach LOS									A							

CITY COMMISSION OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY

SUBJECT: **RZ 2406-001 Oxford Oaks Professional Plaza**

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval of Ordinance O2024-45 to be forwarded to the City Commission for further action.

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

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

CASE NUMBER	RZ 2406-001 OXFORD OAKS PROFESSIONAL PLAZA
ORDINANCE NUMBER	O2024-45
APPLICANTS	Luisa Betancur & Rodolfo De Anda
OWNER	Oxford Oaks Plaza, LLC
PROPERTY LOCATION	The property is generally located approximately 445 linear feet east of N US 301, and approximately 467 linear feet south of CR 106, in section 17, township 18 south, range 23 east
PARCEL NUMBER	Portion of Parcel D17-069
DATE	July 16, 2024

The applicant is seeking approval from the City of Wildwood City Commission for a Zoning Map amendment request to change the zoning designation from CL/ROW (Sumter County) to C-2 (City) for the parcel listed above on 0.17 acres of land MOL. This request is accompanied by small-scale comprehensive plan amendment request CP 2406-001 (O2024-44).

Pursuant to Land Development Regulation (LDR) § 3.3(C)(4), the applicant believes the zoning change to C-2 should be granted based on the following criteria:

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

The proposed amendment is not inconsistent with the goals, objectives and policies of the comprehensive plan, with the proposed land use change from Commercial/ROW (Sumter County) to Commercial (City). The proposed land use amendment is consistent with objective 1.2 stating “the City shall strive to create a sustainable community by discouraging the proliferation of urban sprawl, promoting the efficient utilization of public infrastructure,

services, and utilities, and implanting a compact land use pattern.” Objective 1.2 is being met specifically from Policy 1.2.7 and Policy 1.2.8, the City shall encourage all new development and redevelopment projects to cultivate a more sustainable land development pattern.

The applicant is planning to utilize the vacated right of way land for the southern landscaping buffer and retention pond of the proposed Oxford Oaks Professional Plaza.

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

The amendment is not considered urban sprawl, and it does not exemplify an energy-inefficient land use pattern. The existing adjacent land use designations within the City limits are Commercial (COM) and the proposed land use amendment is consistent with the proposed land use category on the JPA Map.

The applicant is looking to establish a future land use designation consistent with the remaining portion of parcel D17-069; which consists of the north 1/2 of Perry Street, being approximately 25 feet in width and 297.2 linear feet in length.

(c) The possibility of adversely affecting public facilities such as school, utilities, streets, etc.:

Transportation: The property will have a full-access driveway on CR 106. As it refers to the overall development, the proposed project is to generate 1,185 net daily trips of which 51 will occur in the A.M. peak hour and 143 in the P.M. peak hour. The transportation impact analysis indicates that with the added number of trips, the impacted roadway segments and intersections are projected to operate at satisfactory levels of service (LOS).

Potable Water & Sewer: City water is available to the subject property. The nearest force main is approximately 350 feet north of the property. The applicant/owner will work with the City’s Utility Department and adjacent developers at the site plan stage to connect to the City water and sewer. The proposed change is not expected to add additional impact to city water and wastewater systems.

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

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

The applicant plans to construct a professional/medical plaza (Oxford Oaks Professional Plaza), whose site plan has been submitted for review and this is how it was found that the extra step is necessary to incorporate that piece of land into the City limits and establish a future land use (Commercial) and zoning designation (C-2) consistent with the City for the rest of Parcel D17-069.

ZONING DESIGNATION OF SURROUNDING PROPERTIES

NORTH	ROW CR 106 & C-3 (City)
SOUTH	A10C (Sumter County)
EAST	C-3 (City)
WEST	C-2 (City), RR1, R2M (County)

The applicant seeks a favorable recommendation of Ordinance Number O2024-45 (attached) subject to approval of O2024-44, which establishes a Future Land Use appropriate to the proposed zoning. This is the first hearing of Ordinance O2024-45.

Conclusion:

The proposed zoning change is consistent with the City's 2050 Comprehensive Plan, as it addresses the following:

Policy 4.2.3 indicates that the City shall ensure that adequate wastewater supplies and facilities are available to serve new development no later than the date on which the City anticipates issuing a certificate of occupancy.

Policy 4.1.12 states that the City will use its land development regulations and development review process to: (a) promote zoning and development consistent with the City's Future Land Use Map Series and (b) require new development to offset impacts on the public utilities systems.

Policy 8.2.1 highlights that the City shall use the development approval process to ensure coordination of the level of service standards in the area of proposed development. Such development will not be approved until public facilities in the proposed area meet or exceed the level of service standards.

As per **LDR 7.1(B)**, no final development order shall be granted for a proposed development until there is a finding that public facilities and services included in this Chapter have sufficient capacity at or above their adopted LOS to accommodate the impacts of the development. If the rezoning is approved, the applicant will be required to submit a general plan to the City prior to submitting construction plans to the Sumter County Building Department for any improvements showing that the concurrency requirement is met. A site plan has been submitted for review for the Oxford Oaks Professional Plaza Project, and this is how the ROW discrepancy was discovered. The site plan is expected to meet the requirements established in the City's Land Development Regulations in accordance to the C-2 Zoning District for required LOS.

This is the first reading of Ordinance O2024-45.

DATED: 7/16/2024

A handwritten signature in dark ink, appearing to read 'Wendy Then', is written over a light blue horizontal line.

Wendy Then, AICP, CFM
Assistant Director Development Services

ORDINANCE NO. O2024-45

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

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

Portion of Parcel D17-069
Oxford Oaks Plaza, LLC
0.17 +/-

LEGAL DESCRIPTION:

PORTION OF PARCEL D17-069

That portion of the North half of Perry Street (50 feet wide) as shown on the Plat of TOWN of OXFORD, as recorded in Plat Book 1, Page 32, of the Public Records of SUMTER County, Florida, Lying South of the Following Described Parcel: The West 297.2 feet of Block F of TOWN of OXFORD, according to the Plat thereof as recorded in Plat Book 1, Page(s) 32-33, of the Public Records of SUMTER County, Florida.

This property is to be reclassified from ROW (Sumter County) and CL (Sumter County) to C-2 (City)

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

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

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

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

SECTION 3. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by a Court or competent jurisdiction, then said holding shall in no way effect the validity of the remaining portions of said Ordinance.

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

DONE AND ORDAINED this _____ day of _____, 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

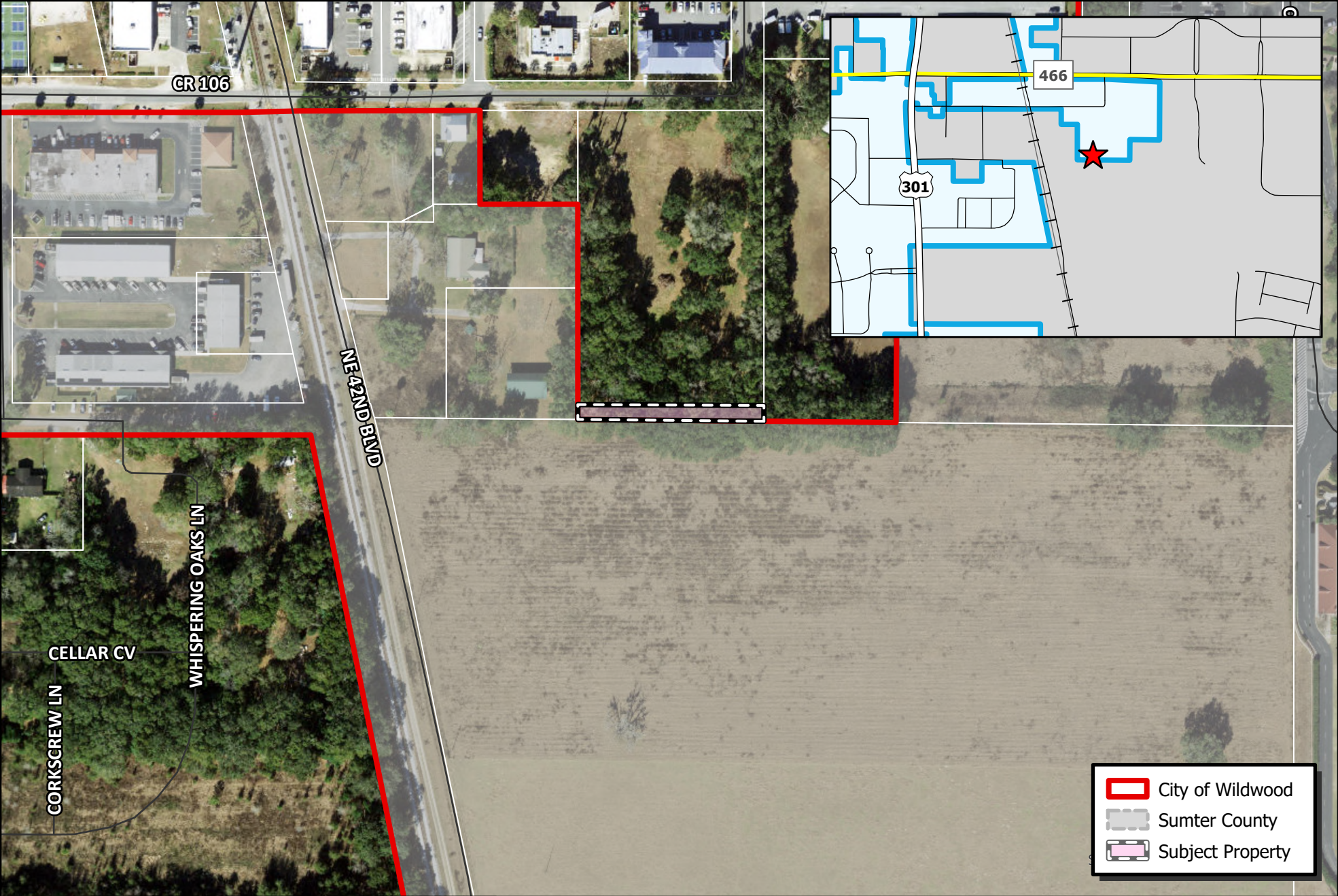
First Reading: _____

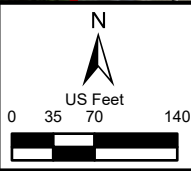
Second Reading: _____

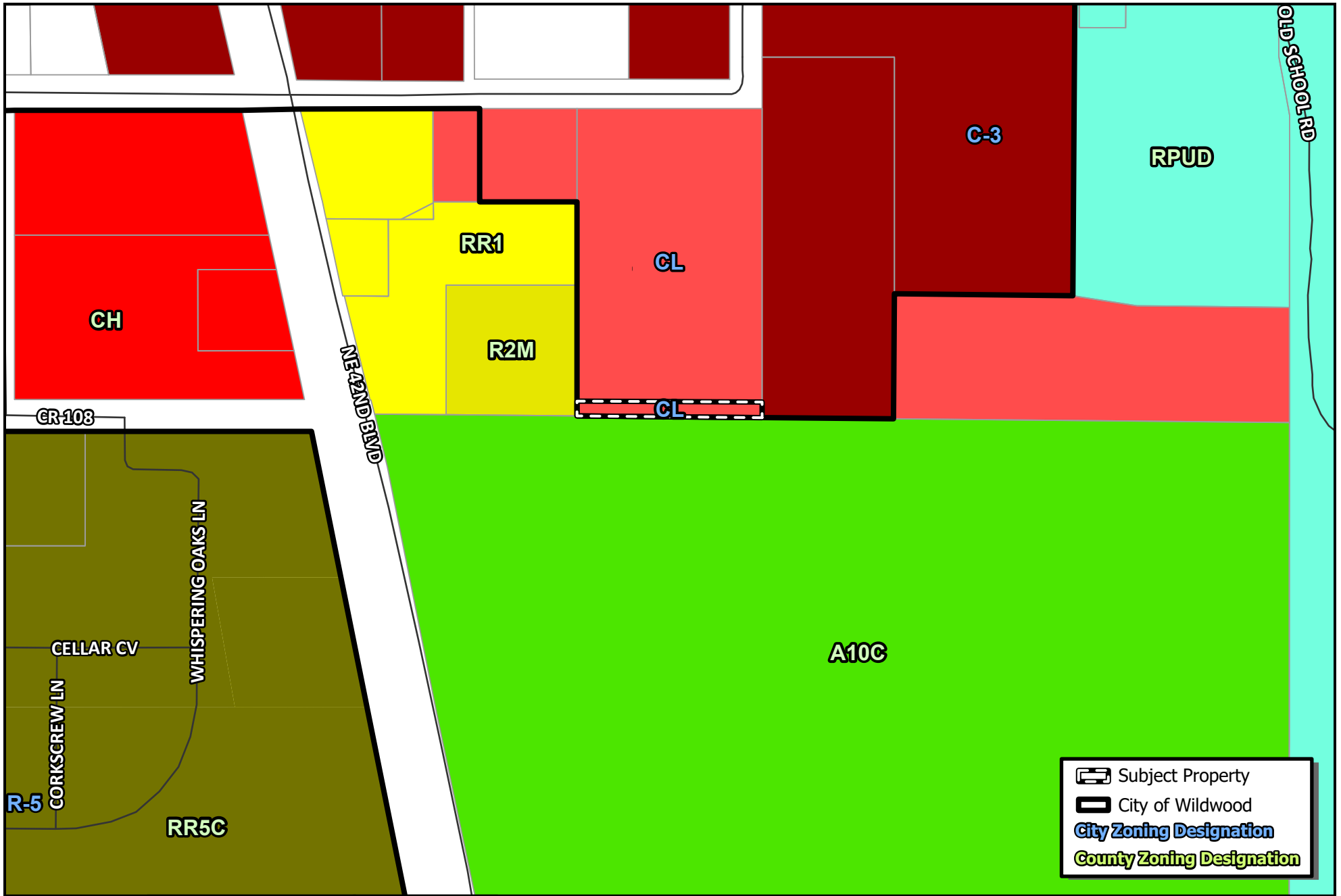
Approved as to form:

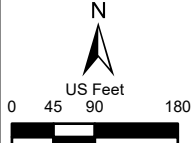
City Attorney

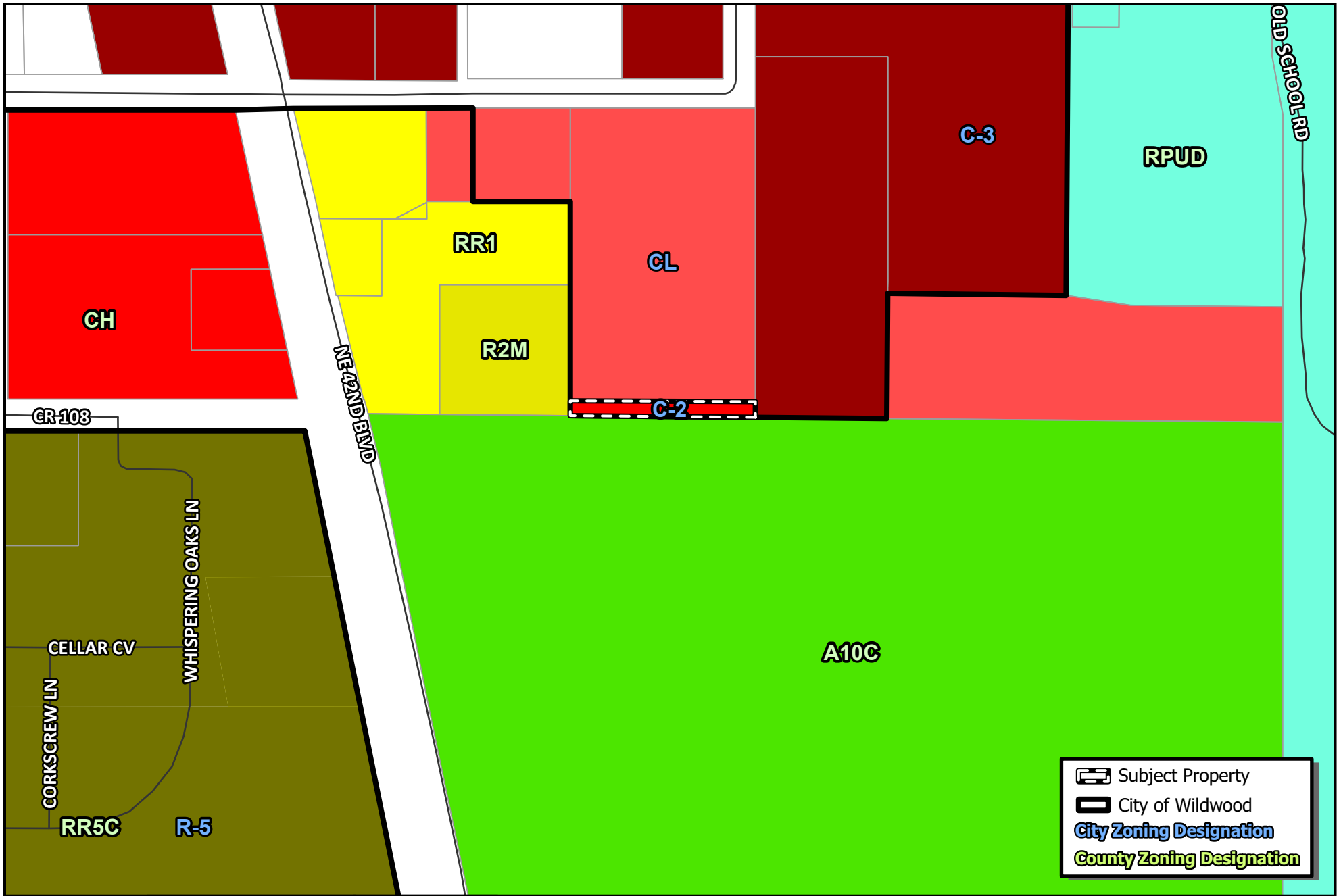
EXHIBIT A

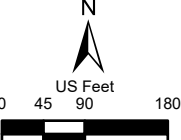


 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 N US Feet 0 35 70 140	RZ 2406-001	MAP 1B
			OXFORD OAKS PROFESSIONAL PLAZA	LOCATION MAP
			PARCEL D17-069	JUN 2024



 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	RZ 2406-001 OXFORD OAKS PROFESSIONAL PLAZA PARCEL D17-069	MAP 3A
			EXISTING ZONING
			JUN 2024



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov		RZ 2406-001 OXFORD OAKS PROFESSIONAL PLAZA PARCEL D17-069	MAP 3B PROPOSED ZONING JUN 2024



Business Impact Estimate

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Wildwood website by the time notice of the proposed ordinance is published.

Proposed ordinance's title/reference: O2024-45

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, a business impact estimate is not required by state law¹ for the proposed ordinance. This 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.

¹ See Section 166.041(4)(c), Florida Statutes.

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

The case below was heard on Tuesday, July 9, 2024, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from CL/ROW (Sumter County) to C-2 (City) for the parcel listed below on 0.17 acres of land MOL. The subject property is generally located approximately 445 linear feet east of N US 301, and approximately 467 linear feet south of CR 106, in section 17, township 18 south, range 23 east.

Case Number: RZ 2406-001 Oxford Oaks Professional Plaza

Applicant(s): Luisa Betancur and Rodolfo De Anda

Owner(s): Oxford Oaks Plaza LLC

Parcel(s): Portion of Parcel D17-069

Under Land Development Regulation (LDR) § 1.7(B)(2), the Planning and Zoning Board/Special Magistrate has a duty to make a recommendation to the City Commission on all proposed Zoning Map amendments.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 3.3(C)(4), the Special Magistrate, as it respects to O2024-45:

☒ recommends approval.

☐ recommends approval with the following conditions:

☐ recommends denial.

Dated: July 9, 2024


Lindsay C.T. Holt
Special Magistrate City of Wildwood

Print

Sumter County Traffic Impact Analysis (TIA) - Submission #44528

Date Submitted: 6/5/2023

First Name*	Last Name*	Email Address*
Rita	Merhi	Rita@tpdtraffic.com

Address

535 Versailles Drive

City	State	Zip Code
Maitland	Florida	32751

Phone	Alt Phone	Parcel Number
4076289955		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.

Purpose and Applicability

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

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

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

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

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

Methodology Statement

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

Sumter County 2022 County Annual Traffic Reports Summary Table

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

Exemption

[Choose File](#) No file chosen

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

Please submit your Methodology Statement

[Choose File](#) No file chosen

Please submit your TIA

5653 CR 106 Property TIS 060223.pdf

**Date of Methodology
Acceptance by County**

Sumter County Traffic
Impact Analysis (TIA)
modification acceptance:

Matthew
Tadlock

Digitally signed by Matthew
Tadlock
DN: cn=Matthew Tadlock,
o=Sumter County Public Works,
ou=Planning and Design,
email=matthew.tadlock@sumterco
untyfl.gov, c=US
Date: 2023.06.16 09:08:10 -04'00'

Applicable Jurisdiction

Please check the applicable Jurisdiction:

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

Link

[FDOT Systems Implementation Office](#)

Link

[FDOT Roadway Design - Florida Greenbook](#)

Link

[Lake-Sumter MPO](#)

Link

[FDOT Traffic Information](#)

TRAFFIC IMPACT STUDY
**CR 106 PROPERTY
OXFORD, SUMTER COUNTY**



Prepared for:

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Prepared by:

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August 2022

December 2022

Revised
June 2023

TPD № 5653

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic Planning & Design, Inc., a corporation authorized to operate as an engineering business, EB-3702, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: CR 106 Property
LOCATION: Oxford, Sumter County
CLIENT: Brian Ehlers Construction Co, Inc.

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

NAME: Turgut Dervish, P.E.

Florida P.E. No: 20400

DATE: June 2, 2023

SIGNATURE:



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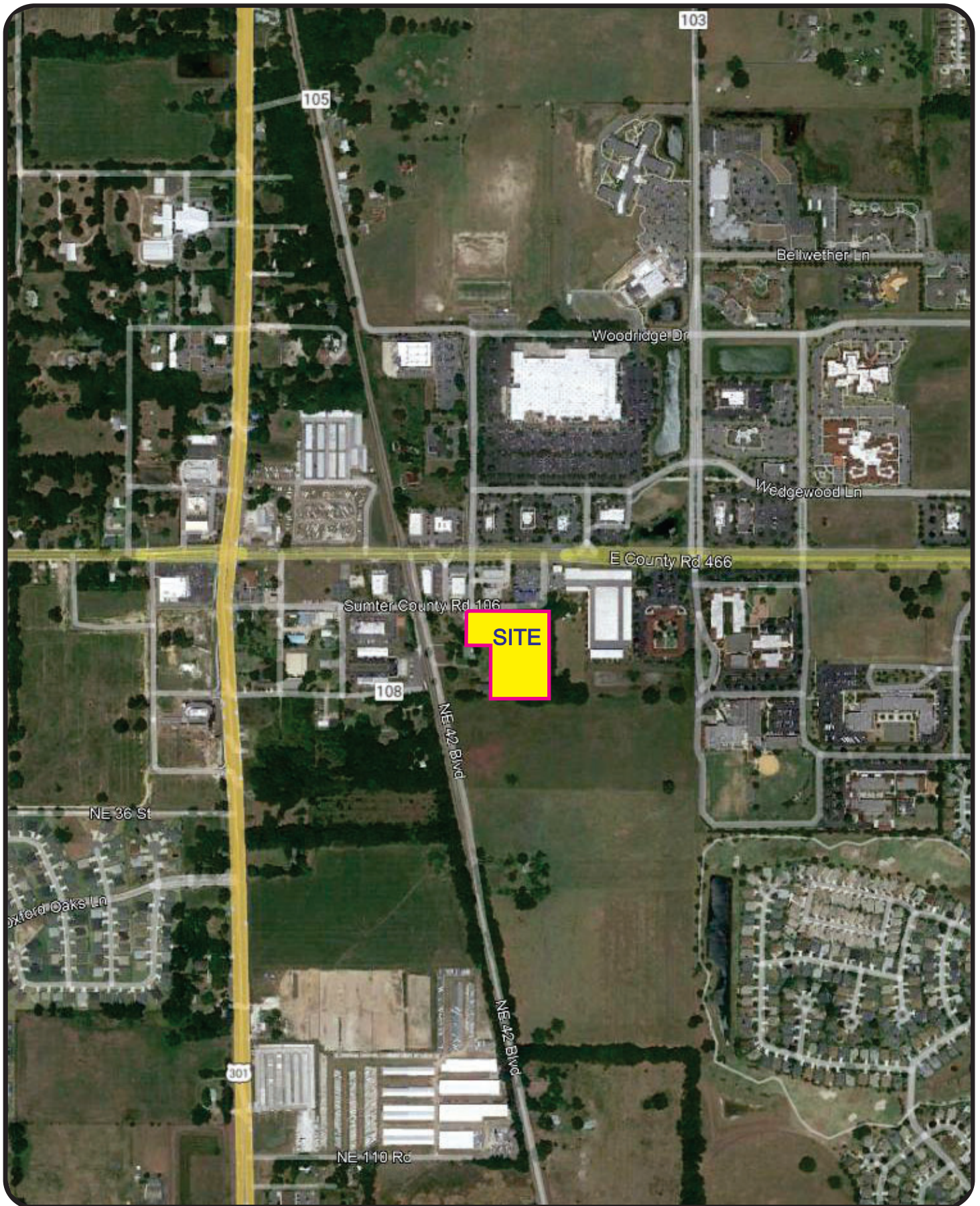
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INTRODUCTION

This analysis was undertaken in order to assess the traffic impact of a proposed strip retail plaza in Oxford, Sumter County. The proposed retail plaza will consist of 27,200 square feet located on CR 106 to the east of CR 105. The site is proposed to be served by ~~a~~ full ~~access~~ on CR 106. **Figure 1** depicts the site location and the area roadways. **Figure 2** depicts the site plan and its access configuration.

The study was conducted in accordance with a study methodology submitted to and reviewed by Sumter County. This methodology along with related correspondence are included in **Appendix A**. Data utilized in this study consists of a site plan provided by Project Engineers, traffic volume data and Level of Service standards obtained from Sumter County and FDOT. Additionally, intersection turning movements counts were made by Traffic Planning and Design, Inc. staff during the A.M. and P.M. peak hours.



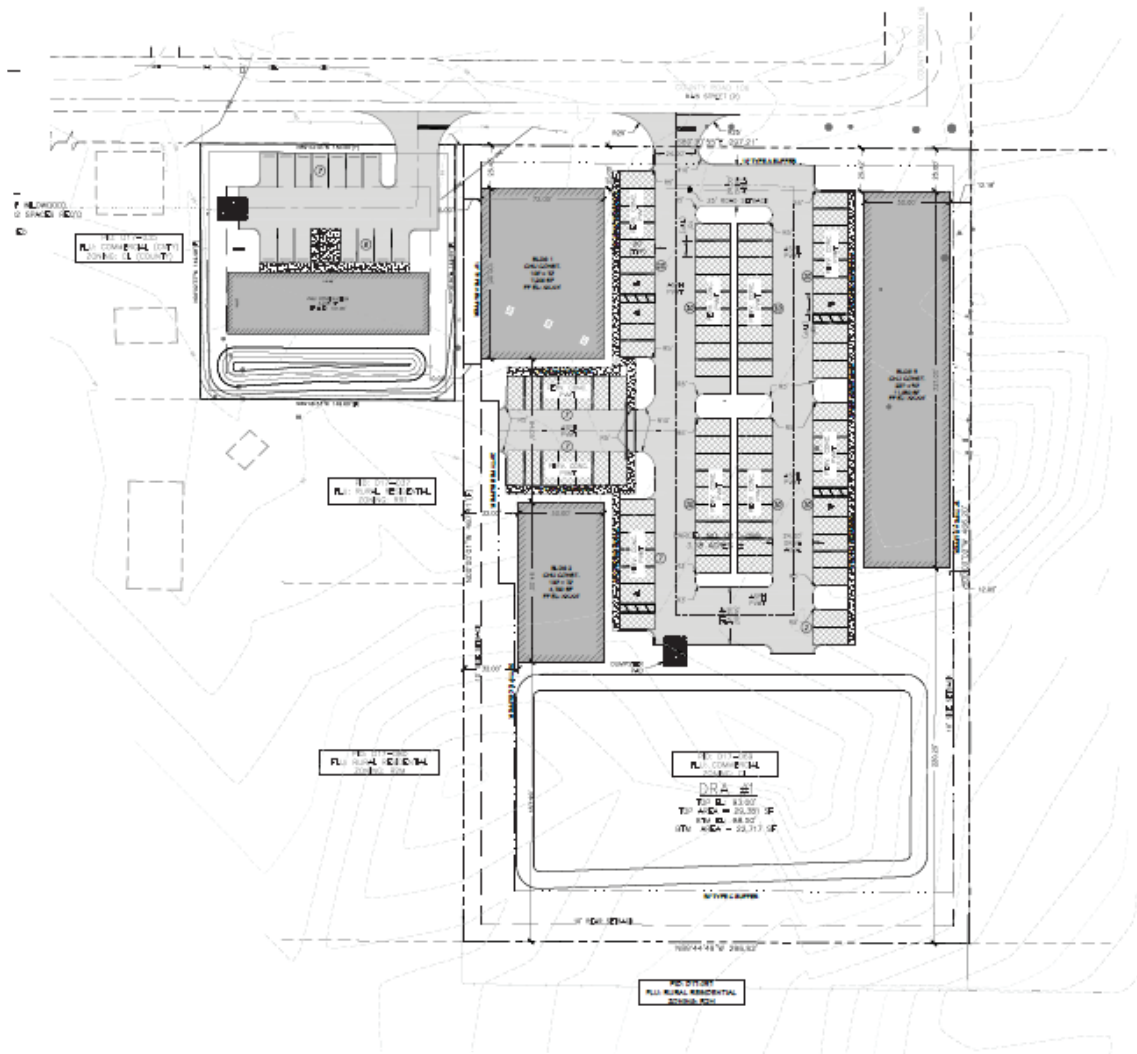


CR 106/Oxford
Project № 5653

Figure 1

Site Location





CR 106/Oxford
Project No 5653

Figure 2

Site Plan



EXISTING CONDITIONS ANALYSIS

Based upon the project's trip generation, a major Traffic Impact Analysis (TIA) is required as per Sumter County Guidelines. As documented in the study methodology, the following roadway segments and intersections were included in the analysis as per Sumter County criteria:

Roadway Segment

- CR 466
US 301 to CR 105
- CR 106
CR 105 to CR 466

Intersections

- US 301 and CR 466
- CR 105 and CR 106
- CR 466 and CR 105
- Site Entrance

The analysis of the study roadway segments and intersections was accomplished for the A.M. and P.M. peak hours traffic conditions.

Roadway Segment Analysis

The roadway segments were analyzed by comparing the existing traffic volumes with the adopted LOS/capacity values for the A.M./P.M. peak hour conditions. The existing traffic volumes were obtained from the Sumter County Annual Traffic Counts (2022) and the adopted capacities from the County's *TMS* database. Relevant information on existing traffic volumes and roadway capacities are included in **Appendix B**.

The existing peak hour roadway capacity analyses are summarized in **Table 1**. As shown, the existing conditions analysis of A.M. and P.M. peak hour traffic conditions reveals that the study roadway segments currently operate satisfactorily within the adopted Level of Service capacities.



Table 1
Existing Peak Hour Roadway Capacity Analysis

Roadway Segment	No. of Lns	Functional Class	LOS		Peak Hour Peak Direction		V/C Ratio	LOS
			Standard	Peak Hour Capacity	Direction	Volume		
A.M. Peak Hour								
CR 466								
US 301 to CR 105	4LD	Arterial 1	D	1,800	EB	933	0.51	C
			D	1,800	WB	947	0.53	C
CR 106								
CR 105 to CR 466	2L	Local	D	675	EB	32	0.05	C
			D	675	WB	12	0.02	C
P.M. Peak Hour								
CR 466								
US 301 to CR 105	4LD	Arterial 1	D	1,800	EB	1,010	0.56	C
			D	1,800	WB	1,148	0.64	C
CR 106								
CR 105 to CR 466	2L	Local	D	675	EB	34	0.05	C
			D	675	WB	18	0.03	C

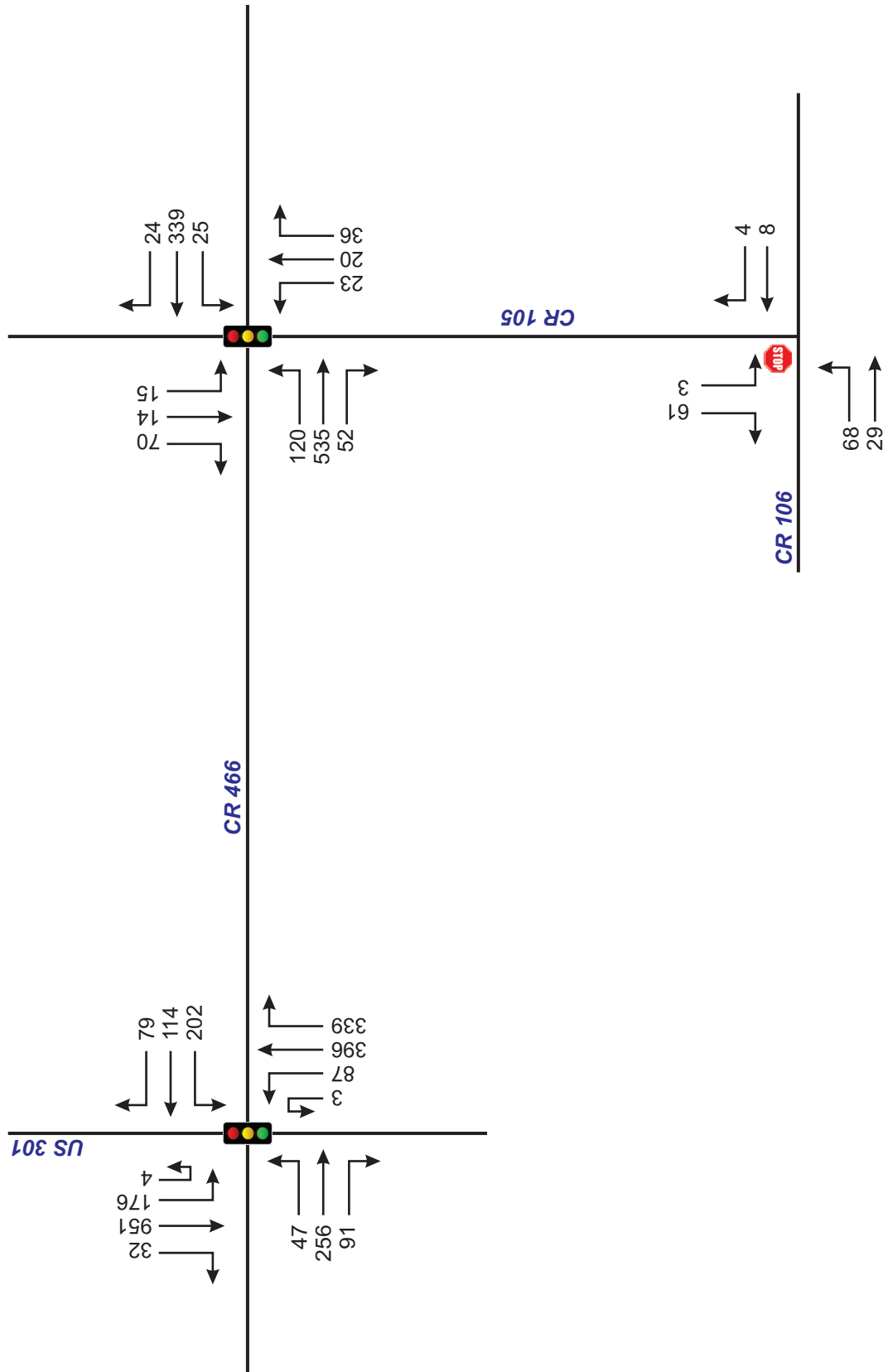
Intersection Analysis

The study intersections were analyzed in accordance with the procedures of the *Highway Capacity Manual* and *Highway Capacity Software (HCS)*. In the analysis, existing A.M. and P.M. peak hours traffic volumes, intersection geometry and traffic controls were used. The intersection volumes in the form of turning movement counts are depicted in **Figures 3a** and **3b**. The counts were made on May 26 and July 27, 2022, when the seasonal factor was 0.95 and 1.01, respectively. Therefore, the counts made on July 27 were adjusted. Detailed traffic count/traffic control information and adjustment factors are included in **Appendix C**.





Existing A.M. Peak Hour Volumes

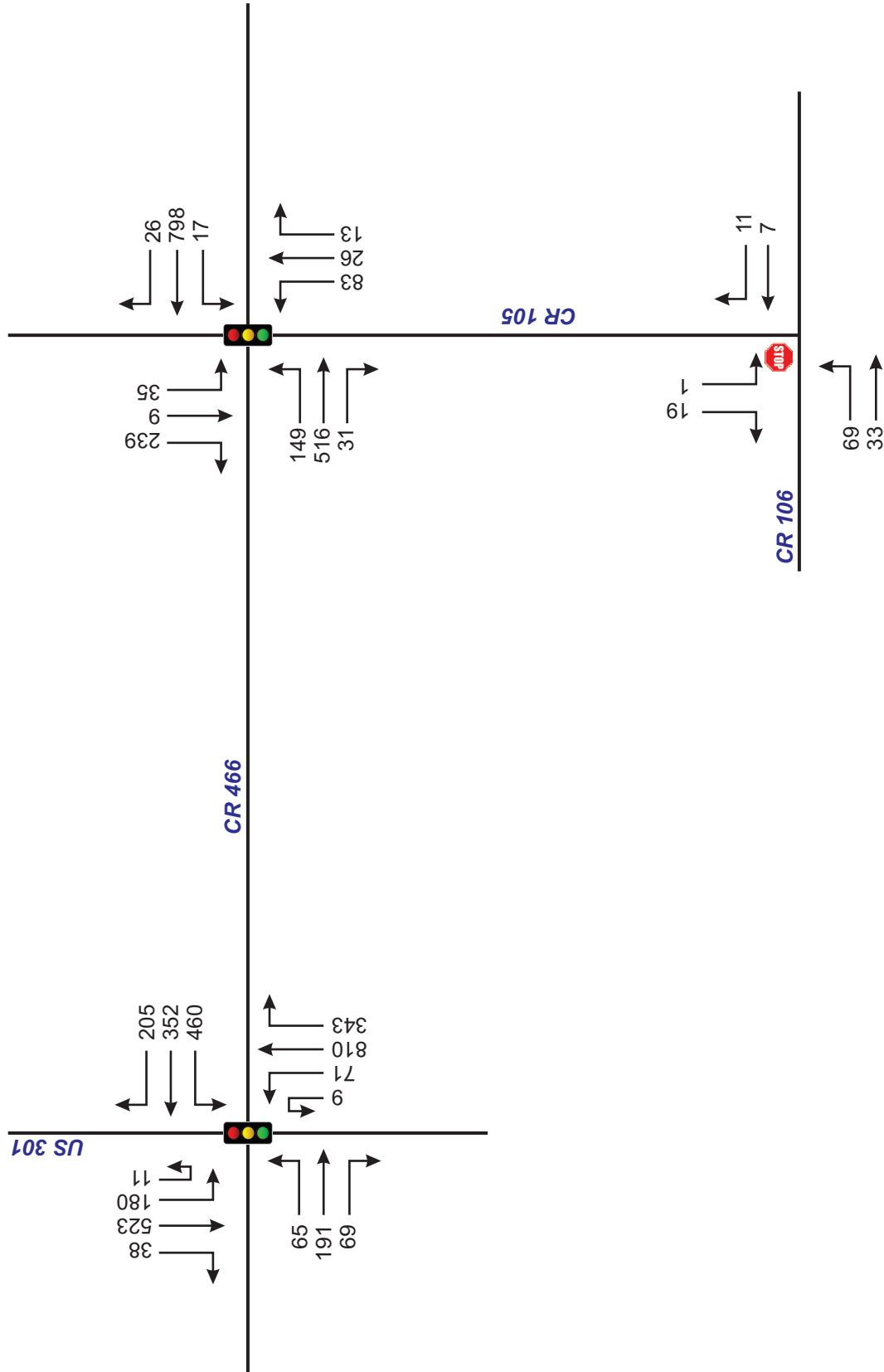


CR 106/Oxford
Project № 5653
Figure 3a





Existing P.M. Peak Hour Volumes



CR 106/Oxford
Project № 5653
Figure 3b



The results of the intersection capacity analysis are summarized in **Table 2**. This table shows that the study intersections are currently operating at satisfactory Levels of Service. The HCS capacity analysis worksheets are included in **Appendix D**.

Table 2
Existing Intersection Capacity Analysis

Intersection	Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
US 301 and CR 466	Signal	A.M.	41.5	D	38.7	D	27.0	C	27.7	C	31.0	C
		P.M.	47.8	D	41.9	D	35.0	D	27.4	C	36.7	D
CR 466 and CR 105	Signal	A.M.	14.0	B	11.5	B	27.7	C	27.5	C	15.2	B
		P.M.	16.6	B	16.7	B	28.0	C	36.3	D	20.2	C
CR 106 and CR 105	Stop	A.M.	7.7	A	--	--	--	--	9.6	A	--	--
		P.M.	7.4	A	--	--	--	--	8.6	A	--	--



PROPOSED DEVELOPMENT AND TRIP GENERATION

The proposed development is a 27,200 square foot retail project in Oxford, Sumter County. To determine the impact of this development on the area roadways, an analysis of its trip generation characteristics was made. This included the determination of the number of trips generated by the site and their distribution to the area roadways.

Trip Generation

Trip generation rates were obtained from data contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*. The trip generation calculation of daily and A.M./P.M. peak hour volumes is summarized in **Table 3**. The trip generation charts are included in the study methodology.

Table 3
Trip Generation Summary

ITE Code	Land Use	Size*	Daily		A.M. Peak Hour				P.M. Peak Hour			
			Rate	Trips	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
822	Strip Retail Plaza (< 40 KSF)	27.2 KSF	54.45	1,481	2.36	38	26	64	6.59	90	90	179
Total Trips				1,481	---	38	26	64	---	90	90	179
Pass-by Trips(20%)**				296	---	8	5	13	---	18	18	36
Total New Net Trips				1,185	---	30	21	51	---	72	72	143

* KSF = 1,000 Square Feet

** Per Sumter County TIA Guidelines

The proposed development is estimated to generate 1,185 new net daily trips of which 51 will occur in the A.M. peak hour and 143 in the P.M. peak hour.

Trip Distribution/Trip Assignment

To determine the distribution of the project trips in the area, the latest version of the CFRPM model was used with a Selected Zone Analysis. The model distribution plots are included in the study methodology. The distribution of the generated trips in the project vicinity is illustrated in **Figure 4**. Utilizing this distribution pattern, the development's A.M./P.M. peak hour trips were assigned to the area roadways.





CR 106/Oxford
Project No 5653

Figure 4

Trip Distribution



PROJECTED TRAFFIC CONDITIONS

Projected traffic conditions were assessed in order to evaluate the impact of the proposed development in the area. The projected conditions were estimated by combining background traffic on each road segment with project trips. Background traffic was estimated by expanding the existing traffic volumes to the project's buildout year (2024) with the use of a growth factor of 1.04 (or an annual growth of 2%) plus vested trips from the approved Twisted Oaks, Oxford Crossings, Wildwood Storage on CR 214, Oxford Residential and Riverstone Apartments. The vested trip information is included in **Appendix E**.

Roadway Segment Analysis

Table 4 is an analysis of the projected traffic conditions. This table lists the roadway segments along with their number of lanes, functional classification, existing/projected traffic volumes, capacities and resultant Levels of Service. The table reveals that the study roadway segments are projected to operate satisfactorily within their adopted LOS standard.

Intersection Analysis

The projected traffic volumes at the study intersections are depicted in **Figures 5a** and **5b**. The figure shows background traffic combined with vested trips and project trips at each intersection. The intersections were analyzed similar to the existing conditions analysis utilizing HCS software in accordance with the *Highway Capacity Manual* (HCM). The results of this analysis as summarized in **Table 5** indicate satisfactory traffic operating conditions similar to existing conditions. The HCS capacity analysis worksheets are included in **Appendix F**.



Table 4
Projected Peak Hour Roadway Capacity Analysis

Roadway Segment	No. Lns	Functional Class	Adopted		Peak Hour Peak Direction Traffic Volumes						V/C Ratio	
			LOS	Capacity	Direction	Existing	Background*	Committed Trips	Project	Total		
A.M. Peak Hour												
CR 466												
US 301 to CR 105	4LD	Arterial 1	D	1,800	EB	933	970	56	17	1,043	0.58	
					WB	947	985	57	12	1,054	0.59	
CR 106												
CR 105 to CR 466	2L	Local	D	675	EB	32	33	0	30	63	0.09	
					WB	12	12	0	21	33	0.05	
P.M. Peak Hour												
CR 466												
US 301 to CR 105	4LD	Arterial 1	D	1,800	EB	1,010	1,050	82	40	1,172	0.65	
					WB	1,148	1,194	94	40	1,328	0.74	
CR 106												
CR 105 to CR 466	2L	Local	D	675	EB	34	35	0	72	107	0.16	
					WB	18	19	0	72	91	0.13	

* Existing x 1.04

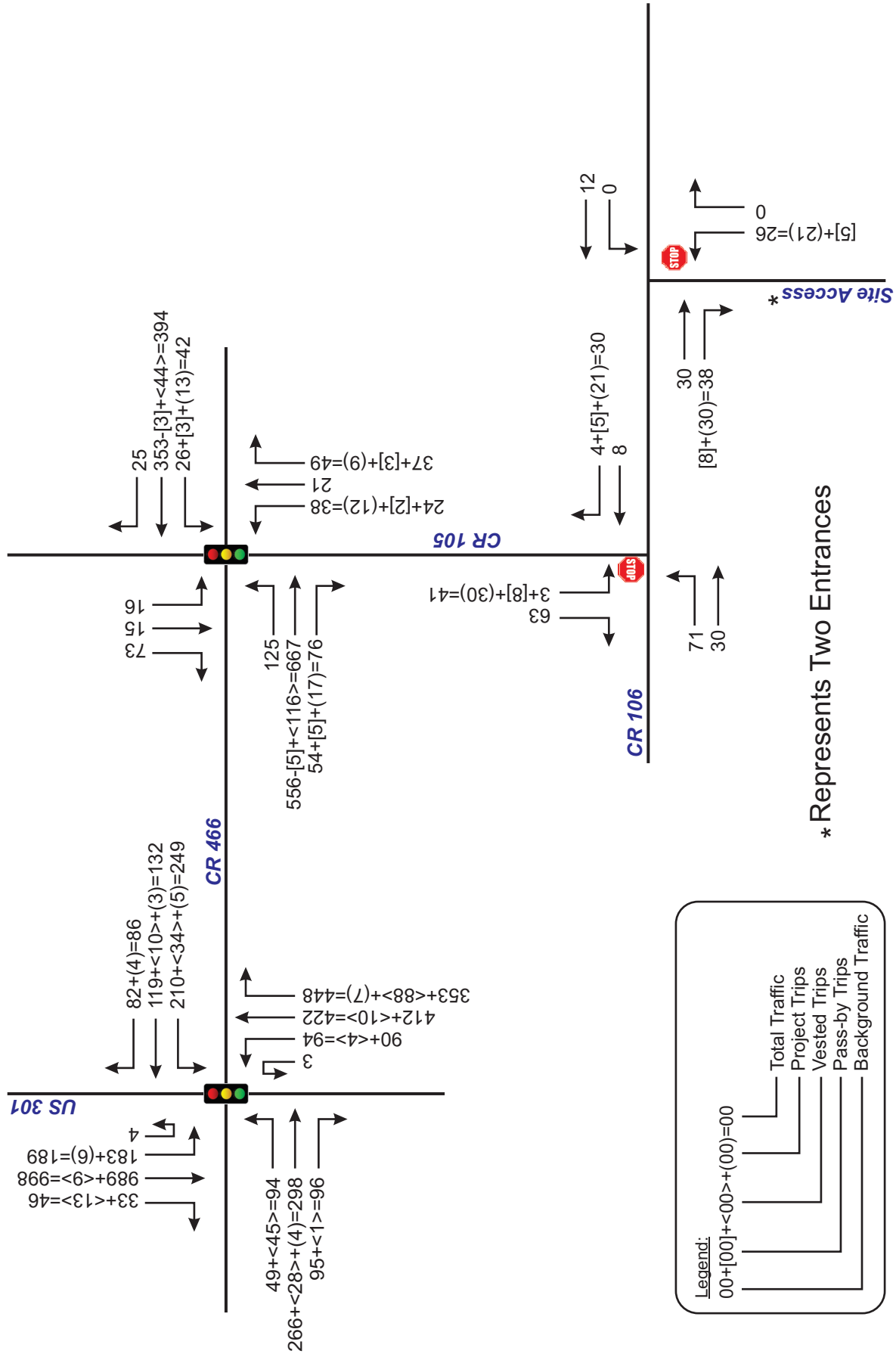
Table 5
Projected Intersection Capacity Analysis

Intersection	Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
US 301 and CR 466	Signal	A.M.	51.6	D	45.4	D	34.8	C	33.0	C	38.3	D
		P.M.	64.5	E	54.1	D	49.2	D	33.4	C	48.9	D
CR 466 and CR 105	Signal	A.M.	14.5	B	12.6	B	28.6	C	27.6	C	15.8	B
		P.M.	17.9	B	19.7	B	32.7	C	38.2	D	22.5	C
CR 106 and CR 105	Stop	A.M.	7.9	A	--	--	--	--	16.5	C	--	--
		P.M.	7.8	A	--	--	--	--	12.9	B	--	--
CR 106 Site Access	Stop	A.M.	--	--	7.4	A	9.0	A	--	--	--	--
		P.M.	--	--	7.5	A	9.5	A	--	--	--	--



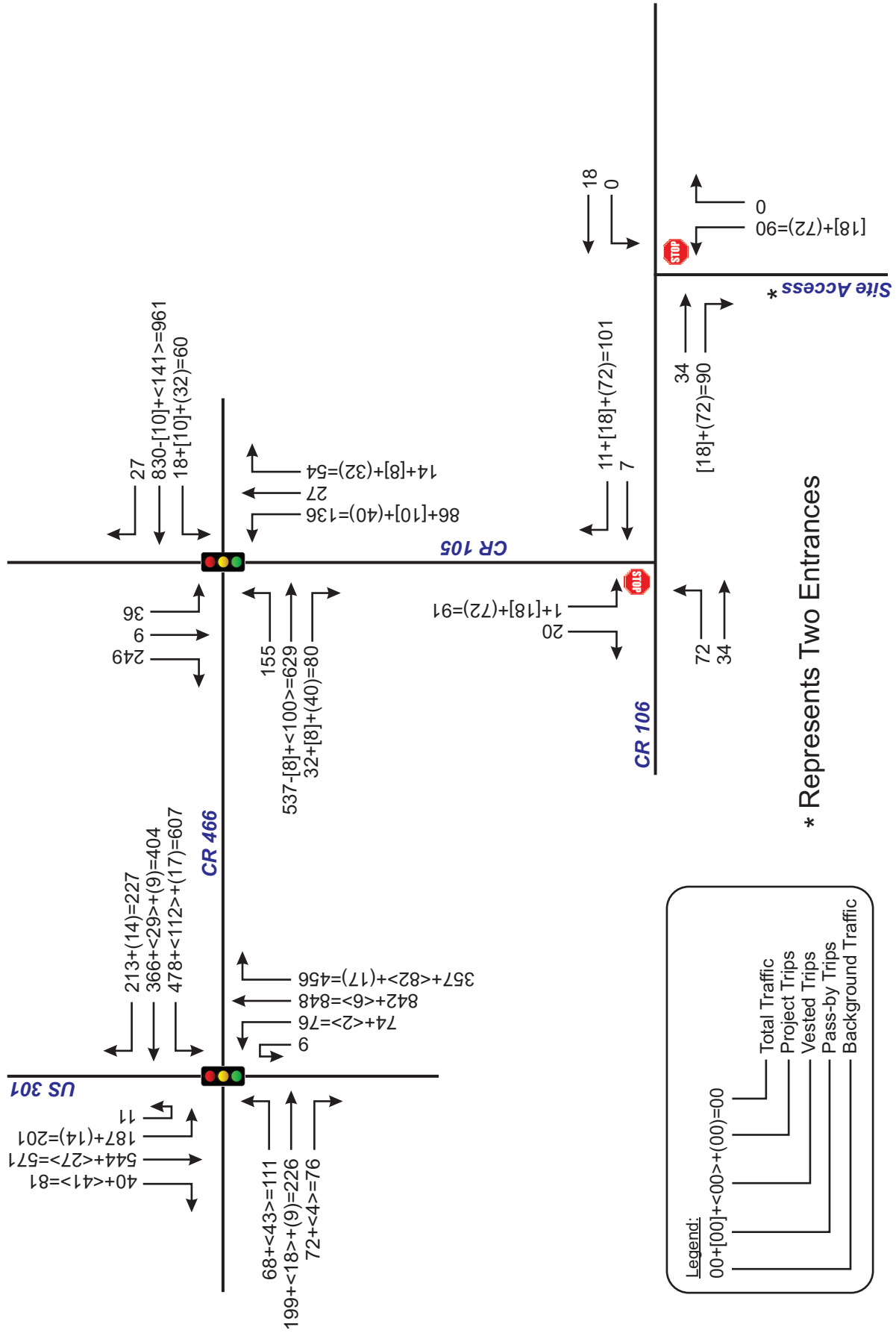


Projected A.M. Peak Hour Volumes



CR 106/Oxford
Project № 5653
Figure 5a





Projected P.M. Peak Hour Volumes

CR 106/Oxford
Project № 5653
Figure 5b



STUDY CONCLUSIONS

This traffic analysis was conducted in order to assess the traffic impact of a strip retail plaza in Oxford, Sumter County. Located on CR 106 to the east of CR 105, the development will consist of 27,200 square feet. The traffic analysis assessed the impacts that would result from the proposed apartments on the study roadways and intersections. The findings of this analysis are as follows:

- The proposed development is estimated to generate 1,185 new net daily trips of which 51 will occur in the A.M. peak hour and 143 in the P.M. peak hour.
- The analysis of existing conditions indicated that the impacted roadway segments and the study intersections currently operate at satisfactory Levels of Service.
- The analysis of projected traffic conditions revealed that the impacted roadway segments and study intersection will not be deficient. The impacted roadway segments and intersections are projected to operate at satisfactory Levels of Service with project trips added.
- Access to the site is provided via full access driveway on CR 106. The access driveway is projected to operate satisfactorily with project trips added.



APPENDICES

APPENDIX A

Study Methodology and Related Correspondence

Print

Sumter County Traffic Impact Analysis (TIA) - Submission #38083

Date Submitted: 10/3/2022

First Name*	Last Name*	Email Address*
Rita	Merhi	Rita@tpdtraffic.com

Address

535 Versailles Dr

City	State	Zip Code
Maitland	FL	32751

Phone	Alt Phone
4076289955	

Sumter County Traffic Impact Analysis (TIA)

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

Purpose and Applicability

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

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

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

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

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

Methodology Statement

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

Sumter County 2022 County Annual Traffic Reports Summary Table

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

Exemption

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

5653 CR 106 - Oxford Methodology 060822.pdf

Please submit your TIA

No file chosen

Sumter County Traffic Impact Analysis (TIA) Methodology Acceptance, as noted.

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](#)



To: Steve Cohoon
Assistant Director- Planning & Design

From: Turgut Dervish, P.E.

Date: June 8, 2022

Re: CR 106/Oxford
TIA Methodology (Revised)
TPD# 5653

The following is an outline of our proposed traffic study methodology for a proposed retail commercial development in Oxford, Florida. The development site is located on CR 106 to the east of CR 105. **Figure 1** depicts the site location.

Proposed Development

The proposed development will consist of three retail commercial buildings totaling 27,200 square feet to be completed within two years or by the end of 2024. Access to the site is via an access driveway on CR 106. **Figure 2** depicts the site plan of the development.

Trip Generation

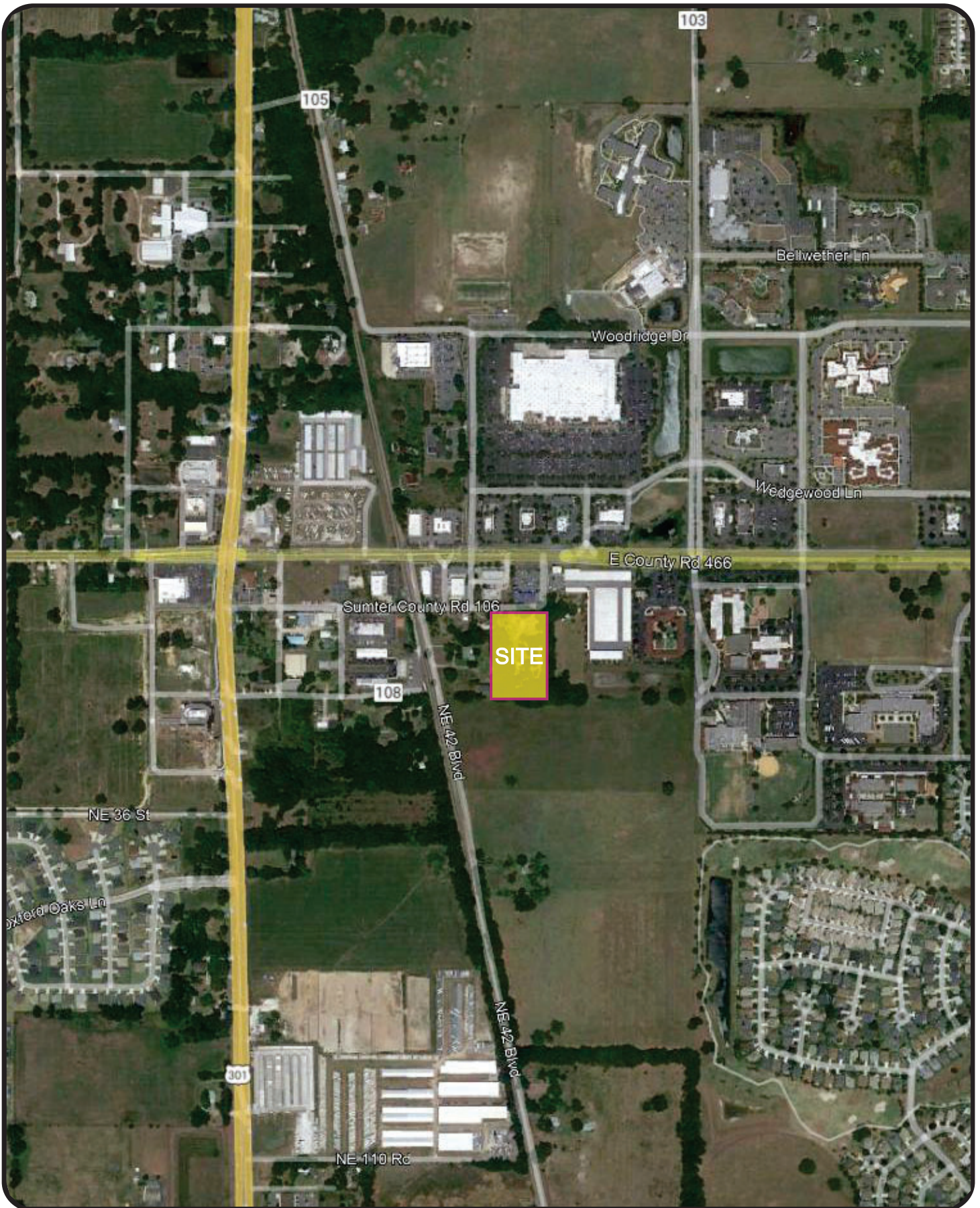
The trip generation was calculated as per the 11th Edition of the ITE Trip Generation Manual. **Table 1** is a summary of the trip generation calculation. The ITE trip generation sheets are included in **Attachment A**.

Table 1
Trip Generation Summary

ITE Code	Land Use	Size*	Daily		A.M. Peak Hour				P.M. Peak Hour			
			Rate	Trips	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
822	Strip Retail Plaza (< 40 KSF)	27.2 KSF	54.45	1,481	2.36	38	26	64	6.59	90	90	179
Total Trips				1,481	---	38	26	64	---	90	90	179
Pass-by Trips(20%)**				296	---	8	5	13	---	18	18	36
Total New Net Trips				1,185	---	30	21	51	---	72	72	143

* KSF = 1,000 Square Feet

** Per Sumter County TIA Guidelines

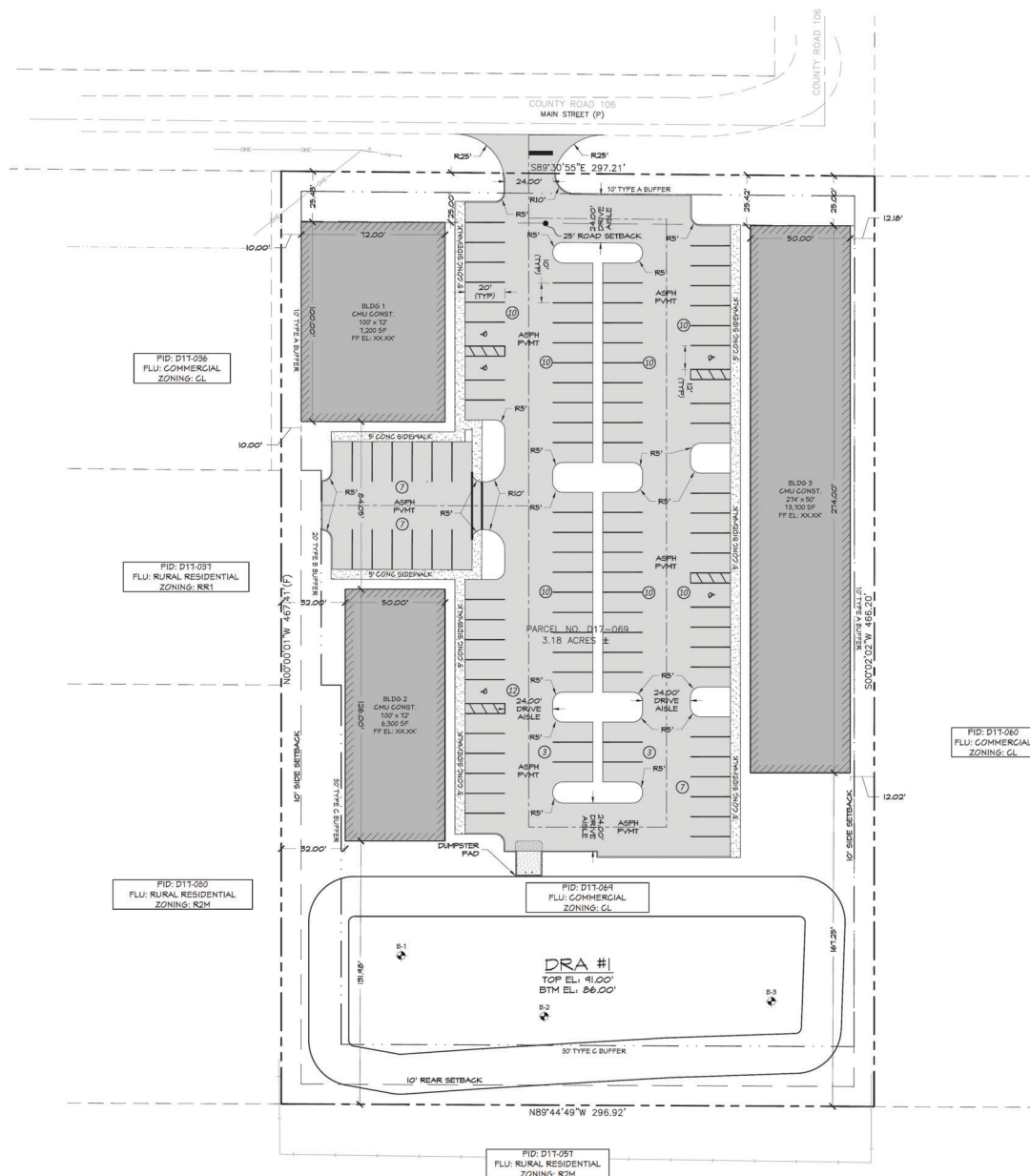


CR 106/Oxford
Project No 5653

Figure 1

Site Location





CR 106/Oxford
Project No 5653

Figure 2

Site Plan



Based upon this trip generation, a Major TIA will be required to be performed. The traffic analysis will be performed for conditions for both the A.M. and P.M. peak hours.

Impacted Roadways/intersections

The abutting segment of CR106 will be included in the analysis along with those segments where the project trips consume 3% of the roadway's adopted LOS capacity or more than 70 peak hour two-way trips. **Table 2** is a significance test showing the significance of the impacted roadways. As shown in the table, one roadway in the are will be significantly impacted. Since CR 106 is not included in the County or MPO database, the closest classified roadway segment, CR 466 from US 301 to CR 105 with peak hour two-way project trips of over 70, will be included in the analysis along with the following intersections:

- CR 466 and CR 105
- CR 105 and CR 106
- CR 466 and US 301
- Site Access Intersections

Table 2
Significance Analysis

Roadway Segment	# of Lanes	Functional Class	Adopted		Project Trips		Project Trips as % of Capacity	Significance**
			LOS	2-Way Capacity*	%	2-Way Volume		
CR 466								
CR 209 to CR 301	2U	Arterial 2	D	1,197	13%	19	1.59%	No
CR 301 to CR 105	4LD	Arterial 1	D	3,222	56%	80	2.48%	Yes
CR 105 to CR 103	4LD	Arterial 1	D	3,222	44%	63	1.96%	No
CR 103 to CR 101	4LD	Arterial 1	D	3,222	40%	57	1.77%	No
US 301								
CR 472 to CR 466	4LD	Prin. Arterial	D	3,580	23%	33	0.92%	No
CR 466 to CR 704	4LD	Prin. Arterial	D	3,580	20%	29	0.81%	No

* Two-way capacities obtained from Table 4, FDOT Quality/LOS Handbook, included in **Attachment B**

** Project as % of Capacity

Trip Distribution

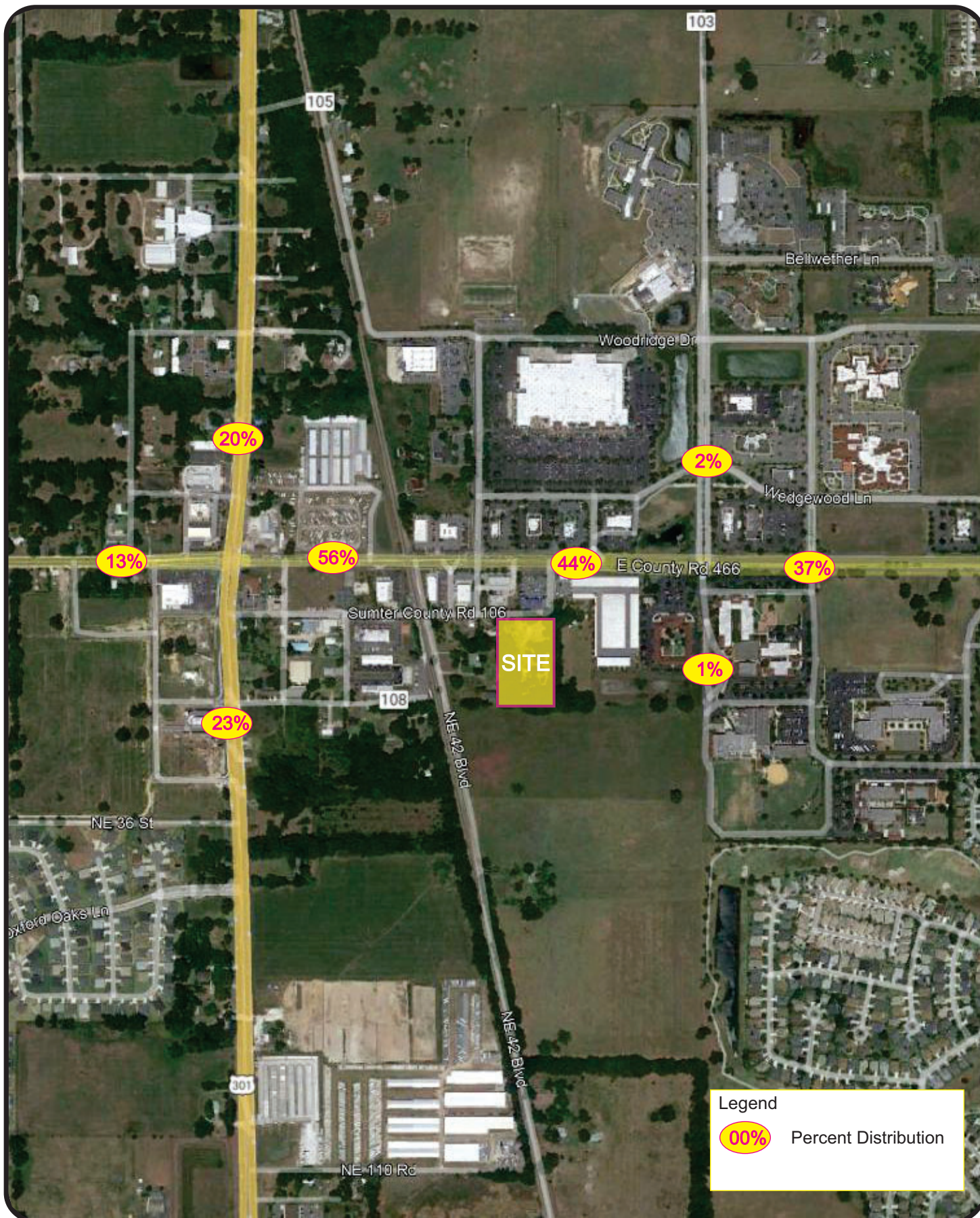
Based upon CFRPM v.7 model distribution, included in **Attachment C**, a trip distribution was determined as shown in **Figure 3**. CFRPM does not include CR 106 and therefore it assigned all trips from the project to CR 466. In the assignment of the project trips in the project vicinity, trips will be assigned to CR 106 on approach to the project site.

Trip Impact Assessment

To assess the impact of the project traffic on the above-mentioned study roadways/ intersections, the following steps will be followed in the analysis:

Roadways

- Determine background traffic volumes on impacted roadway segments by expanding the traffic volumes to the buildout year with the use of growth factors determined from historical growth trend of daily volumes. Trends analysis on US 301 and CR 466 in the project vicinity revealed average annual growth rates less than 1.00% with a low R^2 value, (see attached trends analysis charts in **Attachment D**). Therefore, a minimum growth rate of 2.0% will be used to expand existing traffic volumes to determine background traffic volumes.
- Combine project traffic with background traffic plus committed trips to be provided by the City/County to obtain total traffic volumes. Committed trips to include:
 - Percentage of Twisted Oaks
 - Percentage of Oxford Crossings
 - Wildwood Storage Facility on CR 214
 - Oxford Residential
 - Riverstone at Wildwood Apartments
- Perform traffic analysis utilizing Sumter County and FDOT Level of Service Standards/Guidelines consistent with the City's Comprehensive Plan.



Intersections

- Conduct intersection counts during the A.M. and P.M. peak period at the study intersections. FDOT Seasonal Factor (SF) for Sumter County will be applied to the counts.
- Combine project traffic with background traffic (plus committed trips) to obtain total traffic.
- Perform intersection capacity analysis utilizing the latest HCS or Synchro operational analysis procedures for the A.M./P.M. peak hour.

Traffic Report

A traffic report will be prepared as per County's Major LDTA summarizing study procedures, analyses and recommendations of the analysis.

If you have any questions or concerns, please contact us at (407) 628-9955.

Attachment A
Trip Generation Sheets

Strip Retail Plaza (<40k) (822)

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

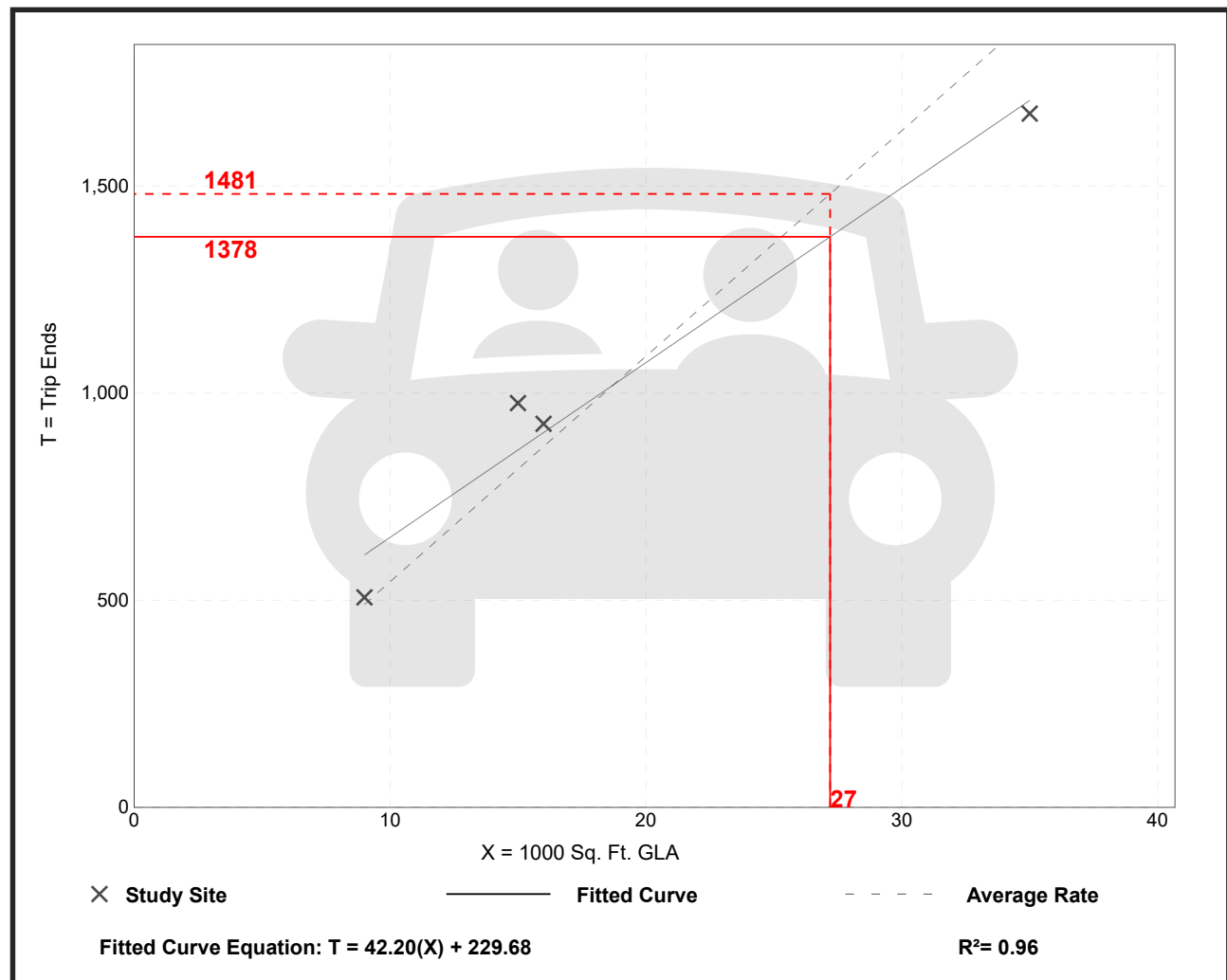
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k) (822)

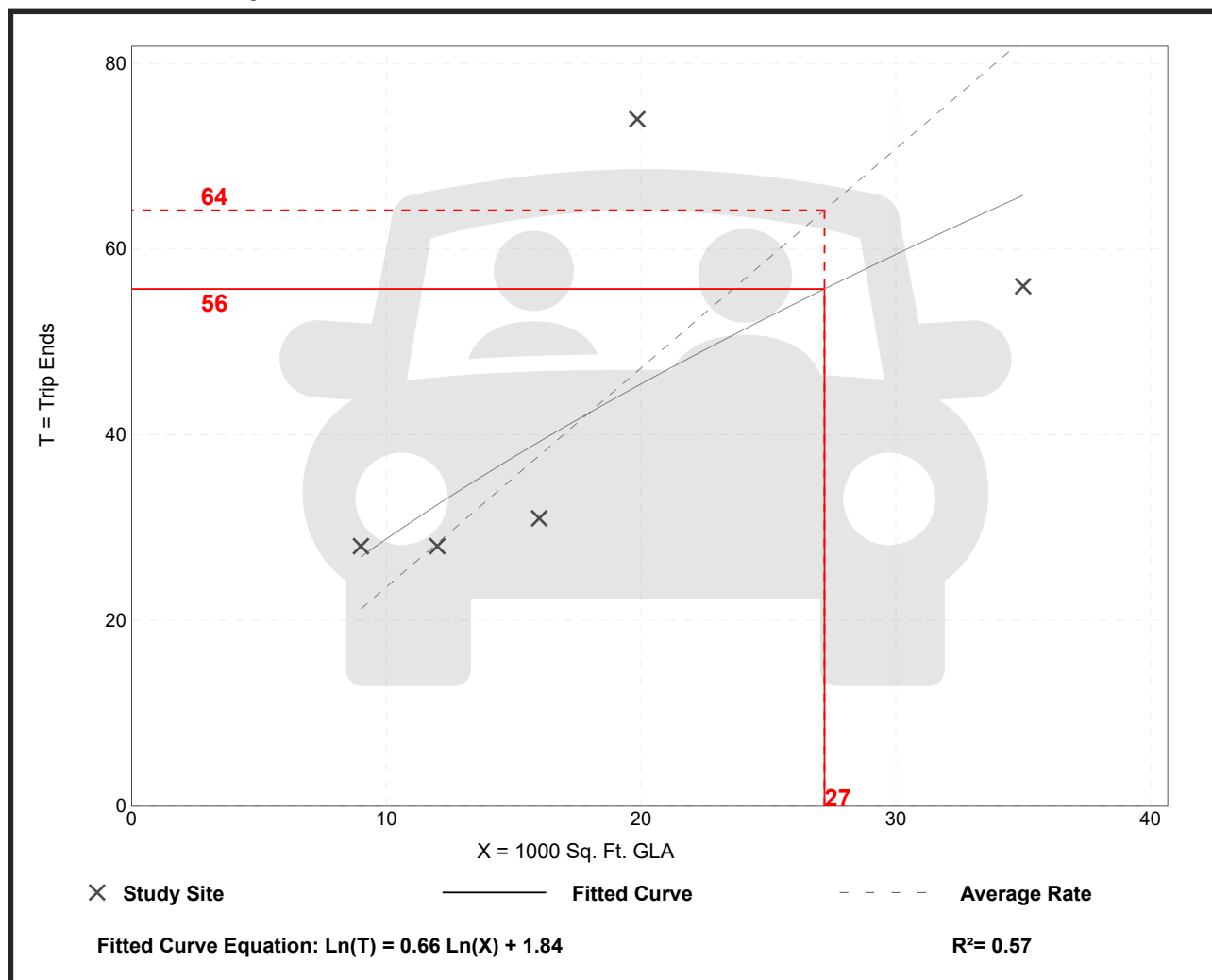
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 5
 Avg. 1000 Sq. Ft. GLA: 18
 Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation

Caution – Small Sample Size



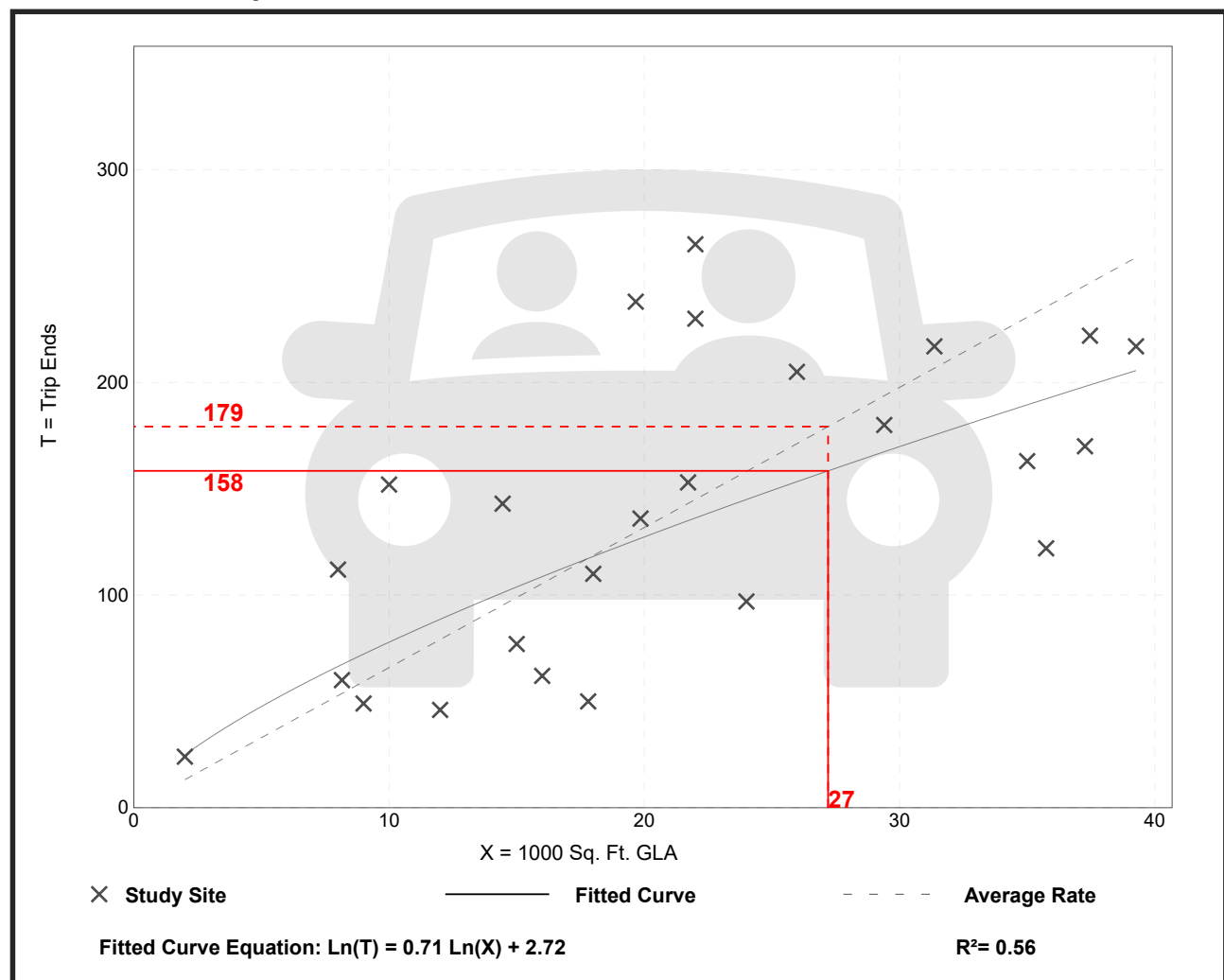
Strip Retail Plaza (<40k) (822)

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

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



Attachment B
FDOT Quality/LOS Handbook

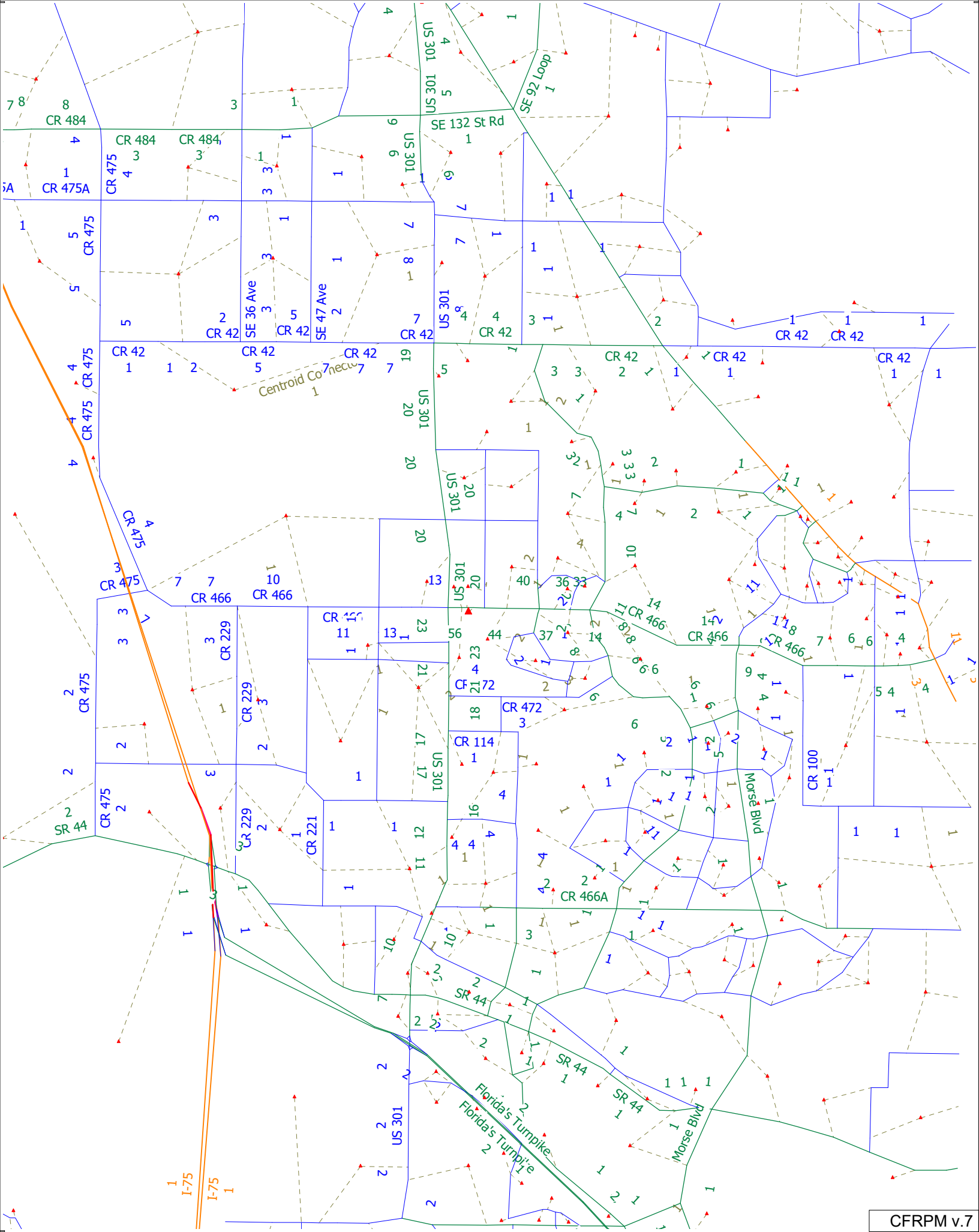
TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's
Urbanized Areas¹

January 2020

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	1,510	1,600	**	4	4,050	5,640	6,800	7,420	
4	Divided	*	3,420	3,580	**	6	5,960	8,310	10,220	11,150	
6	Divided	*	5,250	5,390	**	8	7,840	10,960	13,620	14,850	
8	Divided	*	7,090	7,210	**	10	9,800	13,510	17,040	18,580	
						12	11,600	16,350	20,930	23,200	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	660	1,330	1,410	4	4,130	5,640	7,070	7,690	
4	Divided	*	1,310	2,920	3,040	6	6,200	8,450	10,510	11,530	
6	Divided	*	2,090	4,500	4,590	8	8,270	11,270	13,960	15,380	
8	Divided	*	2,880	6,060	6,130	10	10,350	14,110	17,310	19,220	
Non-State Signalized Roadway Adjustments						Freeway Adjustments					
(Alter corresponding state volumes by the indicated percent.)						Auxiliary Lanes					
Non-State Signalized Roadways						Present in Both Directions					
						+ 1,800					
Ramp Metering						+ 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
2	Divided	Yes	No	+5%		2	Undivided	1,050	1,620	2,180	2,930
2	Undivided	No	No	-20%		4	Divided	3,270	4,730	5,960	6,780
Multi	Undivided	Yes	No	-5%		6	Divided	4,910	7,090	8,950	10,180
Multi	Undivided	No	No	-25%							
—	—	—	Yes	+ 5%							
One-Way Facility Adjustment						Uninterrupted Flow Highway Adjustments					
Multiply the corresponding two-directional volumes in this table by 0.6						Lanes	Median	Exclusive left lanes	Adjustment factors		
						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE ²						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.					
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						² Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.					
Paved						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
Shoulder/Bicycle						* Cannot be achieved using table input value defaults.					
Lane Coverage	B	C	D	E		** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
0-49%	*	260	680	1,770		Source:					
50-84%	190	600	1,770	>1,770		Florida Department of Transportation					
85-100%	830	1,700	>1,770			Systems Implementation Office					
PEDESTRIAN MODE ²						https://www.fdot.gov/planning/systems/					
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage	B	C	D	E							
0-49%	*	*	250	850							
50-84%	*	150	780	1,420							
85-100%	340	960	1,560	>1,770							
BUS MODE (Scheduled Fixed Route) ³											
(Buses in peak hour in peak direction)											
Sidewalk Coverage	B	C	D	E							
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							

Attachment C
Model Distribution Plots

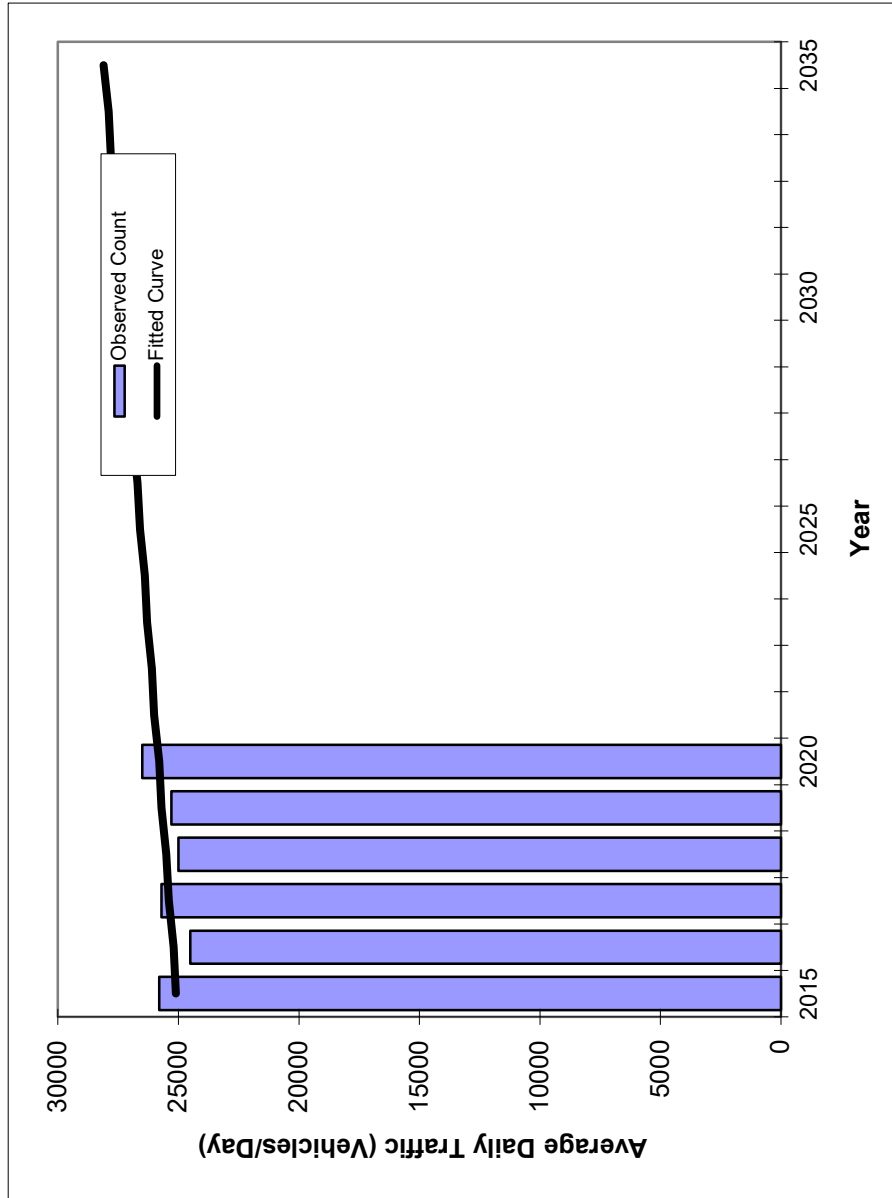


Attachment D
Trends Analysis Charts

Traffic Trends - V03.a **C-466E, 300' west of RR --**

FIN#	1234
Location	1

County:	Sumter (18)
Station #:	22
Highway:	C-466E, 300' west of RR



Traffic (ADT/AADT)		
Year	Count*	Trend**
2015	25800	25100
2016	24500	25200
2017	25700	25400
2018	25000	25500
2019	25300	25700
2020	26500	25800
2023 Opening Year Trend		
2023	N/A	26300
2025 Mid-Year Trend		
2025	N/A	26600
2027 Design Year Trend		
2027	N/A	26900
TRANPLAN Forecasts/Trends		

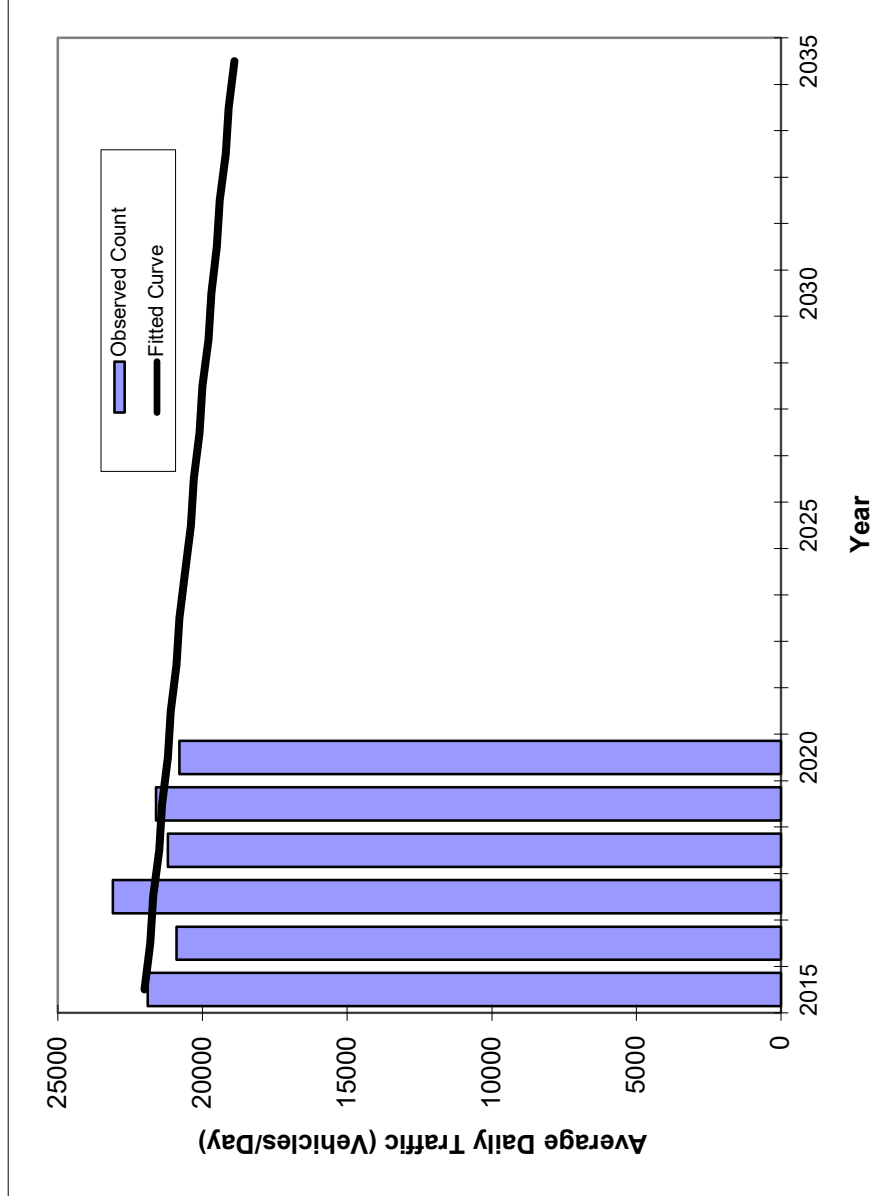
** Annual Trend Increase:	149
Trend R-squared:	16.01%
Trend Annual Historic Growth Rate:	0.56%
Trend Growth Rate (2020 to Design Year):	0.61%
Printed:	20-May-22
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a C-466E, 300' West of CR 103 --

FIN#	1234
Location	1

County:	Sumter (18)
Station #:	25
Highway:	C-466E, 300' West of CR 103



Traffic (ADT/AADT)		
Year	Count*	Trend**
2015	21900	22000
2016	20900	21800
2017	23100	21700
2018	21200	21500
2019	21600	21400
2020	20800	21200
2023 Opening Year Trend		
2023	N/A	20800
2025 Mid-Year Trend		
2025	N/A	20400
2027 Design Year Trend		
2027	N/A	20100
TRANPLAN Forecasts/Trends		

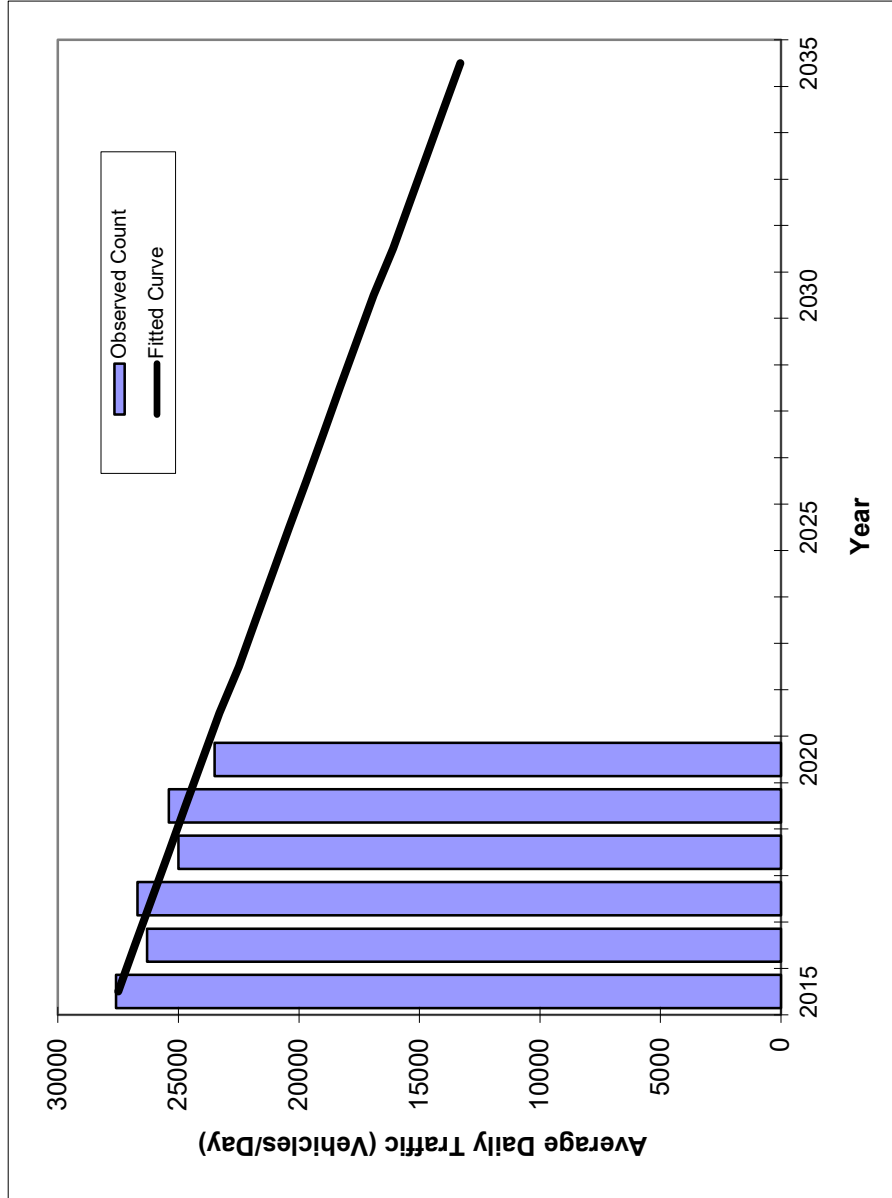
** Annual Trend Increase:	-151
Trend R-squared:	11.06%
Trend Annual Historic Growth Rate:	-0.73%
Trend Growth Rate (2020 to Design Year):	-0.74%
Printed:	20-May-22
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a C-466E, 200' West of CR 101 --

FIN#	1234
Location	1

County:	Sumter (18)
Station #:	31
Highway:	C-466E, 200' West of CR 101



Traffic (ADT/AADT)		
Year	Count*	Trend**
2015	27600	27500
2016	26300	26800
2017	26700	26100
2018	25000	25400
2019	25400	24700
2020	23500	24000
2023 Opening Year Trend		
2023	N/A	21800
2025 Mid-Year Trend		
2025	N/A	20400
2027 Design Year Trend		
2027	N/A	19000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-711
Trend R-squared:	85.37%
Trend Annual Historic Growth Rate:	-2.55%
Trend Growth Rate (2020 to Design Year):	-2.98%
Printed:	20-May-22
Straight Line Growth Option	

APPENDIX B

Sumter County Counts/LOS Capacity Table

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Duration	Yearly ADT						ADT (+/-) Change	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%	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	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%	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	390	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	1228	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%	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%	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%	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	2766	3267	-	4863	49%	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%	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%	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%	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%	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 CR 479	01/27/22	24-HR	6467	7284	6801	6496	-	6930	7%	7:00 AM	501	128	373	0.07	0.74	4:30 PM	603	405	198	0.09	0.67
44	N C 470	1320' S of CR 400	01/27/22	24-HR	4017	3809	3729	3737	-	3990	7%	7:00 AM	313	129	184	0.08	0.59	4:30 PM	375	207	168	0.09	0.55
45	N C 470	300' S of W SR 44	01/27/22	24-HR	2840	3068	3305	3964	-	3592	-9%	6:45 AM	271	138	133	0.08	0.51	4:30 PM	360	177	183	0.10	0.51
46	C 472	325' W of R/R Tracks	01/20/22	24-HR	5158	5054	5422	5646	-	6086	8%	7:15 AM	548	401	147	0.09	0.73	2:30 PM	547	329	218	0.09	0.60
47	C 472	500' W of CR 115	01/20/22	24-HR	6681	6149	6737	7103	-	7136	0%	7:30 AM	558	411	147	0.08	0.74	4:45 PM	643	278	365	0.09	0.57
48	N C 475	700' S of W C 462	01/27/22	24-HR	4010	4429	4845	5210	-	5588	7%	7:00 AM	454	290	164	0.08	0.64	4:45 PM	558	239	319	0.10	0.57
49	N C 475	1320' S of Marion County Line	01/27/22	24-HR	4187	5354	5787	6282	-	7106	13%	7:00 AM	562	273	289	0.08	0.51	4:30 PM	658	350	308	0.09	0.53
50	S C 475	200' N of W CR 532	02/10/22	24-HR	4250	4021	-	3873	-	5297	37%	7:30 AM	412	177	235	0.08	0.57	4:15 PM	528	314	214	0.10	0.59
51	S C 475	2500' S of W CR 532	02/24/22	24-HR	4973	4587	-	4652	-	5681	22%	7:30 AM	464	207	257	0.08	0.55	4:15 PM	531	308	223	0.09	0.58

Sumter County Annual Traffic Counts

2022 Volumes Summary

TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's
Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	830	880	**	2	2,230	3,100	3,740	4,080	
2	Divided	*	1,910	2,000	**	3	3,280	4,570	5,620	6,130	
3	Divided	*	2,940	3,020	**	4	4,310	6,030	7,490	8,170	
4	Divided	*	3,970	4,040	**	5	5,390	7,430	9,370	10,220	
						6	6,380	8,990	11,510	12,760	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	370	750	800	2	2,270	3,100	3,890	4,230	
2	Divided	*	730	1,630	1,700	3	3,410	4,650	5,780	6,340	
3	Divided	*	1,170	2,520	2,560	4	4,550	6,200	7,680	8,460	
4	Divided	*	1,610	3,390	3,420	5	5,690	7,760	9,520	10,570	
Non-State Signalized Roadway Adjustments						Freeway Adjustments					
(Alter corresponding state volumes by the indicated percent.)						Auxiliary Lane		Ramp Metering			
Non-State Signalized Roadways - 10%						+ 1,000		+ 5%			
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
1	Divided	Yes	No	+5%		1	Undivided	580	890	1,200	1,610
1	Undivided	No	No	-20%		2	Divided	1,800	2,600	3,280	3,730
Multi	Undivided	Yes	No	-5%		3	Divided	2,700	3,900	4,920	5,600
Multi	Undivided	No	No	-25%							
—	—	—	Yes	+ 5%							
One-Way Facility Adjustment						Uninterrupted Flow Highway Adjustments					
Multiply the corresponding directional volumes in this table by 1.2						Lanes	Median	Exclusive left lanes	Adjustment factors		
						1	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE ²						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual. ² Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility. ³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow. * Cannot be achieved using table input value defaults. ** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults. Source: Florida Department of Transportation Systems Implementation Office https://www.fdot.gov/planning/systems/					
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Paved											
Shoulder/Bicycle											
Lane Coverage	B	C	D	E							
0-49%	*	150	390	1,000							
50-84%	110	340	1,000	>1,000							
85-100%	470	1,000	>1,000	**							
PEDESTRIAN MODE ²											
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage	B	C	D	E							
0-49%	*	*	140	480							
50-84%	*	80	440	800							
85-100%	200	540	880	>1,000							
BUS MODE (Scheduled Fixed Route) ³											
(Buses in peak hour in peak direction)											
Sidewalk Coverage	B	C	D	E							
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							

APPENDIX C

Intersection Traffic Counts/Adjustment Factors

National Data & Surveying Services Intersection Turning Movement Count

Location: US 301/SR 35 & CR 466
City: Oxford
Control: Signalized

Project ID: 22-130151-001
Date: 5/26/2022

Data - Total

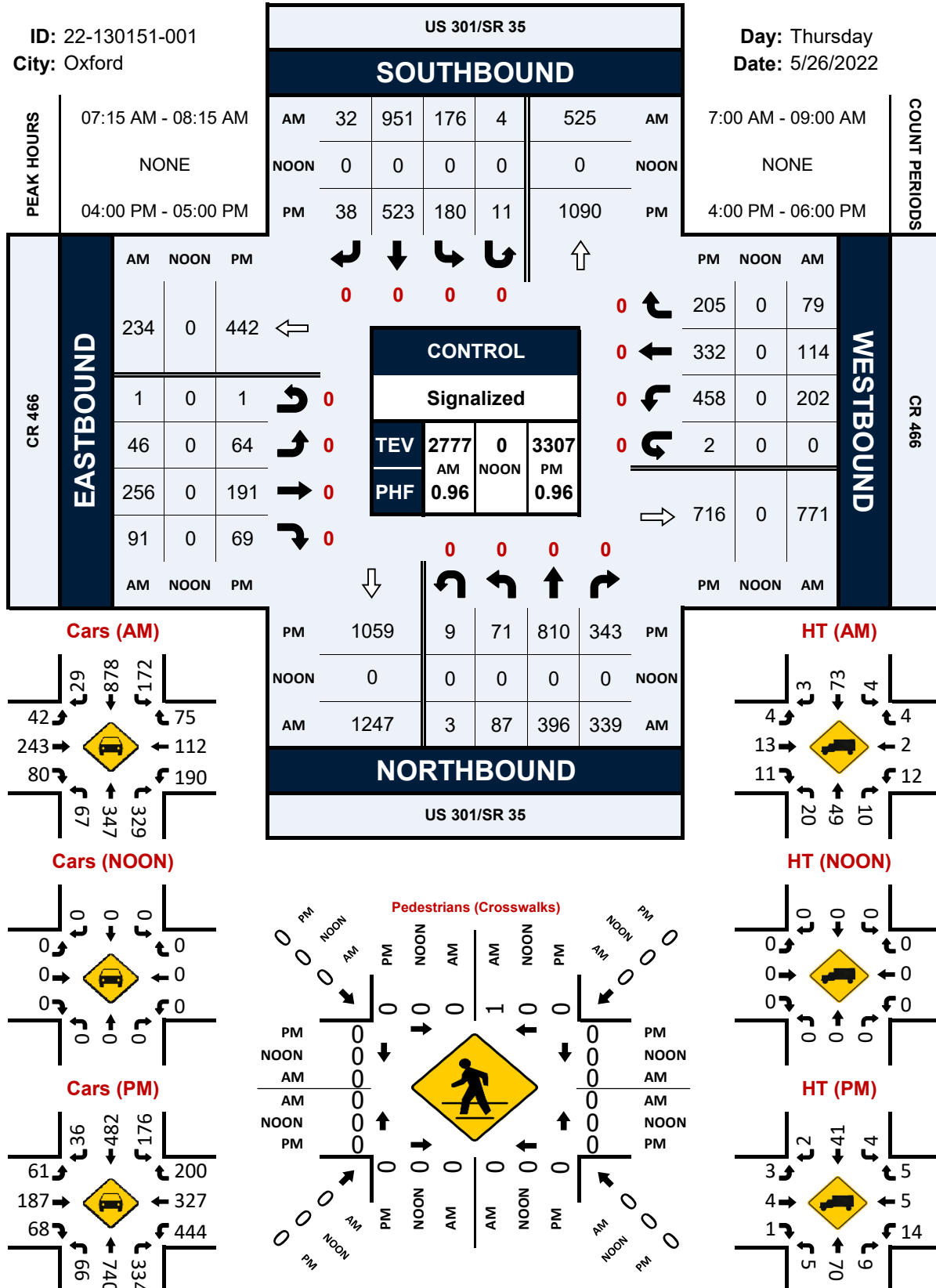
NS/EW Streets:	US 301/SR 35				US 301/SR 35				CR 466				CR 466				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	18	85	53	0	23	233	5	0	8	54	17	0	37	30	19	0	582
7:15 AM	27	101	81	0	34	234	11	2	12	47	24	0	53	25	21	0	672
7:30 AM	24	96	91	2	43	265	6	0	15	65	18	0	56	21	18	0	720
7:45 AM	20	100	94	0	49	242	7	0	13	73	30	1	43	33	21	0	726
8:00 AM	16	99	73	1	50	210	8	2	6	71	19	0	50	35	19	0	659
8:15 AM	27	94	83	1	36	199	7	0	11	59	10	0	73	21	24	0	645
8:30 AM	13	112	70	1	45	208	4	1	8	62	27	1	51	39	26	0	668
8:45 AM	23	102	91	4	41	163	6	2	6	54	22	1	77	39	29	0	660
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	168	789	636	9	321	1754	54	7	79	485	167	3	440	243	177	0	5332
	10.49%	49.25%	39.70%	0.56%	15.03%	82.12%	2.53%	0.33%	10.76%	66.08%	22.75%	0.41%	51.16%	28.26%	20.58%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	87	396	339	3	176	951	32	4	46	256	91	1	202	114	79	0	2777
PEAK HR FACTOR :	0.806	0.980	0.902	0.375	0.880	0.897	0.727	0.500	0.767	0.877	0.758	0.250	0.902	0.814	0.940	0.000	0.956
	0.964				0.926				0.842				0.950				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	17	230	85	3	50	140	13	2	12	49	20	1	103	57	51	1	834
4:15 PM	17	208	90	3	40	119	6	2	24	45	19	0	144	98	48	0	863
4:30 PM	17	200	86	1	49	138	8	4	13	56	18	0	92	85	45	1	813
4:45 PM	20	172	82	2	41	126	11	3	15	41	12	0	119	92	61	0	797
5:00 PM	24	227	94	1	40	120	19	1	13	52	11	0	108	73	43	0	826
5:15 PM	16	202	72	3	48	139	14	0	8	70	14	0	106	102	45	1	840
5:30 PM	23	243	94	0	33	108	20	2	25	43	13	0	113	57	37	1	812
5:45 PM	19	163	69	2	36	93	13	1	15	49	10	2	114	82	42	0	710
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	153	1645	672	15	337	983	104	15	125	405	117	3	899	646	372	4	6495
	6.16%	66.20%	27.04%	0.60%	23.42%	68.31%	7.23%	1.04%	19.23%	62.31%	18.00%	0.46%	46.80%	33.63%	19.36%	0.21%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	71	810	343	9	180	523	38	11	64	191	69	1	458	332	205	2	3307
PEAK HR FACTOR :	0.888	0.880	0.953	0.750	0.900	0.934	0.731	0.688	0.667	0.853	0.863	0.250	0.795	0.847	0.840	0.500	0.958
	0.920				0.917				0.923				0.859				

US 301/SR 35 & CR 466

Peak Hour Turning Movement Count

ID: 22-130151-001
City: Oxford

Day: Thursday
Date: 5/26/2022





National Data & Surveying Services

Site Code: 22-130151-001

Date: 05/26/2022

Weather: Sunny

City: Oxford

County: Sumter

Count Times: 07:00 - 09:00

16:00 - 18:00

Control: Signalized

SIGNAL TIMING

PHASES	1	2	3
NL/SL	00:21	00:12	00:19
SL/ST	00:17	00:13	00:19
NT/ST	01:08	01:12	01:06
EL/WL	00:51	00:54	00:26
WL/WT	-	-	00:35
ET/WT	00:52	00:38	00:53

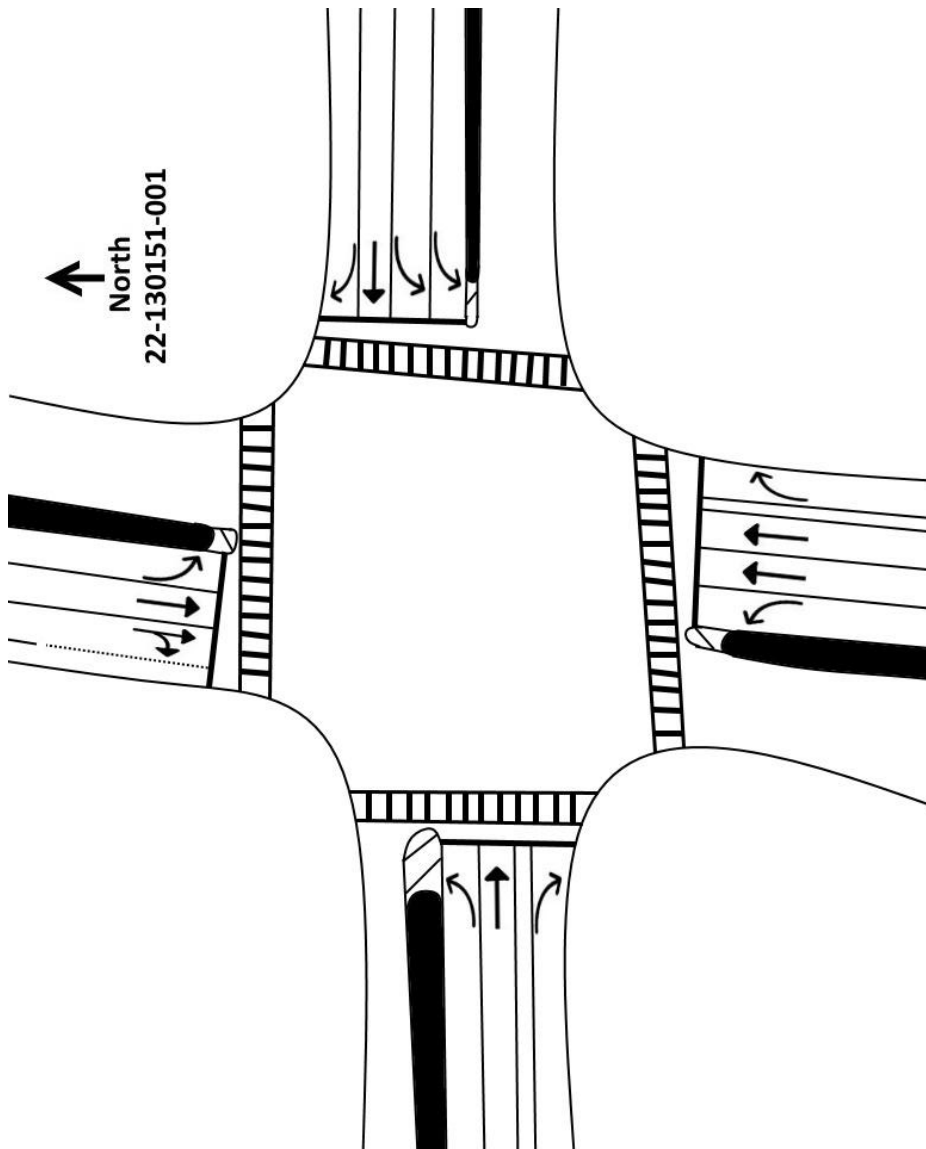


N/S Street: US 301/SR 35

Speed: 45 MPH

E/W Street: CR 466

Speed: 35 MPH



National Data & Surveying Services Intersection Turning Movement Count

Location: CR 105 & Sumter County Rd 466 E
City: Oxford
Control: Signalized

Project ID: 22-130203-001
Date: 7/27/2022

Data - Total

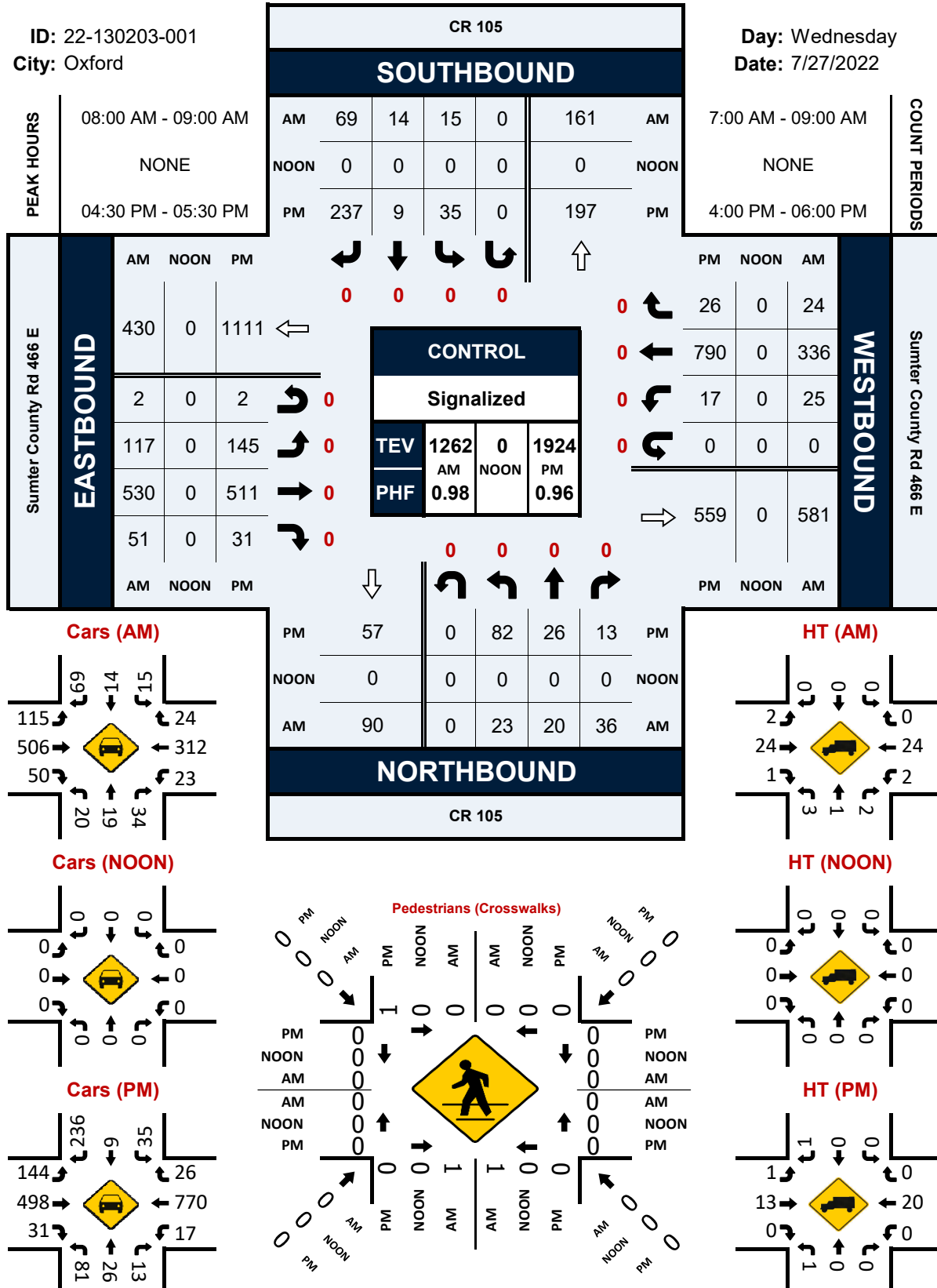
NS/EW Streets:	CR 105				CR 105				Sumter County Rd 466 E				Sumter County Rd 466 E				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	8	3	0	0	0	2	15	0	26	143	2	1	0	79	1	0	280
7:15 AM	3	4	2	0	0	1	16	0	26	148	8	1	1	80	2	0	292
7:30 AM	6	4	3	0	1	3	16	0	26	157	5	0	2	76	0	0	299
7:45 AM	11	2	1	0	1	0	17	0	26	164	7	1	3	63	3	0	299
8:00 AM	6	1	1	0	0	1	16	0	34	161	6	0	5	90	1	0	322
8:15 AM	5	4	3	0	5	2	9	0	30	138	10	2	2	85	1	0	296
8:30 AM	8	4	1	0	2	4	23	0	26	151	9	0	2	90	3	0	323
8:45 AM	4	11	31	0	8	7	21	0	27	80	26	0	16	71	19	0	321
TOTAL VOLUMES :	51	33	42	0	17	20	133	0	221	1142	73	5	31	634	30	0	2432
APPROACH %'s :	40.48%	26.19%	33.33%	0.00%	10.00%	11.76%	78.24%	0.00%	15.34%	79.25%	5.07%	0.35%	4.46%	91.22%	4.32%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	23	20	36	0	15	14	69	0	117	530	51	2	25	336	24	0	1262
PEAK HR FACTOR :	0.719	0.455	0.290	0.000	0.469	0.500	0.750	0.000	0.860	0.823	0.490	0.250	0.391	0.933	0.316	0.000	0.977
	0.429				0.681				0.871				0.908				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	21	5	5	0	10	3	67	0	41	122	4	0	2	187	8	0	475
4:15 PM	17	2	6	0	10	3	51	0	30	129	9	0	1	172	7	0	437
4:30 PM	22	8	2	0	9	3	57	0	41	133	11	1	6	162	6	0	461
4:45 PM	13	6	5	0	7	1	48	0	38	121	10	0	2	217	8	0	476
5:00 PM	33	6	5	0	13	3	77	0	38	127	5	1	2	185	8	0	503
5:15 PM	14	6	1	0	6	2	55	0	28	130	5	0	7	226	4	0	484
5:30 PM	14	2	4	0	4	1	52	0	47	122	6	0	2	167	5	0	426
5:45 PM	8	0	5	0	7	3	50	0	28	96	1	0	3	171	4	0	376
TOTAL VOLUMES :	142	35	33	0	66	19	457	0	291	980	51	2	25	1487	50	0	3638
APPROACH %'s :	67.62%	16.67%	15.71%	0.00%	12.18%	3.51%	84.32%	0.00%	21.98%	74.02%	3.85%	0.15%	1.60%	95.20%	3.20%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	82	26	13	0	35	9	237	0	145	511	31	2	17	790	26	0	1924
PEAK HR FACTOR :	0.621	0.813	0.650	0.000	0.673	0.750	0.769	0.000	0.884	0.961	0.705	0.500	0.607	0.874	0.813	0.000	0.956
	0.688				0.755				0.926				0.879				

CR 105 & Sumter County Rd 466 E

Peak Hour Turning Movement Count

ID: 22-130203-001
City: Oxford

Day: Wednesday
Date: 7/27/2022





National Data & Surveying Services

Site Code: 22-130203-001

Date: 07/27/2022

Weather: Sunny

City: Oxford

County: Sumter

Count Times: 07:00 - 09:00

16:00 - 18:00

Control: Signalized

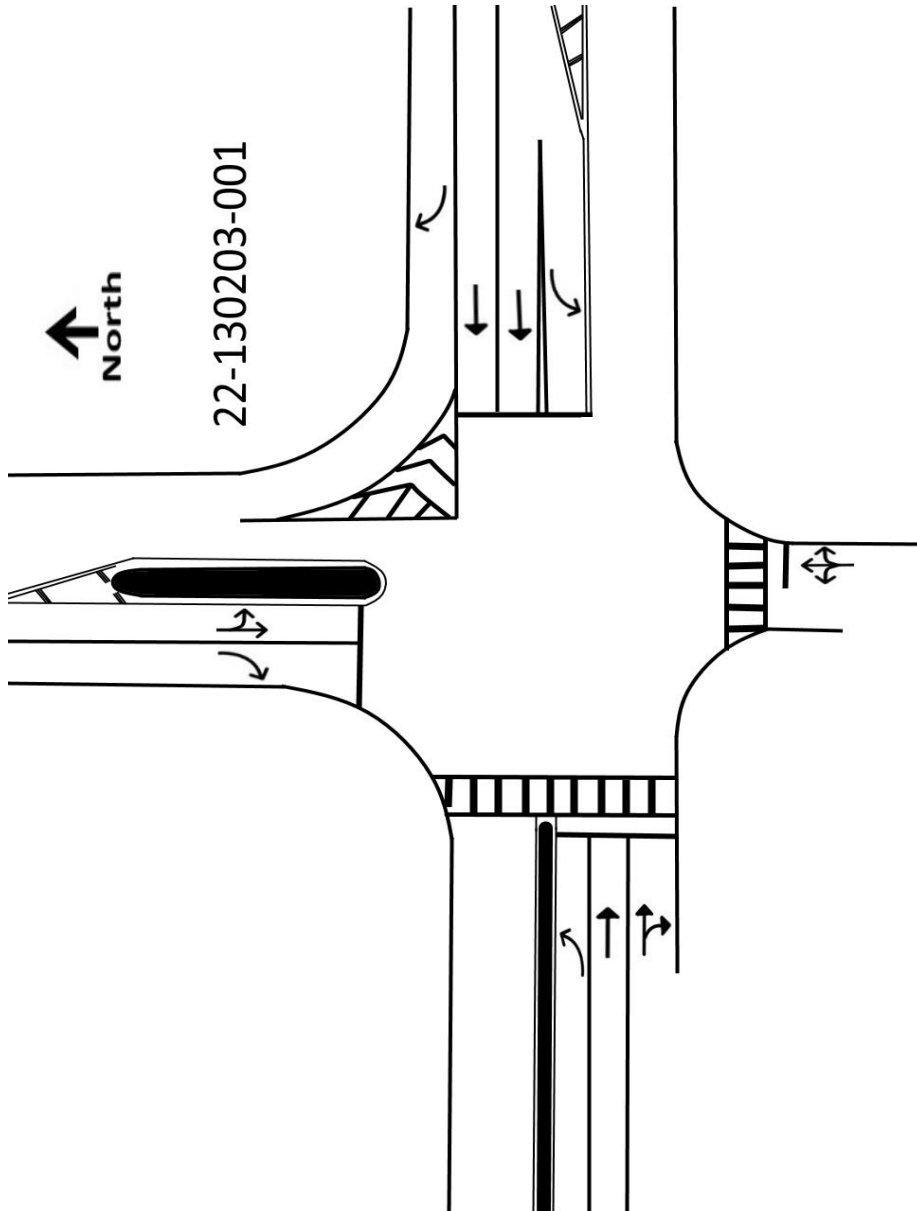
SIGNAL TIMING

PHASES	1	2	3
NT/ST	00:31	00:33	00:20
EL/WL	00:13	-	-
EL/ET	00:08	00:25	-
ET/WT	00:36	00:39	00:41



N/S Street: CR 105

Speed: 35 MPH



E/W Street: Sumter County Rd 466 E

Speed: 45 MPH

National Data & Surveying Services Intersection Turning Movement Count

Location: CR 105 & Sumter County Rd 106
City: Oxford
Control: 1-Way Stop (SB)

Project ID: 22-130203-002
Date: 7/27/2022

Data - Total

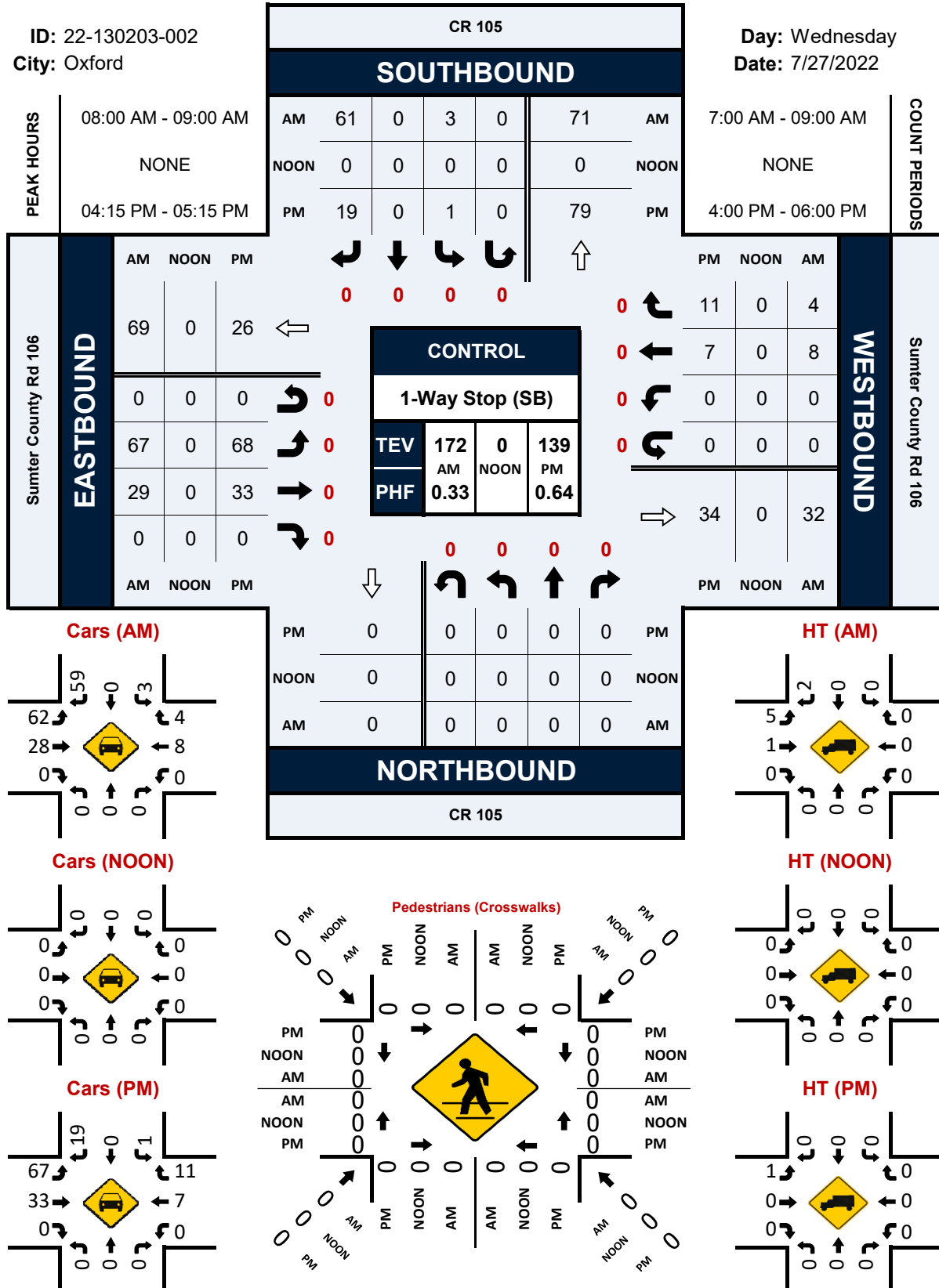
NS/EW Streets:	CR 105				CR 105				Sumter County Rd 106				Sumter County Rd 106				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	6	2	0	0	0	1	0	0	9
7:15 AM	0	0	0	0	0	0	2	0	6	5	0	0	0	1	0	0	14
7:30 AM	0	0	0	0	1	0	2	0	7	2	0	0	0	1	0	0	13
7:45 AM	0	0	0	0	0	0	2	0	9	1	0	0	0	5	1	0	18
8:00 AM	0	0	0	0	0	0	3	0	1	3	0	0	0	0	4	0	11
8:15 AM	0	0	0	0	0	0	4	0	6	3	0	0	0	0	0	0	13
8:30 AM	0	0	0	0	1	0	6	0	9	1	0	0	0	1	0	0	18
8:45 AM	0	0	0	0	2	0	48	0	51	22	0	0	0	7	0	0	130
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	4	0	67	0	95	39	0	0	0	16	5	0	226
PEAK HR :	08:00 AM - 09:00 AM				3	0	61	0	67	29	0	0	0	8	4	0	172
PEAK HR VOL :	0	0	0	0	0.375	0.000	0.318	0.000	0.328	0.330	0.000	0.000	0.000	0.286	0.250	0.000	0.331
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.320				0.329				0.429				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	3	0	19	4	0	0	0	2	1	0	29
4:15 PM	0	0	0	0	0	0	5	0	17	5	0	0	0	1	1	0	29
4:30 PM	0	0	0	0	0	0	7	0	16	3	0	0	0	3	2	0	31
4:45 PM	0	0	0	0	0	0	3	0	8	11	0	0	0	1	2	0	25
5:00 PM	0	0	0	0	1	0	4	0	27	14	0	0	0	2	6	0	54
5:15 PM	0	0	0	0	0	0	4	0	4	3	0	0	0	1	0	0	12
5:30 PM	0	0	0	0	0	0	4	0	15	5	0	0	0	1	0	0	25
5:45 PM	0	0	0	0	0	0	2	0	6	3	0	0	0	4	0	0	15
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1	0	32	0	112	48	0	0	0	15	12	0	220
PEAK HR :	04:15 PM - 05:15 PM				3.03%	0.00%	96.97%	0.00%	70.00%	30.00%	0.00%	0.00%	0.00%	55.56%	44.44%	0.00%	
PEAK HR VOL :	0	0	0	0	1	0	19	0	68	33	0	0	0	7	11	0	139
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.679	0.000	0.630	0.589	0.000	0.000	0.000	0.583	0.458	0.000	0.644
					0.714				0.616				0.563				

CR 105 & Sumter County Rd 106

Peak Hour Turning Movement Count

ID: 22-130203-002
City: Oxford

Day: Wednesday
Date: 7/27/2022





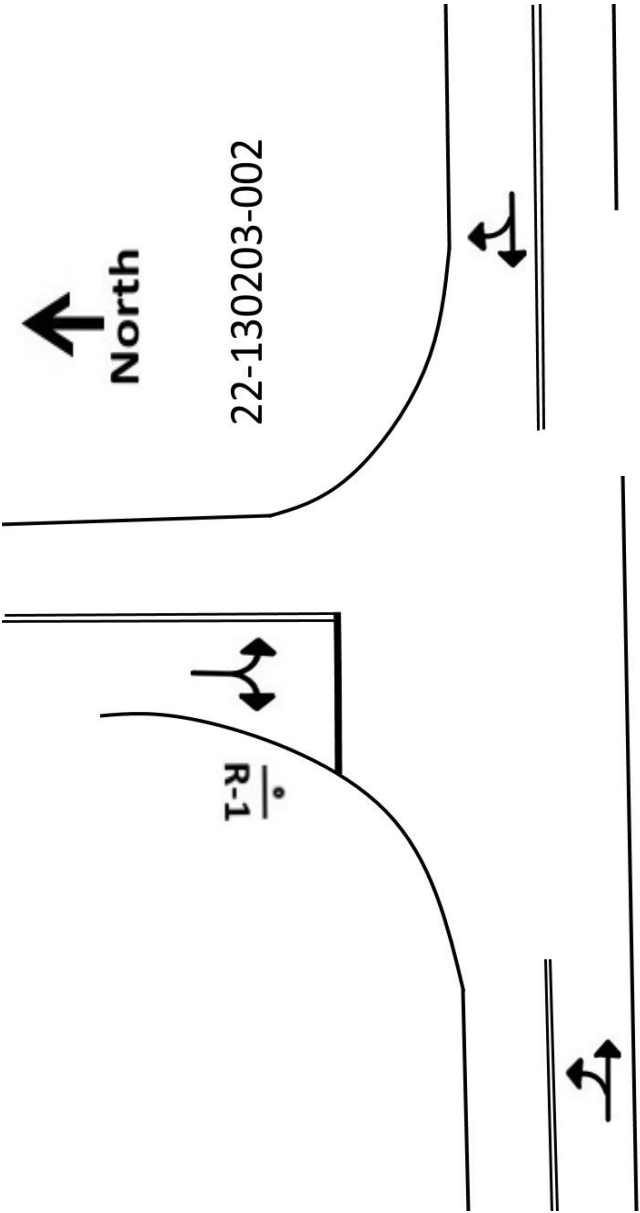
National Data & Surveying Services

Site Code: 22-130203-002
Date: 07/27/2022
Weather: Sunny
City: Oxford
County: Sumter
Count Times: 07:00 - 09:00
16:00 - 18:00
Control: 1-Way Stop(SB)



N/S Street: CR 105

Speed: 35 MPH



E/W Street: Sumter County Rd 106

Speed: 20 MPH



EAGLE EPAC TIMING SHEET

COORDINATION SETTINGS

CONTROLLER SETTINGS

Mvmt.	Timing Function	Min Initial	Green Passage	Max I	Green II	Yellow Clear	All Red	Walk	F.D.W.	Recall	Det. Func.	Dial 1	Dial	Dial	
												AVC	2/AM	3/PM	
1		6	3.0	30	30	5.1	22				Lock	Split Sec	Split Sec	Split Sec	
2		15	3.0	60	78	5.1	22	7	19	min	Non Lock				
3		8	3.0	20	14	4.1	27				Lock				
4		8	3.0	35	80	4.8	20	7	23		Non Lock				
5		10	3.0	30	44	4.8	21				Lock				
6		15	3.0	47	46	5.1	2.2	7	20	min	Non Lock				
7		8	3.0	38	63	4.8	2.9				Lock				
8		8	3.0	35	28	4.1	2.0	7	26		Non Lock				
5003 INTERSECTION: US 301 & CR 466												Off Set			
DATE: June 2019															



EAGLE EPAC TIMING SHEET

CONTROLLER SETTINGS

COORDINATION SETTINGS

Mvmt.	Timing Function	Min Initial	Green Passage	Max I	Green II	Yellow Clear	All Red	Walk	F.D.W.	Recall	Det. Func.	Dial 1			Dial 2			Dial 3		
												AVC	Split Sec	Split Sec	2/AM	Split Sec	Split Sec	3/PM		
1		7	3.0	20	30	4.8	2.0				Lock									
2		15	3.0	34	50	4.8	2.0			min	Non Lock									
3		5	3.0	7	30	4.0	2.0				Lock									
4		10	3.0	14	50	4.0	2.2				Non Lock									
5		7	3.0	15	30	4.8	2.0				Lock									
6		15	3.0	36	50	4.8	2.0	7	9	min	Non Lock									
7											Lock									
8		10	3.0	24	50	4.0	2.1	7	20		Non Lock									

5047
INTERSECTION:
CR466 & CR105

DATE: June 2019

Off Set

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

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

* PEAK SEASON

08-MAR-2022 12:36:27

830UPD

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APPENDIX D

Existing HCS Capacity Worksheets

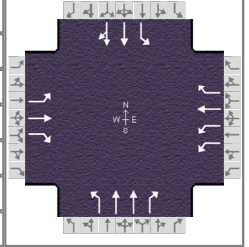
HCS7 Signalized Intersection Results Summary

General Information

Agency	TPD, Inc.		
Analyst	SS	Analysis Date	8/17/2022
Jurisdiction	Sumter County	Time Period	Existing AM
Urban Street	US 301	Analysis Year	2022
Intersection	CR 466	File Name	US 301 & CR 466
Project Description	5653		

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.96
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	47	256	91	202	114	79	90	396	339	180	951	32

Signal Information

Cycle, s	96.7	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	5.7	3.8	31.7	5.9	3.8	18.3		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.1	0.0	5.1	4.1	0.0	4.1		
				Red	2.2	0.0	2.2	2.7	0.0	2.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	12.7	24.4	16.5	28.2	13.0	39.0	16.8	42.8
Change Period, ($Y+R_c$), s	6.8	6.8	7.7	6.8	7.3	7.3	6.9	7.3
Max Allow Headway (MAH), s	4.1	4.1	4.1	4.1	4.0	4.0	4.0	4.0
Queue Clearance Time (g_s), s	4.8	15.6	7.9	7.1	6.0	20.8	8.5	26.9
Green Extension Time (g_e), s	0.1	1.9	0.8	2.1	0.2	8.0	0.6	8.5
Phase Call Probability	0.73	1.00	1.00	1.00	0.92	1.00	0.99	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.07

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	49	267	95	210	119	82	94	413	353	188	515	509
Adjusted Saturation Flow Rate (s), veh/h/ln	1654	1826	1459	1675	1870	1547	1499	1639	1572	1781	1781	1761
Queue Service Time (g_s), s	2.8	13.6	5.5	5.9	5.1	4.2	4.0	9.4	18.8	6.5	24.9	24.9
Cycle Queue Clearance Time (g_c), s	2.8	13.6	5.5	5.9	5.1	4.2	4.0	9.4	18.8	6.5	24.9	24.9
Green Ratio (g/C)	0.06	0.18	0.18	0.09	0.22	0.22	0.39	0.33	0.33	0.43	0.37	0.37
Capacity (c), veh/h	101	332	266	304	414	342	205	1077	517	485	655	647
Volume-to-Capacity Ratio (X)	0.487	0.802	0.357	0.692	0.287	0.240	0.457	0.383	0.684	0.387	0.786	0.786
Back of Queue (Q), ft/ln (95 th percentile)	59.7	271.6	97.4	118.8	105.4	74.1	72.9	170.3	284.9	115.3	408.3	380.2
Back of Queue (Q), veh/ln (95 th percentile)	2.2	10.4	3.6	4.5	4.2	2.9	2.5	6.2	11.1	4.5	15.4	15.2
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	44.0	38.0	34.7	42.7	31.4	31.0	22.8	25.0	28.2	18.1	27.3	27.3
Incremental Delay (d_2), s/veh	3.6	4.5	0.8	2.8	0.4	0.4	1.6	0.2	1.6	0.5	2.1	2.2
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	47.7	42.5	35.5	45.6	31.8	31.4	24.4	25.2	29.8	18.6	29.4	29.4
Level of Service (LOS)	D	D	D	D	C	C	C	C	C	B	C	C
Approach Delay, s/veh / LOS	41.5	D		38.7	D		27.0	C		27.7	C	
Intersection Delay, s/veh / LOS	31.0						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.45	B		2.29	B		2.28	B		2.11	B	
Bicycle LOS Score / LOS	1.16	A		1.17	A		1.20	A		1.49	A	

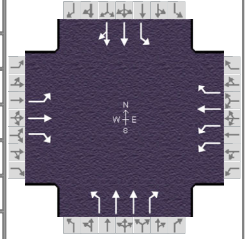
HCS7 Signalized Intersection Results Summary

General Information

Agency	TPD, Inc.		
Analyst	SS	Analysis Date	8/17/2022
Jurisdiction	Sumter County	Time Period	Existing PM
Urban Street	US 301	Analysis Year	2022
Intersection	CR 466	File Name	US 301 & CR 466
Project Description	5653		

Intersection Information

Duration, h	0.25
Area Type	Other
PHF	0.96
Analysis Period	1> 17:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	65	191	69	460	352	205	80	810	343	191	523	38

Signal Information

Cycle, s	108.9	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	5.5	4.7	34.6	7.0	4.9	17.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.1	0.0	5.1	4.1	4.8	4.1		
				Red	2.2	0.0	2.2	2.7	2.9	2.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	13.8	23.1	26.4	35.8	12.8	41.9	17.5	46.6
Change Period, (Y+R _c), s	6.8	6.8	7.7	6.8	7.3	7.3	6.9	7.3
Max Allow Headway (MAH), s	4.1	4.1	4.1	4.1	4.0	4.0	4.0	4.0
Queue Clearance Time (g _s), s	6.1	13.0	16.7	21.5	5.5	26.9	10.0	15.9
Green Extension Time (g _e), s	0.1	3.2	2.0	2.8	0.2	7.6	0.6	9.1
Phase Call Probability	0.87	1.00	1.00	1.00	0.92	1.00	1.00	1.00
Max Out Probability	0.00	0.01	0.00	0.11	0.00	0.22	0.00	0.02

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R			
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12			
Adjusted Flow Rate (v), veh/h	68	199	72	479	367	214	83	844	357	199	295	289			
Adjusted Saturation Flow Rate (s), veh/h/ln	1739	1870	1598	1716	1870	1585	1725	1682	1572	1781	1781	1739			
Queue Service Time (g_s), s	4.1	11.0	4.4	14.7	19.5	12.5	3.5	24.9	21.9	8.0	13.9	13.9			
Cycle Queue Clearance Time (g_c), s	4.1	11.0	4.4	14.7	19.5	12.5	3.5	24.9	21.9	8.0	13.9	13.9			
Green Ratio (g/C)	0.06	0.15	0.15	0.17	0.27	0.27	0.37	0.32	0.32	0.42	0.36	0.36			
Capacity (c), veh/h	111	280	239	591	498	422	327	1069	500	298	643	627			
Volume-to-Capacity Ratio (X)	0.608	0.710	0.300	0.811	0.737	0.506	0.255	0.790	0.715	0.668	0.459	0.461			
Back of Queue (Q), ft/ln (95 th percentile)	90.9	230.9	79.4	268.3	362.3	214.4	66	405.6	331.4	154.8	255.4	236.2			
Back of Queue (Q), veh/ln (95 th percentile)	3.5	9.1	3.2	10.5	14.3	8.4	2.5	15.1	12.9	6.1	9.6	9.4			
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Uniform Delay (d_1), s/veh	49.8	44.2	41.3	43.5	36.6	34.0	23.5	33.9	32.9	25.1	26.7	26.7			
Incremental Delay (d_2), s/veh	5.3	3.3	0.7	2.7	3.8	0.9	0.4	2.1	2.3	2.6	0.5	0.5			
Initial Queue Delay (d_3), 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			
Control Delay (d), s/veh	55.0	47.5	42.0	46.2	40.4	34.9	23.9	36.1	35.2	27.7	27.2	27.3			
Level of Service (LOS)	E	D	D	D	D	C	C	D	D	C	C	C			
Approach Delay, s/veh / LOS	47.8	D		41.9		D		35.0		D		27.4		C	
Intersection Delay, s/veh / LOS	36.7						D								

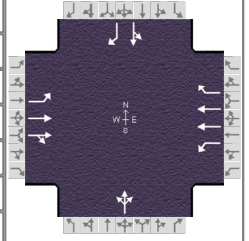
Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.29	B	2.29	B	2.11	B
Bicycle LOS Score / LOS	1.05	A	2.24	B	1.55	B	1.13	A

HCS7 Signalized Intersection Results Summary

General Information

Agency	TPD, Inc.		
Analyst	SS	Analysis Date	8/17/2022
Jurisdiction	Sumter County	Time Period	Existing AM
Urban Street	CR 466	Analysis Year	2022
Intersection	CR 105	File Name	CR 466 & CR 105
Project Description	5653		



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	120	535	52	25	339	24	23	20	36	15	14	70

Signal Information

Cycle, s	69.9	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	2.7	3.6	34.0	9.7	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.8	0.0	4.8	4.0	0.0	0.0		
				Red	2.0	0.0	2.0	2.2	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4	3	8
Case Number	2.0	4.0	2.0	3.0		8.3	12.0	13.0
Phase Duration, s	13.2	44.4	9.5	40.8		15.9	0.0	15.9
Change Period, ($Y+R_c$), s	6.8	6.8	6.8	6.8		6.2	6.0	6.2
Max Allow Headway (MAH), s	4.0	4.0	4.0	4.0		4.2	0.0	4.2
Queue Clearance Time (g_s), s	6.7	8.5	3.0	6.0		5.0		4.8
Green Extension Time (g_e), s	0.3	3.7	0.0	3.7		0.4	0.0	0.5
Phase Call Probability	0.91	1.00	0.39	1.00		0.97		0.97
Max Out Probability	0.00	0.00	0.00	0.00		0.03		0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	122	304	295	26	346	24		81			30	71
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1826	1769	1697	1710			1601			1645	1610
Queue Service Time (g_s), s	4.7	6.4	6.5	1.0	4.0			0.0			1.0	2.8
Cycle Queue Clearance Time (g_c), s	4.7	6.4	6.5	1.0	4.0			3.0			1.0	2.8
Green Ratio (g/C)	0.81	0.54	0.54	0.04	0.49			0.14			0.14	0.14
Capacity (c), veh/h	162	983	952	66	1665			289			307	224
Volume-to-Capacity Ratio (X)	0.756	0.309	0.310	0.384	0.208			0.279			0.096	0.319
Back of Queue (Q), ft/ln (95 th percentile)	99	93.8	88.2	21.9	61.3			55.8			18.8	47.9
Back of Queue (Q), veh/ln (95 th percentile)	3.9	3.6	3.5	0.8	2.3			2.1			0.8	1.9
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00			0.00			0.00	0.00
Uniform Delay (d_1), s/veh	31.0	8.9	8.9	32.7	10.2			27.2			26.3	27.1
Incremental Delay (d_2), s/veh	7.0	0.2	0.2	3.6	0.3			0.5			0.1	0.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Control Delay (d), s/veh	38.0	9.1	9.1	36.3	10.5	0.0		27.7			26.4	27.9
Level of Service (LOS)	D	A	A	D	B	A		C			C	C
Approach Delay, s/veh / LOS	14.0		B	11.5		B	27.7		C	27.5		C
Intersection Delay, s/veh / LOS	15.2						B					

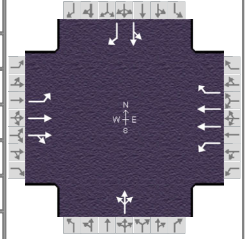
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.65		B	1.89		B	2.44		B	2.29		B
Bicycle LOS Score / LOS	1.08		A	0.81		A	0.62		A	0.65		A

HCS7 Signalized Intersection Results Summary

General Information

Agency	TPD, Inc.		
Analyst	SS	Analysis Date	8/17/2022
Jurisdiction	Sumter County	Time Period	Existing PM
Urban Street	CR 466	Analysis Year	2022
Intersection	CR 105	File Name	CR 466 & CR 105
Project Description	5653		



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	149	516	31	17	798	26	83	26	13	35	9	239

Signal Information

Cycle, s	76.5	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	2.2	6.3	34.0	14.3	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.8	0.0	4.8	4.0	0.0	0.0		
				Red	2.0	0.0	2.0	2.2	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4	3	8
Case Number	2.0	4.0	2.0	3.0		8.3	0.0	13.0
Phase Duration, s	15.2	47.1	9.0	40.8		20.5	0.0	20.5
Change Period, ($Y+R_c$), s	6.8	6.8	6.8	6.8		6.2	6.0	6.2
Max Allow Headway (MAH), s	4.0	3.9	4.0	3.9		4.3	0.0	4.3
Queue Clearance Time (g_s), s	8.4	8.7	2.7	15.1		7.4		13.4
Green Extension Time (g_e), s	0.3	6.2	0.0	5.7		0.9	0.0	0.9
Phase Call Probability	0.96	1.00	0.31	1.00		1.00		1.00
Max Out Probability	0.00	0.04	0.00	0.12		0.37		0.24

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	155	287	282	18	831	27		127			46	249
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1856	1818	1810	1766			1550			1487	1610
Queue Service Time (g_s), s	6.4	6.6	6.7	0.7	13.1			3.8			1.6	11.4
Cycle Queue Clearance Time (g_c), s	6.4	6.6	6.7	0.7	13.1			5.4			1.6	11.4
Green Ratio (g/C)	0.11	0.53	0.53	0.03	0.44			0.19			0.19	0.19
Capacity (c), veh/h	198	976	956	52	1570			368			362	300
Volume-to-Capacity Ratio (X)	0.783	0.294	0.295	0.341	0.530			0.345			0.127	0.829
Back of Queue (Q), ft/ln (95 th percentile)	134.7	103.9	99.8	16.2	213.4			90.7			30.7	211.9
Back of Queue (Q), veh/ln (95 th percentile)	5.3	4.1	4.0	0.6	8.3			3.6			1.2	8.5
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00			0.00			0.00	0.00
Uniform Delay (d_1), s/veh	33.1	10.2	10.2	36.5	15.5			27.4			26.0	29.9
Incremental Delay (d_2), s/veh	6.6	0.2	0.2	3.8	1.3			0.6			0.2	8.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Control Delay (d), s/veh	39.8	10.3	10.4	40.3	16.7	0.0		28.0			26.2	38.2
Level of Service (LOS)	D	B	B	D	B	A		C			C	D
Approach Delay, s/veh / LOS	16.6		B	16.7		B	28.0		C	36.3		D
Intersection Delay, s/veh / LOS	20.2						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.66		B	1.90		B	2.44		B	2.29		B
Bicycle LOS Score / LOS	1.09		A	1.21		A	0.70		A	0.97		A

HCS7 Two-Way Stop-Control Report

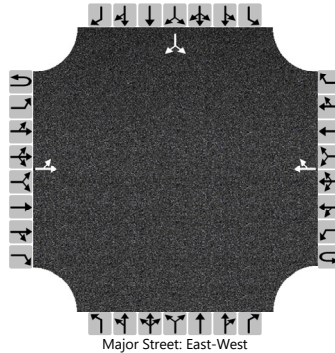
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/16/2022
Analysis Year	2022
Time Analyzed	Existing AM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 105 & CR 106
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	CR 105
Peak Hour Factor	0.33
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		68	29				8	4						3		61
Percent Heavy Vehicles (%)		7												0		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.17												6.40		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.26												3.50		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		206													194	
Capacity, c (veh/h)		1543													979	
v/c Ratio		0.13													0.20	
95% Queue Length, Q ₉₅ (veh)		0.5													0.7	
Control Delay (s/veh)		7.7													9.6	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	5.7												9.6			
Approach LOS													A			

HCS7 Two-Way Stop-Control Report

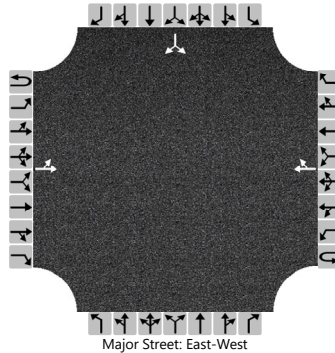
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/16/2022
Analysis Year	2022
Time Analyzed	Existing PM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 105 & CR 106
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	CR 105
Peak Hour Factor	0.64
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		69	33				7	11						1		19
Percent Heavy Vehicles (%)		1												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.11												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.21												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		108													31	
Capacity, c (veh/h)		1592													1032	
v/c Ratio		0.07													0.03	
95% Queue Length, Q ₉₅ (veh)		0.2													0.1	
Control Delay (s/veh)		7.4													8.6	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	5.2												8.6			
Approach LOS													A			

APPENDIX E

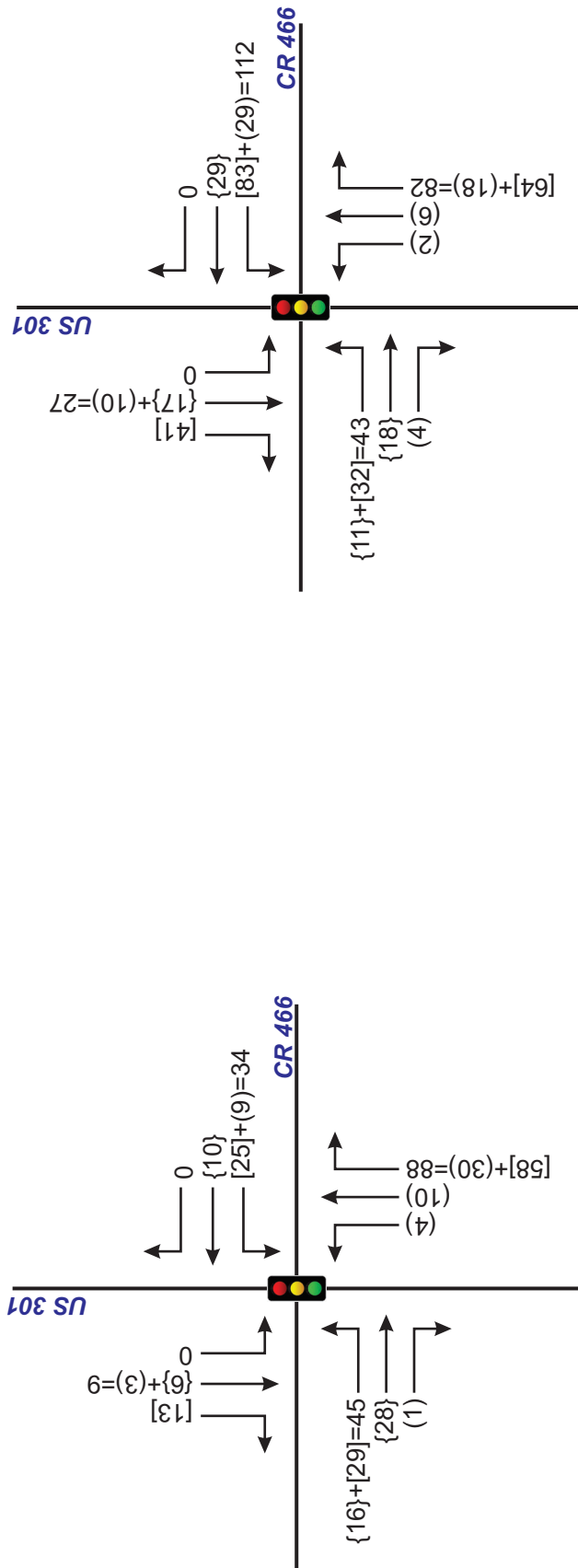
Vested Trip Information

Segment	Twisted Oaks	Oxford Crossings	Wildwood Storage	Oxford Residential	Riverstone	Total
CR 466 - AM						
US 301 to CR 105	83	0	0	30	0	113
CR 106 - AM						
CR 105 to CR 466	0	0	0	0	0	0
CR 466 - PM						
US 301 to CR 105	147	0	0	29	0	176
CR 106 - PM						
CR 105 to CR 466	0	0	0	0	0	0



Committed Trips

Oxford project
Project № 5653
Figure 1



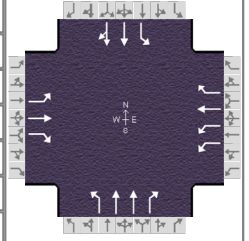
APPENDIX F

Projected HCS Capacities Worksheets

HCS7 Signalized Intersection Results Summary

General Information

Agency	TPD, Inc.			Duration, h
Analyst	SS	Analysis Date	8/17/2022	Area Type
Jurisdiction	Sumter County	Time Period	Projected AM	PHF
Urban Street	US 301	Analysis Year	2022	Analysis Period
Intersection	CR 466	File Name	US 301 & CR 466 - Projected AM.xus	
Project Description	5653			



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	94	298	96	249	132	86	97	422	448	193	998	46

Signal Information

Cycle, s	114.4	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.9	3.4	40.4	8.5	4.1	23.6		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.1	0.0	5.1	4.1	0.0	4.1		
				Red	2.2	0.0	2.2	2.7	0.0	2.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	15.3	29.7	19.4	33.8	14.2	47.7	17.6	51.1
Change Period, ($Y+R_c$), s	6.8	6.8	7.7	6.8	7.3	7.3	6.9	7.3
Max Allow Headway (MAH), s	4.1	4.1	4.1	4.1	4.0	4.0	4.0	4.0
Queue Clearance Time (g_s), s	8.7	20.8	10.6	8.9	6.9	33.3	10.1	33.4
Green Extension Time (g_e), s	0.2	2.0	1.1	2.3	0.3	7.0	0.6	9.5
Phase Call Probability	0.96	1.00	1.00	1.00	0.96	1.00	1.00	1.00
Max Out Probability	0.00	0.04	0.00	0.00	0.00	0.51	0.00	0.20

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	98	310	100	259	138	90	101	440	467	201	548	539
Adjusted Saturation Flow Rate (s), veh/h/ln	1654	1826	1459	1675	1870	1547	1499	1639	1572	1781	1781	1753
Queue Service Time (g_s), s	6.7	18.8	6.7	8.6	6.9	5.4	4.9	11.5	31.3	8.1	31.4	31.4
Cycle Queue Clearance Time (g_c), s	6.7	18.8	6.7	8.6	6.9	5.4	4.9	11.5	31.3	8.1	31.4	31.4
Green Ratio (g/C)	0.07	0.20	0.20	0.10	0.24	0.24	0.41	0.35	0.35	0.45	0.38	0.38
Capacity (c), veh/h	123	366	292	344	442	366	193	1159	556	470	683	672
Volume-to-Capacity Ratio (X)	0.796	0.849	0.342	0.755	0.311	0.245	0.524	0.379	0.840	0.427	0.803	0.803
Back of Queue (Q), ft/ln (95 th percentile)	152.8	366.1	121.2	176.7	146.1	95.9	92.7	213.1	472.4	149	516.7	479.6
Back of Queue (Q), veh/ln (95 th percentile)	5.6	14.1	4.4	6.7	5.8	3.7	3.2	7.8	18.5	5.9	19.4	19.2
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	52.2	44.2	39.4	50.0	36.1	35.5	26.3	27.7	34.1	20.5	31.5	31.5
Incremental Delay (d_2), s/veh	11.0	7.6	0.7	3.4	0.4	0.3	2.2	0.2	8.6	0.6	3.6	3.7
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	63.2	51.7	40.0	53.4	36.5	35.8	28.5	27.9	42.7	21.1	35.1	35.2
Level of Service (LOS)	E	D	D	D	D	D	C	C	D	C	D	D
Approach Delay, s/veh / LOS	51.6	D		45.4	D		34.8	C		33.0	C	
Intersection Delay, s/veh / LOS	38.3						D					

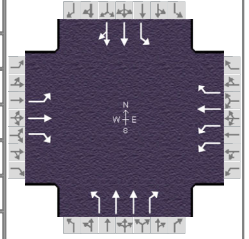
Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.30	B	2.28	B	2.11	B
Bicycle LOS Score / LOS	1.33	A	1.29	A	1.32	A	1.55	B

HCS7 Signalized Intersection Results Summary

General Information

Agency	TPD, Inc.			Duration, h
Analyst	SS	Analysis Date	8/17/2022	Area Type
Jurisdiction	Sumter County	Time Period	Projected PM	PHF
Urban Street	US 301	Analysis Year	2022	Analysis Period
Intersection	CR 466	File Name	US 301 & CR 466 - Projected PM.xus	
Project Description	5653			



Demand Information

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	111	226	76	607	404	227	85	848	456	212	571	81

Signal Information

Cycle, s	135.6	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.5	6.4	45.2	11.0	10.8	20.5		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.1	0.0	5.1	4.1	4.8	4.1		
				Red	2.2	0.0	2.2	2.7	2.9	2.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	17.8	26.6	36.2	45.1	13.8	52.5	20.3	58.9
Change Period, (Y+R _c), s	6.8	6.8	7.7	6.8	7.3	7.3	6.9	7.3
Max Allow Headway (MAH), s	4.1	4.1	4.1	4.1	4.0	4.0	4.0	4.0
Queue Clearance Time (g _s), s	10.9	18.7	26.2	30.3	6.5	41.2	12.7	22.4
Green Extension Time (g _e), s	0.2	1.1	2.3	1.8	0.2	4.0	0.6	11.0
Phase Call Probability	0.99	1.00	1.00	1.00	0.96	1.00	1.00	1.00
Max Out Probability	0.01	0.08	0.07	0.89	0.00	0.88	0.00	0.10

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	116	235	79	632	421	236	89	883	475	221	346	333
Adjusted Saturation Flow Rate (s), veh/h/ln	1739	1870	1598	1716	1870	1585	1725	1682	1572	1781	1781	1704
Queue Service Time (g_s), s	8.9	16.7	6.0	24.2	28.3	17.1	4.5	32.2	39.2	10.7	20.3	20.4
Cycle Queue Clearance Time (g_c), s	8.9	16.7	6.0	24.2	28.3	17.1	4.5	32.2	39.2	10.7	20.3	20.4
Green Ratio (g/C)	0.08	0.15	0.15	0.21	0.28	0.28	0.38	0.33	0.33	0.44	0.38	0.38
Capacity (c), veh/h	141	274	234	722	528	448	295	1121	524	288	678	648
Volume-to-Capacity Ratio (X)	0.821	0.860	0.339	0.875	0.796	0.528	0.300	0.788	0.906	0.766	0.511	0.513
Back of Queue (Q), ft/ln (95 th percentile)	201.7	334.9	112.3	423	518.6	281.3	89.1	523.2	620	210.8	358	325.9
Back of Queue (Q), veh/ln (95 th percentile)	7.8	13.2	4.5	16.5	20.4	11.1	3.4	19.5	24.2	8.3	13.5	13.0
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	61.4	56.6	52.1	51.9	45.1	41.1	28.4	40.9	43.2	30.4	32.3	32.4
Incremental Delay (d_2), s/veh	11.2	7.8	0.8	7.2	8.3	1.2	0.6	3.6	18.5	4.2	0.6	0.6
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	72.6	64.4	52.9	59.1	53.4	42.2	29.0	44.5	61.7	34.6	32.9	33.0
Level of Service (LOS)	E	E	D	E	D	D	C	D	E	C	C	C
Approach Delay, s/veh / LOS	64.5	E		54.1	D		49.2	D		33.4	C	
Intersection Delay, s/veh / LOS	48.9						D					

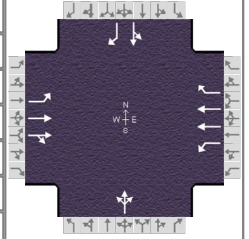
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.47	B		2.30	B		2.29	B		2.12	B	
Bicycle LOS Score / LOS	1.20	A		2.62	C		1.68	B		1.23	A	

HCS7 Signalized Intersection Results Summary

General Information

Agency	TPD, Inc.			Duration, h
Analyst	SS	Analysis Date	8/17/2022	Area Type
Jurisdiction	Sumter County	Time Period	Projected AM	PHF
Urban Street	CR 466	Analysis Year	2022	Analysis Period
Intersection	CR 105	File Name	CR 466 & CR 105 - Projected AM.xus	
Project Description	5653			



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	125	667	76	42	394	25	38	21	49	16	15	73

Signal Information

Cycle, s	70.2	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	4.0	2.6	34.0	9.9	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.8	0.0	4.8	4.0	0.0	0.0		
				Red	2.0	0.0	2.0	2.2	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4	3	8
Case Number	2.0	4.0	2.0	3.0		8.3	0.0	13.0
Phase Duration, s	13.4	43.4	10.8	40.8		16.1	0.0	16.1
Change Period, ($Y+R_c$), s	6.8	6.8	6.8	6.8		6.2	6.0	6.2
Max Allow Headway (MAH), s	4.0	4.0	4.0	4.0		4.2	0.0	4.2
Queue Clearance Time (g_s), s	6.9	11.0	3.7	6.8		6.4		4.9
Green Extension Time (g_e), s	0.3	4.6	0.0	4.7		0.4	0.0	0.6
Phase Call Probability	0.92	1.00	0.57	1.00		0.99		0.99
Max Out Probability	0.00	0.02	0.00	0.02		0.11		0.00

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	128	386	372	43	402	26		110			32	74
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1826	1760	1697	1710			1568			1635	1610
Queue Service Time (g_s), s	4.9	9.0	9.0	1.7	4.8			1.6			1.0	2.9
Cycle Queue Clearance Time (g_c), s	4.9	9.0	9.0	1.7	4.8			4.4			1.0	2.9
Green Ratio (g/C)	0.09	0.52	0.52	0.06	0.48			0.14			0.14	0.14
Capacity (c), veh/h	167	952	918	96	1655			289			307	226
Volume-to-Capacity Ratio (X)	0.764	0.405	0.406	0.447	0.243			0.381			0.103	0.330
Back of Queue (Q), ft/ln (95 th percentile)	103.6	135.3	126.2	35.3	74.1			78.6			20.2	50.2
Back of Queue (Q), veh/ln (95 th percentile)	4.1	5.2	5.0	1.3	2.8			3.0			0.8	2.0
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00			0.00			0.00	0.00
Uniform Delay (d_1), s/veh	31.1	10.2	10.2	32.1	10.6			27.8			26.4	27.2
Incremental Delay (d_2), s/veh	7.1	0.3	0.3	3.2	0.3			0.8			0.1	0.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Control Delay (d), s/veh	38.1	10.5	10.5	35.3	10.9	0.0		28.6			26.5	28.1
Level of Service (LOS)	D	B	B	D	B	A		C			C	C
Approach Delay, s/veh / LOS	14.5		B	12.6		B	28.6		C	27.6		C
Intersection Delay, s/veh / LOS	15.8						B					

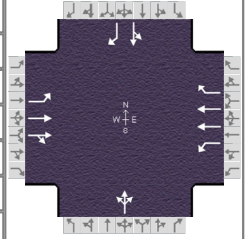
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.66		B	1.89		B	2.44		B	2.29		B
Bicycle LOS Score / LOS	1.22		A	0.88		A	0.67		A	0.66		A

HCS7 Signalized Intersection Results Summary

General Information

Agency	TPD, Inc.			Duration, h
Analyst	SS	Analysis Date	8/17/2022	Area Type
Jurisdiction	Sumter County	Time Period	Projected PM	PHF
Urban Street	CR 466	Analysis Year	2022	Analysis Period
Intersection	CR 105	File Name	CR 466 & CR 105 - Projected PM.xus	
Project Description	5653			



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	155	629	80	60	961	27	136	27	54	36	9	249

Signal Information

Cycle, s	77.4	Reference Phase	2											
Offset, s	0	Reference Point	End	Green	5.2	3.7	34.0	14.8	0.0	0.0				
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.8	0.0	4.8	4.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	0.0	2.0	2.2	0.0	0.0				

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4	3	8
Case Number	2.0	4.0	2.0	3.0		8.3	0.0	13.0
Phase Duration, s	15.6	44.5	12.0	40.8		21.0	0.0	21.0
Change Period, (Y+R _c), s	6.8	6.8	6.8	6.8		6.2	6.0	6.2
Max Allow Headway (MAH), s	4.0	3.9	4.0	3.9		4.2	0.0	4.2
Queue Clearance Time (g _s), s	8.8	12.1	4.6	19.2		12.8		14.0
Green Extension Time (g _e), s	0.3	8.0	0.1	6.6		0.3	0.0	0.7
Phase Call Probability	0.97	1.00	0.74	1.00		1.00		1.00
Max Out Probability	0.00	0.15	0.00	0.35		1.00		0.38

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	161	376	362	63	1001	28		226			47	259
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1856	1782	1810	1766			1534			1397	1610
Queue Service Time (g_s), s	6.8	10.1	10.1	2.6	17.2			9.1			1.6	12.0
Cycle Queue Clearance Time (g_c), s	6.8	10.1	10.1	2.6	17.2			10.8			1.6	12.0
Green Ratio (g/C)	0.11	0.49	0.49	0.07	0.44			0.19			0.19	0.19
Capacity (c), veh/h	205	903	867	121	1552			368			350	307
Volume-to-Capacity Ratio (X)	0.788	0.417	0.418	0.516	0.645			0.614			0.134	0.845
Back of Queue (Q), ft/ln (95 th percentile)	141.7	166.3	156.5	53.2	269			184.3			31.7	226.1
Back of Queue (Q), veh/ln (95 th percentile)	5.6	6.5	6.3	2.1	10.5			7.4			1.3	9.0
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00			0.00			0.00	0.00
Uniform Delay (d_1), s/veh	33.4	12.8	12.8	34.9	17.0			29.6			26.1	30.2
Incremental Delay (d_2), s/veh	6.6	0.3	0.3	3.4	2.1			3.0			0.2	10.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Control Delay (d), s/veh	39.9	13.1	13.1	38.3	19.1	0.0		32.7			26.3	40.3
Level of Service (LOS)	D	B	B	D	B	A		C			C	D
Approach Delay, s/veh / LOS	17.9	B		19.7	B		32.7	C		38.2	D	
Intersection Delay, s/veh / LOS	22.5						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.67	B		1.90	B		2.44	B		2.29	B	
Bicycle LOS Score / LOS	1.23	A		1.39	A		0.86	A		0.99	A	

HCS7 Two-Way Stop-Control Report

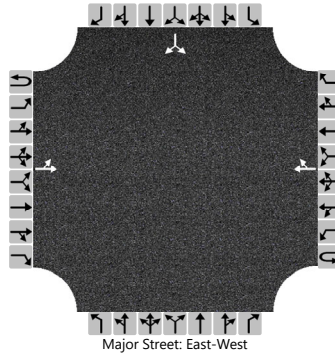
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/16/2022
Analysis Year	2022
Time Analyzed	Projected AM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 105 & CR 106
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	CR 105
Peak Hour Factor	0.33
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		71	30				8	30						41		63
Percent Heavy Vehicles (%)		7												0		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.17												6.40		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.26												3.50		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		215													315	
Capacity, c (veh/h)		1443													625	
v/c Ratio		0.15													0.50	
95% Queue Length, Q ₉₅ (veh)		0.5													2.8	
Control Delay (s/veh)		7.9													16.5	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	5.9												16.5			
Approach LOS													C			

HCS7 Two-Way Stop-Control Report

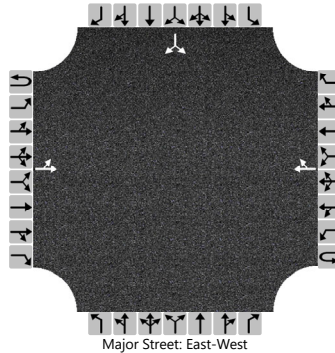
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/16/2022
Analysis Year	2022
Time Analyzed	Projected PM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 105 & CR 106
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	CR 105
Peak Hour Factor	0.64
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		72	34				7	101						91		20
Percent Heavy Vehicles (%)		1												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.11												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.21												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		113													173	
Capacity, c (veh/h)		1415													629	
v/c Ratio		0.08													0.28	
95% Queue Length, Q ₉₅ (veh)		0.3													1.1	
Control Delay (s/veh)		7.8													12.9	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	5.5												12.9			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

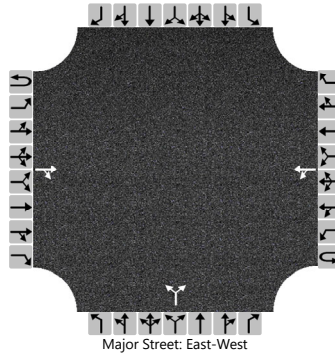
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/17/2022
Analysis Year	2022
Time Analyzed	Projected AM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 106 Site Access
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	Site Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			30	38		0	12			26		0				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					28					
Capacity, c (veh/h)						1519					936					
v/c Ratio						0.00					0.03					
95% Queue Length, Q ₉₅ (veh)						0.0					0.1					
Control Delay (s/veh)						7.4					9.0					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					0.0				9.0							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

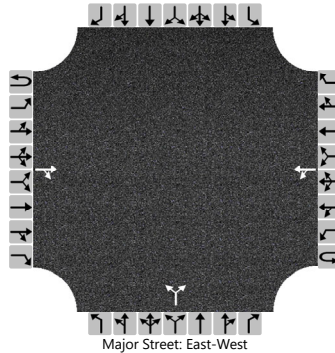
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/17/2022
Analysis Year	2022
Time Analyzed	Projected PM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 106 Site Access
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	Site Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			34	90		0	18			90		0				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					98					
Capacity, c (veh/h)						1443					890					
v/c Ratio						0.00					0.11					
95% Queue Length, Q ₉₅ (veh)						0.0					0.4					
Control Delay (s/veh)						7.5					9.5					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					0.0				9.5							
Approach LOS									A							

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: 4,255' of Sanitary Sewer Pipe Lining for Continental Country Club Gravity Sewer System for the Amount of \$230,687.50

REQUESTED ACTION: Staff Recommends Approval

CONTRACT: Vendor/Entity: Vortex Services
Effective Date: 07/11/2024 Termination Date:
Managing Division/Department: Utility Department / Wastewater Division

BUDGET IMPACT: This is a budgeted project in the 23/24 fiscal year budget. Funds for this project are allocated in account 401-535-60-6340 (Gravity System Renewal & Replace)

HISTORY/FACTS/ISSUES:

Due to age and gasses, the City's gravity sewer system needs continuous annual maintenance. The Utility department has identified 4,255 feet of 6-inch to 10-inch gravity sewer main pipe inside the Continental Country Club sewer system that needs to be lined in place as part of our programmed annual maintenance to reduce inflow and infiltration (I&I). Staff was able to obtain a proposal for the project from Vortex Services which quoted the project based on pricing from The Interlocal Purchasing System (TIPS) contract 231102 (see attached pricing) in the amount of \$230,687.50. The TIPS contract 231102 has been vetted by the City's Procurement Program Manager and meets the City's adopted Purchasing Policy.

A quote for Atlantic Pipe Services has also been provided for comparison purposes.

Staff recommends approving Vortex Services to complete the pipe lining for the amount of \$230,687.50.



To:	City Of Wildwood, FL	Contact:	John Cornell
Address:	1290 Industrial Drive	Phone:	
		Email:	jcornell@wildwood-fl.gov
Project Name:	FL - Wildwood - Wildwood FY 24 CIPP	Bid Number:	2431560
Project Location:	Various Locations, Wildwood, FL	Bid Date:	6/18/2024

Figured Using TIPS Contract #23110201

Item #	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
I.1B.001	6" X 4.5mm - CIPP Steam / Water Cure	1,277.00	LF	\$45.00	\$57,465.00
I.1B.002	8" X 6.0mm - CIPP Steam / Water Cure	2,373.00	LF	\$40.00	\$94,920.00
I.1B.003	10" X 6.0mm - CIPP Steam / Water Cure	605.00	LF	\$45.00	\$27,225.00
I.1C.001	Robotically Reinstated Internal Reconnects On All CIPP	1.00	EACH	\$150.00	\$150.00
I.20A.014	Mobilization - Florida	1.00	EACH	\$5,500.00	\$5,500.00
I.20B.007	Traffic Control Plan (per Setup)	1.00	EACH	\$750.00	\$750.00
I.5A.001	Clean & CCTV Sewer - 6"	1,277.00	LF	\$6.50	\$8,300.50
I.5A.002	Clean & CCTV Sewer - 8"	2,373.00	LF	\$6.50	\$15,424.50
I.5A.003	Clean & CCTV Sewer - 10"	605.00	LF	\$6.50	\$3,932.50
I.5A.028	Heavy Clean & CCTV	0.00	HR	\$500.00	\$0.00
I.5A.029	6" - 12" Post TV Inspection After Rehabilitation	4,255.00	LF	\$4.00	\$17,020.00

Total Bid Price: \$230,687.50

Notes:

- Proposal includes standard dewatering for 2" of flow or less. Any additional dewatering / bypass / or flow control beyond these efforts or greater than 200 GPM can be quoted through the TIPS contract.
- Owner will provide a portable hydrant meter and access to onsite water for our use free of charge.
- Owner will provide a local area and pay disposal fees to dispose the debris that is pulled from the cleaning process after it is decanted. Disposal site must be less than 10 miles away from job site.
- Owner will provide access to each and every manhole and or structure. This may include but not limited locating, exposing, and raising buried MH's prior to our crew mobilizing.
- If necessary, Owner will provide Permits & Fees. Vortex will provide our standard insurance coverage. OCP or railroad insurance & or longshoreman insurance is not included.
- If bond is needed please add 1.5%.
- Our Bid Proposal is valid for 30 days from the bid date.
- Site Restoration will be performed by Others.
- This is a unit priced contract and the actual billing will be based on installed quantities. If the installed quantities vary greater than 10% of the bid quantities, Vortex reserves the right to adjust our unit price accordingly.
- Existing pipe cleaning is defined as 3 passes or less. If additional passes are required or any mechanical / descaling / root / grease / or tuberculation removal, Vortex will charge an additional fee at an hourly rate of \$500.00/Hr.
- Mainline CIPP lining must be completed structure to structure.
- CIPP Samples can be provided at no additional cost. If 3rd party CIPP testing is required, it can be provided at \$450 per each test. There was no CIPP specification mentioning samples and testing for this bid.
- Once our CIPP liner is installed, we will provide a post cctv video to show the final CIPP product. One light jetter pass will be included before running the camera down the final CIPP liner. No additional or aggressive cleaning will be performed since it could damage our CIPP PE coating.
- Standard wages are included. Therefore, Prevailing wages and or Union Wage Rates are not included in this bid proposal.
- Our bid proposal as submitted reflects the current material pricing established on or before the bid date listed within our proposal. In the event of unforeseen price increases of our raw materials, Vortex reserves the right to adjust our unit rate or overall bid proposal accordingly to account for such price increases.
- Payment terms: Net 30 days. Interest will be added to balances outstanding after 30 days
- Vortex's bid proposal shall be incorporated into the subcontract agreements. Vortex will initiate this project upon an agreement or receipt of a subcontract or purchase order. Copies of payment and performance bonds must be provided to Vortex.

ACCEPTED:

The above prices, specifications and conditions are satisfactory and are hereby accepted.

Buyer: _____

Signature: _____

Date of Acceptance: _____

CONFIRMED:

Vortex Services LLC

Authorized Signature: _____

Estimator: Tommy Robertson
407-509-6633 trobertson@vortexcompanies.com

1420 Martin Luther King Jr Blvd
Sanford, FL 32771
(407) 792-1360
info@atlanticpipe.us

PROPOSAL

3953

CUSTOMER: CITY OF WILDWOOD	PHONE: 352-446-9994	DATE: 06/26/2024
STREET: 100 N. Main Street	JOB NAME: Sandalwood Condos - CIPP Project	
CITY/STATE/ZIP: Wildwood, FL, 34785	JOB LOCATION: 12000 Sandalwood Dr., Wildwood, FL, 34785	
ATTN: John Cornell	E-MAIL: jcornell@wildwood-fl.gov	

QUANTITY	DESCRIPTION	UOM	RATE	TOTAL
Seq: Sewer CIPP				
1.00	Day Rate: Multiple Locations	EA	4,250.00	4,250.00
3.00	Mobilization Per Vehicle: MOT	EA	1,850.00	5,550.00
15.00	CIPP Liner EQ Siter Set-Up Per Run	EA	450.00	6,750.00
2,953.00	SS 6mm Thickness - 8" Diameter	LF	62.04	183,204.12
60.00	SS 6mm Thickness - 10" Diameter	LF	67.38	4,042.80
79.00	Mainline Lateral Reinstatement	EA	365.00	28,835.00
30.00	Mainline Invert Reinstatement	EA	865.00	25,950.00
4,269.00	CCTV/Video Post Installation	LF	2.25	9,605.25
1,256.00	SS 6mm Thickness - 6" Diameter	LF	79.84	100,279.04
2.00	Plugging Mainline 6" - 10" - If Needed	DYS	475.00	950.00
2.00	Manhole Bypass Pumping 6" - 10" - If Needed	DYS	700.00	1,400.00
TOTAL				370,816.21

ANY UNFORSEEN OR ABNORMAL PIPELINE OR SITE CONDITIONS WILL BE SUBJECT TO RENEGOTIATION WITHOUT PENALTY TO APS

1420 Martin Luther King Jr Blvd
Sanford, FL 32771
(407) 792-1360
info@atlanticpipe.us

PROPOSED RATES MAY CHANGE BASED UPON THE FOLLOWING CONDITIONS:

- 1) Calls Outs of less than 1000 LF of readily available pipeline may be billed at the hourly rate, with a 4 hour minimum. Any time on site beyond the minimum may be billed at the hourly rate
- 2) Emergency Call Outs will be subject to increased rates.
- 3) Heavy Cleaning encountered will be performed at an hourly rate, unless otherwise specified
- 4) Travel Time charges are assessed on a job by job basis
- 5) Atlantic Pipe Services provides, free cloud downloads for videos and reports. Hard Copy Reports with DVD or USB may be purchased at \$75.00 per set.
- 6) Safety Training / Orientation required for projects will be charged at the hourly rate per unit on site
- 7) Due to rising costs of fuel and overall expenses, additional fees must be assessed. These pass-through costs are assessed through daily charges, per piece of equipment on site.

Atlantic Pipe Services is committed to providing the same responsiveness, turn around time and quality of work that our valued customers have become accustomed to. APS has invested in technologies that allow us to be more efficient with operations and save on costs, however the extreme volatility within the fuel market is something we cannot control. This additional charge helps APS cover increased costs, as well as maintain the same level of service.

We propose to hereby furnish the following:

1. Proposal based on prices contained in a contract between Atlantic Pipe Services and City of South Daytona No.23-B-005.
2. Pricing will be based on actual field measurements center of manhole to center of manhole per contract.
3. Price quoted does NOT include point repairs prior to/after installation.
4. Liner(s) to be installed per ASTM 1216 and manufacturer's specification.
5. Others to dewater/bypass flows from force mains for duration of installation (If required).
6. Others to provide reasonable access to line(s) to be rehabilitated.
7. Pricing includes Temporary Traffic Control, limited to 36inch Cones and Construction Ahead Signs.

Lateral count based on quantity provided, charges for lateral reinstatement will be based on actual quantities performed.

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Sanford, FL 32771
(407) 792-1360
info@atlanticpipe.us

Heavy Cleaning Rates	Heavy Cleaning determined by percentage of debris in pipeline			
	12" Diameter	25.00%	3"	Debris
	15" Diameter	25.00%	4"	Debris
	18" Diameter	20.00%	4"	Debris
	24" Diameter	20.00%	5"	Debris
	30" Diameter	20.00%	6"	Debris
	36" Diameter	20.00%	7"	Debris
	42" Diameter	15.00%	6"	Debris
	48" Diameter	15.00%	7"	Debris
	54" Diameter	10.00%	5"	Debris
	60" Diameter	10.00%	6"	Debris
	In the event the required cleaning is beyond normal Heavy Cleaning, the cleaning will be performed under an hourly rate. Subject to prior client notification and approval.			

CUSTOMER RESPONSIBILITIES

- ☒ Local Dump-Site for safe disposal of debris / waste material removed from Project Location
- ☒ Local Metered Water Source
- ☒ Exposure of structures and access to all work areas without delay
- ☒ Stabilized Access to Work Areas - Two Wheel Drive Accessible
- ☒ Access to secure site for equipment storage
- ☐ Maintenance of Traffic - If Applicable

CUSTOMER RESPONSIBILITIES

Delays experienced outside of APS's direct control will be subject to an hourly charge for each unit on site

Weekend and Night Work may be subject to increase rates

Any unforeseen or abnormal pipe / site conditions will be subject to renegotiation without penalty to APS

Payment terms are NET 30 days of invoice date. APS does not agree to "Pay when paid" terms

APS Proposals are valid for 30 days from date of submission.

ATLANTIC PIPE SERVICES, LLC

PRINT NAME / TITLE	Martin Whitt	DATE	7/2/2024
SIGNATURE			

Acceptance of Proposal : The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to perform the work specified. Payment will be made as outlined.

CUSTOMER

PRINT NAME / TITLE		DATE	
SIGNATURE			

ATLANTIC PIPE SERVICES, LLC
STANDARD TERMS & CONDITIONS OF BUSINESS

COMPANY: Atlantic Pipe Services, LLC, a Florida Limited Liability Company, whose address 1420 Martin Luther King Jr. Blvd, Sanford, Florida, 32771
(Hereinafter referred to as "APS")

CUSTOMER: Any corporation, company, organization, agent or individual entering into a written agreement with APS for the provision of services or materials or any other business dealing, for which payment is agreed with or becomes due and payable to APS (hereinafter referred to as "Customer")

PROPOSAL & QUOTATION: All proposals or quotations provided by APS must be in writing and signed by an authorized representative of the company to be valid and any such proposal or quotation is valid for acceptance within 30 days of the respective proposal date, unless agreed otherwise in writing.

PAYMENT TERMS: Payment of all invoices is due within 30 days from the invoice date, unless terms are agreed otherwise, in writing from APS. Any Dispute or query regarding the invoiced amount must be communicated in writing within 10 days (objection period) from the invoice date and customer will be deemed to have accepted the invoice as delivered and all services / work standards relating thereto, unless objected to in writing within the objection period. Customer agrees that no retainage will held for all services performed.

REMEDIES FOR NON-PAYMENT: All sums not paid when due will bear interest at the rate of 1.5% per month from due date until paid or the maximum legal rate permitted by law, whichever is less. In the event of legal action being deemed necessary to enforce payment, APS shall be entitled to all costs of collection, including a reasonable attorney's fee. In addition, if the customer fails to make payment to APS as herein provided, then APS may stop work without prejudice to any other remedy it may have. The parties further agree that in the event of any controversy arising between them, then in such event, the State Courts of Seminole County, Florida, shall be the forum in which the parties agree to try and have heard any matters of litigation arising out of such controversies.

WARRANTIES: All workmanship and materials are guaranteed against defects in workmanship for a period of one year from the date of substantial completion of the project. This warranty is in lieu of all other warranties, expressed or implied, including any warranties of merchantability of fitness for a particular purpose. APS will not be responsible for damage to its work by other parties or normal wear and tear. Any repair work necessitated by caused damage will be considered as an order for extra work.

INDEPENDENT CONTRACTOR: Both APS and the customer agree that APS will act as an independent contractor in the performance of its duties under this contract. Accordingly, APS shall be responsible for payment of all taxes, including Federal, State, and local taxes arising out of APS's activities, including by way of illustration but not limitation, Federal and State income tax, social security tax, Unemployment Insurance taxes, and any other taxes.

UNFORESEEN OCCURRENCE: In the event that any unforeseen occurrences or conditions are encountered after the work has commenced and which APS judge, at their sole discretion, to significantly affect or may affect the services, the risk involved in providing the services or there being a material change to the proposed or quoted scope of services, APS may a) Immediately cease work without liability to the customer, or b) renegotiate with customer to change the scope of work with price adjustment or change order, or c) Apply downtime /hourly or day rates until occurrence or condition is resolved to the satisfaction of APS.

DOWNTIME/STOPPAGES/ADDITIONAL WORK: In the event that APS is unable to work or encounter stoppages due to circumstances beyond their control or unforeseen circumstances or occurrences, particularly any underground structure problems causing delay or stoppage of work or in the event of any work being required beyond the quoted scope of work, then an hourly or daily rate will be charged, subject to prior customer notification in writing from APS.

PROJECT ESTIMATES: APS may from time to time provide written estimates of projected timescale or hours for a particular project at customer request, however, this in no way binds APS to a final timescale for the services to be provided. The actual hours will be determined by specific site requirements and operational demands, which cannot be wholly determined due to the nature of the services provided by APS.

CUSTOMER PURCHASE ORDERS: In the event that the customer chooses to issue a purchase order, whether verbal or in writing, such purchase order shall be governed by APS Standard Terms & Conditions of Business as detailed herein and any such client agreement cannot change the payment terms under any circumstances unless specifically agreed to in writing APS and such agreement being authorized and signed by the owner or director of APS. In the event of any inconsistency between the APS terms and conditions as detailed herein and the terms of a service order, the APS terms and conditions shall prevail. In any event, settlement of all APS correctly submitted invoices must be made within 30 days from invoice date, irrespective of customer having received payment from their respective customer.

CONTRACT ACCEPTANCE: In the event that the client fails to sign acceptance of an APS proposal or quotation, due to oversight by either or both parties or any other reason and the services are commenced or completed on the clients written or verbal instruction due to emergency, urgency or some other reason, then these terms and conditions will be deemed to have been accepted by the client as if such proposal or quotation had been signed.

CUSTOMER RESPOSIBILITIES: The customer will normally provide the following services, at no cost to APS for the duration of the project, unless agreed otherwise in writing by APS, a)Approved dumpsite and disposal for all materials to be removed from site of work, b) Access and exposure of all structures for APS personnel and equipment without delay, c) All temporary site facilities including suitable storage space for equipment, d)Any special permits and/or licenses, without delay, e) Supply and access to all water required for the project with meter if applicable. f)Work areas prepared and accessible, without delay, to enable the services to be provided, g) Authorized representative of the customer at the site of work, at all times services are being performed and with authority to accept the services as completed and / or hours worked and h) Location and exposure of all manholes in the project area.

TIPS VENDOR AGREEMENT (Part 1)

TIPS RFP 231102 Pipe Bursting (PART 1)

The following Vendor Agreement (“Agreement”) creates a legal agreement between The Interlocal Purchasing System (“TIPS”), a government purchasing cooperative and Department of Texas Region 8 Education Service Center and (INSERT ENTITY NAME):

Vortex Companies, LLC

(ENTER ENTITY NAME]

its owners, agents, subsidiaries, and affiliates (together, “Vendor”) (individually, “Party”, and collectively the “Parties”) and this agreement shall exclusively govern the contractual relationship (“Agreement”) between the Parties for Part 1 of the related solicitation opportunity. If Vendor proposes and is awarded on Part 2, a separate Part 2 Vendor Agreement shall control Part 2 terms.

TIPS, a governmental entity and a national purchasing cooperative seeks to provide a valuable and necessary solution to public entities and qualifying non-profits by performing the public procurement solicitation process and awarding compliant contracts to qualified vendors. Then, where the law of a customer’s jurisdiction allows, instead of public entities and qualifying non-profits expending time, money, and resources on the extensive public procurement process, the use of TIPS allows public entities to quickly select and purchase their preferred products or services from qualified, competitively evaluated vendors through cooperative purchasing.

1. **Purpose.** The purpose of this Agreement is to identify the terms and conditions of the relationship between TIPS and Vendor. Public entities and qualifying non-profits that properly join or utilize TIPS (“TIPS Members”) may elect to “piggyback” off of TIPS’ procurements and agreements where the laws of their jurisdiction allow. TIPS Members are not contractual parties to this Agreement although terms and conditions of this Agreement may ensure benefits to TIPS Members.
2. **Authority.** The Parties agree that the signatories below are individual authorized to enter into this Agreement on behalf of their entity and that they are acting under due and proper authority under applicable law.
3. **Definitions.**
 - a. **TIPS Pricing:** The specific pricing, discounts, and other pricing terms and incentives which Vendor submitted and TIPS approved for each respective TIPS Contract awarded to Vendor and all permissible, subsequent pricing updates submitted by Vendor and accepted by TIPS, if any.
 - b. **Authorized Reseller:** A reseller or dealer authorized and added by a Vendor through their online TIPS Vendor Portal to make TIPS sales according to the terms and conditions herein.
4. **Entire Agreement.** This Agreement resulted from TIPS posting a Part 1 “TIPS Solicitation” (RFP, RCSP, RFQ, or other) and Vendor submitting a proposal in response to that posted TIPS Solicitation for evaluation and award. The Parties agree that this Agreement consists of the provisions set forth herein and: (1) The Part 1 TIPS solicitation document resulting in this Agreement; (2) Any Part 1 addenda or clarifications issued in relation to the TIPS solicitation; (3) All Part 1 solicitation information provided to Vendor by TIPS through the TIPS eBid System; (3) Vendor’s entire Part 1 proposal response to the TIPS solicitation including all accepted required attachments, acknowledged notices and certifications, accepted negotiated terms, pricing, accepted responses to questions, and accepted written clarifications of Vendor’s proposal, and; any properly included attachments to this Agreement. All documentation and information listed is hereby incorporated by reference as if set forth herein verbatim. In the event of conflict between the terms herein and one of the incorporated documents the terms and conditions herein shall control.
5. **Vendor’s Specific Warranties, Terms, and License Agreements.** Because TIPS serves public entities and non-profits throughout the nation all of which are subject to specific laws and policies of their jurisdiction, as a matter of standard practice, TIPS does not typically accept a Vendor’s specific “Sale Terms” (warranties, license agreements, master agreements, terms and conditions, etc.) on behalf of all TIPS Members. TIPS may permit Vendor to attach those to this Agreement to display to interested customers what terms may apply to their Supplemental Agreement with Vendor (if submitted by Vendor for that purpose). However, unless this term of the Agreement is negotiated and modified to state otherwise, those specific Sale Terms are not accepted by TIPS on behalf of all TIPS Members and each Member may choose whether to accept, negotiate, or reject those specific Sale Terms, which must be reflected in a separate agreement between Vendor and the Member in order to be effective.

- 6. Vendor Identity and Contact Information.** It is Vendor's sole responsibility to ensure that all identifying vendor information (name, EIN, d/b/a's, etc.) and contact information is updated and current at all times within the TIPS eBid System and the TIPS Vendor Portal. It is Vendor's sole responsibility to confirm that all e-correspondence issued from tips-usa.com, ionwave.net, and tipsconstruction.com to Vendor's contacts are received and are not blocked by firewall or other technology security. Failure to permit receipt of correspondence from these domains and failure to keep vendor identity and contact information current at all times during the life of the contract may cause loss of TIPS Sales, accumulating TIPS fees, missed rebid opportunities, lapse of TIPS Contract(s), and unnecessary collection or legal actions against Vendor. It is no defense to any of the foregoing or any breach of this Agreement that Vendor was not receiving TIPS' electronic communications issued by TIPS to Vendor's listed contacts.
- 7. Initiation of TIPS Sales.** When a public entity initiates a purchase with Vendor, if the Member inquires verbally or in writing whether Vendor holds a TIPS Contract, it is the duty of the Vendor to verify whether the Member is seeking a TIPS purchase. Once verified, Vendor must include the TIPS Contract Number on all purchase communications and sales documents exchanged with the TIPS Member.
- 8. TIPS Sales and Supplemental Agreements.** The terms of the specific TIPS order, including but not limited to: shipping, freight, insurance, delivery, fees, bonding, cost, delivery expectations and location, returns, refunds, terms, conditions, cancellations, order assistance, etc., shall be controlled by the purchase agreement (Purchase Order, Contract, Invoice, etc.) (hereinafter "Supplemental Agreement") entered into between the TIPS Member Customer and Vendor only. TIPS is not a party to any Supplemental Agreement. All Supplemental Agreements shall include Vendor's Name, as known to TIPS, and TIPS Contract Name and Number. Vendor accepts and understands that TIPS is not a legal party to TIPS Sales and Vendor is solely responsible for identifying fraud, mistakes, unacceptable terms, or misrepresentations for the specific order prior to accepting. Vendor agrees that any order issued from a customer to Vendor, even when processed through TIPS, constitutes a legal contract between the customer and Vendor only. When Vendor accepts or fulfills an order, even when processed through TIPS, Vendor is representing that Vendor has carefully reviewed the order for legality, authenticity, and accuracy and TIPS shall not be liable or responsible for the same. In the event of a conflict between the terms of this TIPS Vendor Agreement and those contained in any Supplemental Agreement, the provisions set forth herein shall control unless otherwise agreed to and authorized by the Parties in writing within the Supplemental Agreement.
- 9. Right of Refusal.** Vendor has the right not to sell to a TIPS Member under the awarded agreement at Vendor's discretion unless otherwise required by law.
- 10. Reporting TIPS Sales.** Vendor must report all TIPS Sales to TIPS. If a TIPS sale is initiated by Vendor receiving a TIPS Member's purchase order from TIPS directly, Vendor may consider that specific TIPS Sale reported. Otherwise, with the exception of TIPS Automated Vendors, who have signed an exclusive agreement with TIPS regarding reporting, all TIPS Sales must be reported to TIPS by either: (1) Emailing the purchase order or similar purchase document (with Vendor's Name, as known to TIPS, and the TIPS Contract Name and Number included) to TIPS at tipspo@tips-usa.com with "Confirmation Only" in the subject line of the email within three business days of Vendor's acceptance of the order, or; (2) Within 3 business days of the order being accepted by Vendor, Vendor must login to the TIPS Vendor Portal and successfully self-report all necessary sale information within the Vendor Portal and confirm that it shows up accurately on your current Vendor Portal statement. No other method of reporting is acceptable unless agreed to by the Parties in writing. Failure to report all sales pursuant to this provision may result in immediate cancellation of Vendor's TIPS Contract(s) for cause at TIPS' sole discretion. Please refer to the TIPS [Accounting FAQ's](#) for more information about reporting sales and if you have further questions, contact the Accounting Team at accounting@tips-usa.com.
- 11. TIPS Administration Fees.** The collection of administrative fees by TIPS, a government entity, for performance of these procurement services is required pursuant to Texas Government Code Section 791.011 et. seq. The administration fee ("TIPS Administration Fee") is the amount legally owed by Vendor to TIPS for TIPS Sales made by Vendor. The TIPS Administration Fee amount is typically a set percentage of the amount paid by the TIPS Member for each TIPS Sale, less shipping cost, bond cost, and taxes if applicable and identifiable, which is legally due to TIPS, but the exact TIPS Administration Fee for this Contract is published in the corresponding solicitation and is incorporated herein by reference. TIPS Administration Fees are due to TIPS immediately upon Vendor's receipt of payment, including partial payment, for a TIPS Sale. The TIPS Administration Fee is assessed on the amount paid by the TIPS Member, not on the Vendor's cost or on the amount for which the Vendor sold the item to a dealer or Authorized Reseller. Upon receipt of payment for a TIPS Sale, including partial payment (which renders TIPS Administration Fees immediately due), Vendor shall issue to TIPS the corresponding TIPS Administration Fee payment as soon as possible but not later than thirty-one calendar days following Vendor's receipt of payment. Vendor shall pay TIPS via check unless otherwise agreed to by the Parties in writing. Vendor shall include clear documentation with the issued payment dictating to which sale(s) the amount should be applied. Vendor may create a payment report within their TIPS Vendor Portal which is the preferred documentation dictating to which TIPS Sale(s) the amount should be applied. Failure to pay all TIPS Administration Fees pursuant to this provision may result in immediate cancellation of Vendor's TIPS Contract(s) for cause at TIPS' sole discretion as well as the initiation of collection and legal actions by TIPS against Vendor to the extent permitted by law. Any overpayment of participation fees to TIPS by Vendor will be refunded to the Vendor.

within ninety (90) days of receipt of notification if TIPS receives written notification of the overpayment not later than the expiration of six (6) months from the date of overpayment and TIPS determines that the amount was not legally due to TIPS pursuant to this agreement and applicable law. Any notification of overpayment received by TIPS after the expiration of six (6) months from the date that TIPS received the payment will render the overpayment non-refundable. Region 8 ESC and TIPS reserve the right to extend the six (6) month deadline if approved by the Region 8 ESC Board of Directors. TIPS reserves all rights under the law to collect TIPS Administration Fees due to TIPS pursuant to this Agreement.

- 12. Term of the Agreement.** This Agreement with TIPS is for approximately three years with a one-year, consecutive option for renewal as described herein. Renewal options are not automatic and shall only be effective if offered by TIPS at its sole discretion. If TIPS offers a renewal option, the Vendor will be notified via email issued to Vendor's then-listed Primary Contact. The renewal option shall be deemed accepted by Vendor unless Vendor notifies TIPS of its objection to the renewal option in writing and confirms receipt by TIPS.

Actual Effective Date: Agreement is effective upon signature by authorized representatives of both Parties. The Effective Date does not affect the "Term Calculation Start Date."

Term Calculation Start Date: To keep the contract term consistent for all vendors awarded under a single TIPS contract, Vendor shall calculate the foregoing term as starting on the last day of the month that "Award Notifications" are anticipated as published in the Solicitation, regardless of the actual Effective Date.

Example of Term Calculation Start Date: If the anticipated "Award Date" published in the Solicitation is May 22, 2023, but extended negotiations delay award until June 27, 2023 (Actual Effective Date), the Term Calculation Start Date shall be May 31, 2023 in this example.

Contract Expiration Date: To keep the contract term consistent for all vendors awarded under a single TIPS contract, the term expiration date shall be three-years from the Term Calculation Start Date.

Example of Contract Expiration Date: If the anticipated "Award Date" published in the Solicitation is May 22, 2023, but extended negotiations delay award until June 27, 2023 (Actual Effective Date), the Term Calculation Start Date shall be May 31, 2023 and the Contract Expiration Date of the resulting initial "three-year" term, (which is subject to an extension(s)) will be May 31, 2026 in this example.

Option(s) for Renewal: Any option(s) for renewal shall begin on the Contract Expiration Date, or the date of the expiration of the prior renewal term where applicable, and continue for the duration specified for the renewal option herein.

Example of Option(s) for Renewal: In this example, if TIPS offers a one-year renewal and the Contract Expiration Date is May 31, 2026, then the one-year renewal is effective from May 31, 2026 to May 31, 2027.

TIPS may offer to extend Vendor Agreements to the fullest extent the TIPS Solicitation resulting in this Agreement permits.

- 13. TIPS Pricing.** Vendor agrees and understands that for each TIPS Contract that it holds, Vendor submitted, agreed to, and received TIPS' approval for specific pricing, discounts, and other pricing terms and incentives which make up Vendor's TIPS Pricing for that TIPS Contract ("TIPS Pricing"). Vendor confirms that Vendor will not add the TIPS Administration Fee as a charge or line-item in a TIPS Sale. Vendor hereby certifies that Vendor shall only offer goods and services through this TIPS Contract if those goods and services are included in or added to Vendor's TIPS Pricing and approved by TIPS. TIPS reserves the right to review Vendor's pricing update requests as specifically as line-item by line-item to determine compliance. However, Vendor contractually agrees that all submitted pricing updates shall be within the original terms of the Vendor's TIPS Pricing (scope, proposed discounts, price increase limitations, and other pricing terms and incentives originally proposed by Vendor) such that TIPS may accept Vendors price increase requests as submitted without additional vetting at TIPS discretion. Any pricing quoted by Vendor to a TIPS Member or on a TIPS Quote shall never exceed Vendor's TIPS Pricing for any good or service offered through TIPS. TIPS Pricing price increases and modifications, if permitted, will be honored according to the terms of the solicitation and Vendor's proposal, incorporated herein by reference.

- 14. Indemnification of TIPS.** VENDOR AGREES TO INDEMNIFY, HOLD HARMLESS, AND DEFEND TIPS, TIPS MEMBERS, TIPS OFFICERS, TIPS EMPLOYEES, TIPS DIRECTORS, AND TIPS TRUSTEES (THE "TIPS INDEMNITEES") FROM AND AGAINST ALL CLAIMS AND SUITS BY THIRD-PARTIES FOR DAMAGES, INJURIES TO PERSONS (INCLUDING DEATH), PROPERTY DAMAGES, LOSSES, EXPENSES, FEES, INCLUDING COURT COSTS, ATTORNEY'S FEES, AND EXPERT FEES, ARISING OUT OF OR RELATING TO VENDOR'S PERFORMANCE UNDER THIS AGREEMENT (INCLUDING THE PERFORMANCE OF VENDOR'S OFFICERS, EMPLOYEES, AGENTS, AUTHORIZED RESELLERS, SUBCONTRACTORS, LICENSEES, OR INVITEES), REGARDLESS OF THE NATURE OF THE CAUSE OF ACTION, INCLUDING WITHOUT LIMITATION CAUSES OF ACTION BASED UPON COMMON, CONSTITUTIONAL, OR STATUTORY LAW OR BASED IN

WHOLE OR IN PART UPON ALLEGATIONS OF NEGLIGENT OR INTENTIONAL ACTS OR OMISSIONS ON THE PART OF VENDOR, ITS OFFICERS, EMPLOYEES, AGENTS, AUTHORIZED RESELLERS, SUBCONTRACTORS, LICENSEES, OR INVITEES. NO LIMITATION OF LIABILITY FOR DAMAGES FOR PERSONAL INJURY OR PROPERTY DAMAGE ARE PERMITTED OR AGREED TO BY TIPS. APART FROM THIS INDEMNIFICATION PROVISION REQUIRING INDEMNIFICATION OF THE TIPS INDEMNITEES' ATTORNEY'S FEES AS SET FORTH ABOVE, RECOVERY OF ATTORNEYS' FEES BY THE PREVAILING PARTY IS AUTHORIZED ONLY IF AUTHORIZED BY TEX. EDUC. CODE § 44.032(F).

15. **Indemnification and Assumption of Risk – Vendor Data.** VENDOR AGREES THAT IT IS VOLUNTARILY PROVIDING DATA (INCLUDING BUT NOT LIMITED TO: VENDOR INFORMATION, VENDOR DOCUMENTATION, VENDOR'S PROPOSALS, VENDOR PRICING SUBMITTED OR PROVIDED TO TIPS, TIPS CONTRACT DOCUMENTS, TIPS CORRESPONDENCE, VENDOR LOGOS AND IMAGES, VENDOR'S CONTACT INFORMATION, VENDOR'S BROCHURES AND COMMERCIAL INFORMATION, VENDOR'S FINANCIAL INFORMATION, VENDOR'S CERTIFICATIONS, AND ANY OTHER VENDOR INFORMATION OR DOCUMENTATION, INCLUDING WITHOUT LIMITATION SOFTWARE AND SOURCE CODE UTILIZED BY VENDOR, SUBMITTED TO TIPS BY VENDOR AND ITS AGENTS) ("VENDOR DATA") TO TIPS. FOR THE SAKE OF CLARITY, AND WITHOUT LIMITING THE BREADTH OF THE INDEMNITY OBLIGATIONS IN SECTION 14 ABOVE, VENDOR AGREES TO PROTECT, INDEMNIFY, AND HOLD THE TIPS INDEMNITEES HARMLESS FROM AND AGAINST ANY AND ALL LOSSES, CLAIMS, ACTIONS, DEMANDS, ALLEGATIONS, SUITS, JUDGMENTS, COSTS, EXPENSES, FEES, INCLUDING COURT COSTS, ATTORNEY'S FEES, AND EXPERT FEES AND ALL OTHER LIABILITY OF ANY NATURE WHATSOEVER ARISING OUT OF OR RELATING TO: (I) ANY UNAUTHORIZED, NEGLIGENT OR WRONGFUL USE OF, OR CYBER DATA BREACH INCIDENT AND VIRUSES OR OTHER CORRUPTING AGENTS INVOLVING, VENDOR'S DATA, PRICING, AND INFORMATION, COMPUTERS, OR OTHER HARDWARE OR SOFTWARE SYSTEMS, AND; (II) ALLEGATIONS OR CLAIMS THAT ANY VENDOR DATA INFRINGES ON THE INTELLECTUAL PROPERTY RIGHTS OF A THIRD-PARTY OR VENDOR.
16. **Procedures Related to Indemnification.** In the event that an indemnity obligation arises, Vendor shall pay all amounts set forth in Section 14 and 15 above (including any settlements) and – if it has accepted its indemnity obligation without qualification – control the legal defense to such claim or cause of action, including without limitation attorney selection, strategy, discovery, trial, appeal, and settlement, and TIPS shall, at Vendor's cost and expense (with respect to reasonable out of pocket costs and expenses incurred by TIPS which shall be reimbursed to TIPS by Vendor), provide all commercially reasonable assistance requested by Vendor. In controlling any defense, Vendor shall ensure that all assertions of governmental immunity and all applicable pleas and defenses shall be promptly asserted.
17. **Indemnity for Underlying Sales and Supplemental Agreements.** Vendor shall be solely responsible for any customer claims or any disputes arising out of TIPS Sales or any Supplemental Agreement as if sold in the open-market. The Parties agree that TIPS shall not be liable for any claims arising out of Vendor's TIPS Sales or Supplemental Agreements, including but not limited to: allegations of product defect or insufficiency, allegations of service defect or insufficiency, allegations regarding delivery defect or insufficiency, allegations of fraud or misrepresentation, allegations regarding pricing or amounts owed for TIPS sales, and/or allegations regarding payment, over-payment, under-payment, or non-payment for TIPS Sales. Payment/Drafting, overpayment/over-drafting, under-payment/under-drafting, or non-payment for TIPS Sales between customer and Vendor and inspections, rejections, or acceptance of such purchases shall be the exclusive respective obligations of Vendor/Customer, and disputes shall be handled in accordance with the terms of the underlying Supplemental Agreement(s) entered into between Vendor and Customer. Vendor acknowledges that TIPS is not a dealer, subcontractor, agent, or reseller of Vendor's goods and services and shall not be responsible for any claims arising out of alleged insufficiencies or defects in Vendor's goods and services, should any arise.
18. **Confidentiality of Vendor Data.** Vendor understands and agrees that by signing this Agreement, all Vendor Data is hereby released to TIPS, TIPS Members, and TIPS third-party administrators to effectuate Vendor's TIPS Contract except as provided for herein. The Parties agree that Vendor Data is accessible by all TIPS Members as if submitted directly to that TIPS Member Customer for purchase consideration. If Vendor otherwise considers any portion of Vendor's Data to be confidential and not subject to public disclosure pursuant to Chapter 552 Texas Gov't Code (the "Public Information Act") or other law(s) and orders, Vendor must have identified the claimed confidential materials through proper execution of the Confidentiality Claim Form which is required to be submitted as part of Vendor's proposal resulting in this Agreement and incorporated by reference. The Confidentiality Claim Form included in Vendor's proposal and incorporated herein by reference is the sole indicator of whether Vendor considers any Vendor Data confidential in the event TIPS receives a Public Information Request. If TIPS receives a request, any responsive documentation not deemed confidential by you in this manner will be automatically released. For Vendor Data deemed confidential by you in this manner, TIPS will follow procedures of controlling statute(s) regarding any claim of confidentiality and shall not be liable for any release of information required by law, including Attorney General determination and opinion. In the event that TIPS receives a written request for information pursuant to the Public Information Act that affects Vendor's interest in any information or data furnished to TIPS by Vendor, and TIPS requests an opinion from the Attorney General, Vendor may, at its own option and expense, prepare comments and submit information directly to the Attorney General stating why the requested information is exempt from disclosure pursuant to the requirements of the Public Information Act. Vendor is solely responsible for submitting the memorandum brief and information to the Attorney General

within the time period prescribed by the Public Information Act. Notwithstanding any other information provided in this solicitation or Vendor designation of certain Vendor Data as confidential or proprietary, Vendor's acceptance of this TIPS Vendor Agreement constitutes Vendor's consent to the disclosure of Vendor's Data, including any information deemed confidential or proprietary, to TIPS Members or as ordered by a Court or government agency, including without limitation the Texas Attorney General. Vendor agrees that TIPS shall not be responsible or liable for any use or distribution of information or documentation by TIPS Members or as required by law.

- 19. Vendor's Authorized Resellers.** TIPS recognizes that many vendors operate in the open market through the use of resellers or dealers. For that reason, TIPS permits Vendor to authorize Authorized Resellers within its Vendor Portal and make TIPS Sales through the Authorized Reseller(s). Once authorized by Vendor in the Vendor Portal, the Authorized Reseller(s) may make TIPS sales to TIPS Members. However, all purchase documents must include: (1) Authorized Reseller's Name; (2) Vendor's Name, as known to TIPS, and; (3) Vendor's TIPS Contract Name and Number under which it is making the TIPS Sale. Either Vendor or Reseller may report the sale pursuant to the terms herein. However, Vendor agrees that it is legally responsible for all reporting and fee payment as described herein for TIPS Sales made by Authorized Resellers. The TIPS Administration Fee is assessed on the amount paid by the TIPS Member, not on the Vendor's cost or on the amount for which the Vendor sold the item to a dealer or Authorized Reseller. The Parties intend that Vendor shall be responsible and liable for TIPS Sales made by Vendor's Authorized Resellers. Vendor agrees that it is voluntarily authorizing this Authorized Reseller and in doing so, Vendor agrees that it is doing so at its own risk and agrees to protect, indemnify, and hold TIPS harmless in accordance with Sections 14-17 above related to Authorized Reseller TIPS Sales made pursuant to this Agreement or purporting to be made pursuant to this Agreement that may be asserted against Vendor whether rightfully brought or otherwise. The Parties further agree that it is no defense to Vendor's breach of this Agreement that an Authorized Reseller caused Vendor of breach this Agreement.
- 20. Circumvention of TIPS Sales.** When a public entity initiates a purchase with Vendor, if the Member inquires verbally or in writing whether Vendor holds a TIPS Contract, it is the duty of the Vendor to verify whether the Member is seeking a TIPS purchase. Any request for quote, customer communication, or customer purchase initiated through or referencing a TIPS Contract shall be completed through TIPS pursuant to this Agreement. Any encouragement or participation by Vendor in circumventing a TIPS sale being completed may result in immediate termination of Vendor's TIPS Contract(s) for cause as well as preclusion from future TIPS opportunities at TIPS sole discretion.
- 21. State of Texas Franchise Tax.** By signature hereon, Vendor hereby certifies that Vendor is not currently delinquent in the payment of any franchise taxes owed to the State of Texas under Chapter 171 of the Texas Tax Code.
- 22. Termination.**
- A) Termination for Convenience. TIPS may, by written notice to Vendor, terminate this Agreement for convenience, in whole or in part, at any time by giving thirty (30) days' written notice to Vendor of such termination, and specifying the effective date thereof.
 - B) Termination for Cause. If Vendor fails to materially perform pursuant to the terms of this Agreement, TIPS shall provide written notice to Vendor specifying the default. If Vendor does not cure such default within thirty (30) days, TIPS may terminate this Agreement, in whole or in part, for cause. If TIPS terminates this Agreement for cause, and it is later determined that the termination for cause was wrongful, the termination shall automatically be converted to and treated as a termination for convenience.
 - C) Vendor's Termination. If TIPS fails to materially perform pursuant to the terms of this Agreement, Vendor shall provide written notice to TIPS specifying the default ("Notice of Default"). If TIPS does not cure such default within thirty (30) days, Vendor may terminate this Agreement, in whole or in part, for cause. If Vendor terminates this Agreement for cause, and it is later determined that the termination for cause was wrongful, the termination shall automatically be converted to and treated as a termination for convenience.
 - D) Upon termination, all TIPS Sale orders previously accepted by Vendor shall be fulfilled and Vendor shall be paid for all TIPS Sales executed pursuant to the applicable terms. All TIPS Sale orders presented to Vendor but not fulfilled by Vendor, prior to the actual termination of this agreement shall be honored at the option of the TIPS Member. TIPS shall submit to Vendor an invoice for any outstanding TIPS Administration Fees and approved expenses and Vendor shall pay such fees and expenses within 30 calendar days of receipt of such valid TIPS invoice. Vendor acknowledges and agrees that continued participation in TIPS is subject to TIPS' sole discretion and that any Vendor may be removed from the TIPS program at any time with or without cause. This

termination clause does not affect TIPS Sales Supplemental Agreements pursuant to this term regarding termination and the Survival Clause term.

- E) Vendor hereby waives any and all claims for damages, including, but not limited, to consequential damages or lost profits, that might arise from TIPS' act of terminating this Agreement.

- 23. Survival Clause.** It is the intent of the Parties that this Agreement and procurement method applies to any TIPS Sale made during the life of this Agreement even if made on or near the Contract Expiration Date as defined herein. Thus, all TIPS Sales, including but not limited to: leases, service agreements, license agreements, open purchase orders, warranties, and contracts, even if they extend months or years past the TIPS Contract Expiration Date, shall survive the expiration or termination of this Agreement subject to the terms and conditions of the Supplemental Agreement between Customer and Vendor or unless otherwise specified herein.
- 24. Audit Rights.** Due to transparency statutes and public accountability requirements of TIPS and TIPS Members, Vendor shall at their sole expense, maintain documentation of all TIPS Sales for a period of three years from the time of the TIPS Sale. In order to ensure and confirm compliance with this agreement, TIPS shall have authority to conduct audits of Vendor's TIPS Pricing or TIPS Sales with thirty-days' notice unless the audit is ordered by a Court Order or by a Government Agency with authority to do so without said notice. Notwithstanding the foregoing, in the event that TIPS is made aware of any pricing being offered to eligible entities that is materially inconsistent with Vendor's TIPS Pricing, TIPS shall have the ability to conduct the audit internally or may engage a third-party auditing firm to investigate any possible non-compliant conduct or may terminate the Agreement according to the terms of this Agreement. In the event of an audit, the requested materials shall be reasonably provided in the time, format, and at the location acceptable to TIPS. TIPS agrees not to perform a random audit the TIPS transaction documentation more than once per calendar year, but reserves the right to audit for just cause or as required by any governmental agency or court with regulatory authority over TIPS or the TIPS Member. These audit rights shall survive termination of this Agreement for a period of one (1) year from the effective date of termination.
- 25. Conflicts of Interest.** The Parties confirm that they have not offered, given, or accepted, nor intend to give at any time hereafter any economic opportunity, future employment, gift, loan, gratuity, special discount, trip, favor, service to the other in connection with this Agreement. Vendor affirms that, to the best of Vendor's knowledge, this Agreement has been arrived at independently, and is awarded without collusion with anyone to obtain information or gain any favoritism that would in any way limit competition or give an unfair advantage over other vendors in the award of this Agreement. Vendor agrees that it has disclosed any necessary affiliations with Region 8 Education Service Center and the TIPS Department, if any, through the Conflict of Interest attachment provided in the solicitation resulting in this Agreement.
- 26. Volume of TIPS Sales.** Nothing in this Agreement or any TIPS communication may be construed as a guarantee that TIPS or TIPS Members will submit any TIPS orders to Vendor at any time.
- 27. Compliance with the Law.** The Parties agree to comply fully with all applicable federal, state, and local statutes, ordinances, rules, and regulations applicable to their entity in connection with the programs contemplated under this Agreement.
- 28. Severability.** If any term(s) or provision(s) of this Agreement are held by a court of competent jurisdiction to be invalid, void, or unenforceable, then such term(s) or provision(s) shall be deemed restated to reflect the original intention of the Parties as nearly as possible in accordance with applicable law and the remainder of this Agreement, and the remainder of the provisions of this Agreement shall remain in full force and effect and shall in no way be affected, impaired or invalidated, unless such holding causes the obligations of the Parties hereto to be impossible to perform or shall render the terms of this Agreement to be inconsistent with the intent of the Parties hereto.
- 29. Force Majeure.** If by reason of Force Majeure, either party hereto shall be rendered unable wholly or in part to carry out its obligations under this Agreement through no fault of its own then such party shall give notice and full particulars of Force Majeure in writing to the other party within a reasonable time after occurrence of the event or cause relied upon. Upon delivering such notice, the obligation of the affected party, so far as it is affected by such Force Majeure as described, shall be suspended during the continuance of the inability then claimed but for no longer period, and such party shall endeavor to remove or overcome such inability with all reasonable dispatch. In the event that Vendor's obligations are suspended by reason of Force Majeure, all TIPS Sales accepted prior to the Force Majeure event shall be the legal responsibility of Vendor and the terms of the TIPS Sale Supplemental Agreement shall control Vendor's failure to fulfill for a Force Majeure event.
- 30. Immunity.** Vendor agrees that nothing in this Agreement shall be construed as a waiver of sovereign or government immunity; nor constitute or be construed as a waiver of any of the privileges, rights, defenses, remedies, or immunities available to Region 8 Education Service Center or its TIPS Department. The failure to enforce, or any delay in the enforcement of, any privileges, rights, defenses,

remedies, or immunities available to Region 8 Education Service Center or its TIPS Department under this Agreement or under applicable law shall not constitute a waiver of such privileges, rights, defenses, remedies, or immunities or be considered as a basis for estoppel.

- 31. Insurance Requirements.** Vendor agrees to maintain the following minimum insurance requirements for the duration of this Agreement. All policies held by Vendor to adhere to this term shall be written by a carrier with a financial size category of VII and at least a rating of "A-" by A.M. Best Key Rating Guide. The coverages and limits are to be considered minimum requirements and in no way limit the liability of the Vendor(s). Any immunity available to TIPS or TIPS Members shall not be used as a defense by the contractor's insurance policy. Only deductibles applicable to property damage are acceptable, unless proof of retention funds to cover said deductibles is provided. "Claims made" policies will not be accepted. Vendor's required minimum coverage shall not be suspended, voided, cancelled, non-renewed or reduced in coverage or in limits unless replaced by a policy that provides the minimum required coverage except after thirty (30) days prior written notice by certified mail, return receipt requested has been given to TIPS or the TIPS Member if a project or pending delivery of an order is ongoing. Upon request, certified copies of all insurance policies shall be furnished to the TIPS or the TIPS Member. Vendor agrees that when Vendor or its subcontractors are liable for any damages or claims, Vendor's policy, shall be primary over any other valid and collectible insurance carried by the Member or TIPS.

General Liability: \$1,000,000 each Occurrence/Aggregate
Automobile Liability: \$300,000 Includes owned, hired & non-owned
Workers' Compensation: Statutory limits for the jurisdiction in which the Vendor performs under this Agreement. If Vendor performs in multiple jurisdictions, Vendor shall maintain the statutory limits for the jurisdiction with the greatest dollar policy limit requirement.
Umbrella Liability: \$1,000,000 each Occurrence/Aggregate

- 32. Waiver.** No waiver of any single breach or multiple breaches of any provision of this Agreement shall be construed to be a waiver of any breach of any other provision. No delay in acting regarding any breach of any provision shall be construed to be a waiver of such breach.
- 33. Binding Agreement.** This Agreement shall be binding and inure to the benefit of the Parties hereto and their respective heirs, legal successors, and assigns.
- 34. Headings.** The paragraph headings contained in this Agreement are included solely for convenience of reference and shall not in any way affect the meaning or interpretation of any of the provisions of this Agreement.
- 35. Choice of Law and Venue.** This Agreement shall be governed by, construed, and enforced in accordance with the laws of the State of Texas. Any proceeding, claim, action, or alternative dispute resolution arising out of or relating to this Agreement or involving TIPS shall be brought in a State Court of competent jurisdiction in Camp County, Texas, or if Federal Court is legally required, a Federal Court of competent jurisdiction in the Eastern District of Texas, and each of the Parties irrevocably submits to the exclusive jurisdiction of said court in any such proceeding, waives any objection it may now or hereafter have to venue or to convenience of forum, agrees that all claims in respect of the proceeding shall be heard and determined only in any such court, and agrees not to bring any proceeding arising out of or relating to this procurement process or any contract resulting from or and contemplated transaction in any other court. The Parties agree that either or both of them may file a copy of this paragraph with any court as written evidence of the knowing, voluntary and freely bargained for agreement between the Parties irrevocably to waive any objections to venue or to convenience of forum.
- 36. Relationship of the Parties.** Nothing contained in this Agreement shall be construed to make one Party an agent of the other Party nor shall either party have any authority to bind the other in any respect, unless expressly authorized by the other party in writing. The Parties are independent contractors and nothing in this Agreement creates a relationship of employment, trust, agency or partnership between them.
- 37. Assignment.** No assignment of this Agreement or of any duty or obligation of performance hereunder, shall be made in whole or in part by a Party hereto without the prior written consent of the other Party. Written consent of TIPS shall not be unreasonably withheld.
- 38. Minimum Condition and Warranty Requirements for TIPS Sales.** All goods quoted or sold through a TIPS Sale shall be new unless clearly stated otherwise in writing. All new goods and services shall include the applicable manufacturers minimum standard warranty unless otherwise agreed to in the Supplemental Agreement.

- 39. Minimum Customer Support Requirements for TIPS Sales.** Vendor shall provide timely and commercially reasonable support for TIPS Sales or as agreed to in the applicable Supplemental Agreement.
- 40. Minimum Shipping Requirements for TIPS Sales.** Vendor shall ship, deliver, or provide ordered goods and services within a commercially reasonable time after acceptance of the order. If a delay in delivery is anticipated, Vendor shall notify the TIPS Member as to why delivery is delayed and provide an updated estimated time for completion. The TIPS Member may cancel the order if the delay is not commercially acceptable or not consistent with the Supplemental Agreement applicable to the order.
- 41. Minimum Vendor License Requirements.** Vendor shall maintain, in current status, all federal, state, and local licenses, bonds and permits required for the operation of the business conducted by Vendor. Vendor shall remain fully informed of and in compliance with all ordinances and regulations pertaining to the lawful provision of goods or services under the TIPS Agreement. TIPS and TIPS Members reserve the right to stop work and/or cancel a TIPS Sale or terminate this or any TIPS Sale Supplemental Agreement involving Vendor if Vendor's license(s) required to perform under this Agreement or under the specific TIPS Sale have expired, lapsed, are suspended or terminated subject to a 30-day cure period unless prohibited by applicable statute or regulation.
- 42. Minimum Vendor Legal Requirements.** Vendor shall remain aware of and comply with this Agreement and all local, state, and federal laws governing the sale of products/services offered by Vendor under this contract. Such applicable laws, ordinances, and policies must be complied with even if not specified herein.
- 43. Minimum Site Requirements for TIPS Sales (when applicable to TIPS Sale).**

Cleanup: When performing work on site at a TIPS Member's property, Vendor shall clean up and remove all debris and rubbish resulting from their work as required or directed by the TIPS Member or as agreed by the parties. Upon completion of work, the premises shall be left in good repair and an orderly, neat, clean and unobstructed condition.

Preparation: Vendor shall not begin a project for which a TIPS Member has not prepared the site, unless Vendor does the preparation work at no cost, or until TIPS Member includes the cost of site preparation in the TIPS Sale Site preparation includes, but is not limited to: moving furniture, installing wiring for networks or power, and similar pre-installation requirements.

Registered Sex Offender Restrictions: For work to be performed at schools, Vendor agrees that no employee of Vendor or a subcontractor who has been adjudicated to be a registered sex offender will perform work at any time when students are, or reasonably expected to be, present unless otherwise agreed by the TIPS Member. Vendor agrees that a violation of this condition shall be considered a material breach and may result in the cancellation of the TIPS Sale at the TIPS Member's discretion. Vendor must identify any additional costs associated with compliance of this term. If no costs are specified, compliance with this term will be provided at no additional charge.

Safety Measures: Vendor shall take all reasonable precautions for the safety of employees on the worksite, and shall erect and properly maintain all necessary safeguards for protection of workers and the public. Vendor shall post warning signs against all hazards created by the operation and work in progress. Proper precautions shall be taken pursuant to state law and standard practices to protect workers, general public and existing structures from injury or damage.

Smoking: Persons working under Agreement shall adhere to the TIPS Member's or local smoking statutes, codes, ordinances, and policies.

- 44. Payment for TIPS Sales.** TIPS Members may make payments for TIPS Sales directly to Vendor, Vendor's Authorized Reseller, or as otherwise agreed to in the applicable Supplemental Agreement after receipt of the invoice and in compliance with applicable payment statutes. Regardless of how payment is issued or received for a TIPS Sale, Vendor is responsible for all reporting and TIPS Administration Fee payment requirements as stated herein.
- 45. Marketing.** Vendor agrees to allow TIPS to use their name and logo within the TIPS website, database, marketing materials, and advertisements unless Vendor negotiates this term to include a specific acceptable-use directive. Any use of TIPS' name and logo or any form of publicity, inclusive of press release, regarding this Agreement by Vendor must have prior approval from TIPS which will not be unreasonably withheld. Request may be made by email to tips@tips-usa.com. For marketing efforts directed to TIPS Members, Vendor must request and execute a separate Joint Marketing Disclaimer, at marketing@tips-usa.com, before TIPS can release contact information for TIPS Member entities for the purpose of marketing your TIPS contract(s). Vendor must adhere to strict Marketing Requirements once a disclaimer is executed. The Joint Marketing Disclaimer is a supplemental agreement specific to joint marketing efforts and has no effect on the terms of the TIPS Vendor Agreement. Vendor agrees that any images, photos, writing, audio, clip art,

music, or any other intellectual property ("Property") or Vendor Data utilized, provided, or approved by Vendor during the course of the joint marketing efforts are either the exclusive property of Vendor, or Vendor has all necessary rights, license, and permissions to utilize said Property in the joint marketing efforts. Vendor agrees that they shall indemnify and hold harmless TIPS and its employees, officers, agents, representatives, contractors, assignees, designees, and TIPS Members from any and all claims, damages, and judgments involving infringement of patent, copyright, trade secrets, trade or services marks, and any other intellectual or intangible property rights and/or claims arising from the Vendor's (including Vendor's officers', employees', agents', Authorized Resellers', subcontractors', licensees', or invitees') unauthorized use or distribution of Vendor Data and Property.

- 46. Tax Exempt Status of TIPS Members.** Most TIPS Members are tax exempt entities and the laws and regulations applicable to the specific TIPS Member customer shall control.
- 47. Automatic Renewal Limitation for TIPS Sales.** No TIPS Sale may incorporate an automatic renewal clause that exceeds month to month terms with which the TIPS Member must comply. All renewal terms incorporated into a TIPS Sale Supplemental Agreement shall only be valid and enforceable when Vendor received written confirmation of acceptance of the renewal term from the TIPS Member for the specific renewal term. The purpose of this clause is to avoid a TIPS Member inadvertently renewing an Agreement during a period in which the governing body of the TIPS Member has not properly appropriated and budgeted the funds to satisfy the Agreement renewal. Any TIPS Sale Supplemental Agreement containing an "Automatic Renewal" clause that conflicts with these terms is rendered void and unenforceable.
- 48. Choice of Law Limitation for TIPS Sales.** Vendor agrees that if any "Choice of Law" provision is included in any TIPS Sale agreement/contract between Vendor and a TIPS Member, that clause must provide that the "Choice of Law" applicable to the TIPS Sale agreement/contract between Vendor and TIPS Member shall be the state where the TIPS Member operates unless the TIPS Member expressly agrees otherwise. Any TIPS Sale Supplemental Agreement containing a "Choice of Law" clause that conflicts with these terms is rendered void and unenforceable.
- 49. Venue Limitation for TIPS Sales.** Vendor agrees that if any "Venue" provision is included in any TIPS Sale Agreement/contract between Vendor and a TIPS Member, that clause must provide that the "Venue" for any litigation or alternative dispute resolution shall be in the state and county where the TIPS Member operates unless the TIPS Member expressly agrees otherwise. Any TIPS Sale Supplemental Agreement containing a "Venue" clause that conflicts with these terms is rendered void and unenforceable.
- 50. Indemnity Limitation for TIPS Sales.** Texas and other jurisdictions restrict the ability of governmental entities to indemnify others. Vendor agrees that if any "Indemnity" provision which requires the TIPS Member to indemnify Vendor is included in any TIPS sales agreement/contract between Vendor and a TIPS Member, that clause must either be stricken or qualified by including that such indemnity is only permitted, "to the extent permitted by the laws and constitution of [TIPS Member's State]" unless the TIPS Member expressly agrees otherwise. Any TIPS Sale Supplemental Agreement containing an "Indemnity" clause that conflicts with these terms is rendered void and unenforceable.
- 51. Arbitration Limitation for TIPS Sales.** Vendor agrees that if any "Arbitration" provision is included in any TIPS Sale agreement/contract between Vendor and a TIPS Member, that clause may not require that the arbitration is mandatory or binding. Vendor agrees that if any "Arbitration" provision is included in any TIPS Sale agreement/contract between Vendor and a TIPS Member, that clause provides for only voluntary and non-binding arbitration unless the TIPS Member expressly agrees otherwise. Any TIPS Sale Supplemental Agreement containing a "Arbitration" clause that conflicts with these terms is rendered void and unenforceable.

In Witness Whereof, the parties hereto, each acting under due and proper authority, have signed this Agreement.

TIPS VENDOR AGREEMENT SIGNATURE FORM TIPS RFP

231102 Pipe Bursting - Part 1

Vendor Name: Vortex Companies, LLC

Vendor Address: 18150 Imperial Valley Dr.

City: Houston State: TX Zip Code: 77060

Vendor Authorized Signatory Name: Ryan Graham

Vendor Authorized Signatory Title: Senior Vice President

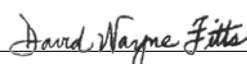
Vendor Authorized Signatory Phone: 713-750-9081

Vendor Authorized Signatory Email: rgraham@vortexcompanies.com

Vendor Authorized Signature:  Date: 12/07/2023
(The following is for TIPS completion only)

TIPS Authorized Signatory Name: Dr. Fitts

TIPS Authorized Signatory Title: Executive Director

TIPS Authorized Signature:  Date: 1/17/2024



231102

Vortex Companies

Vortex Infrastructure Holdings, LLC

Supplier Response

Event Information

Number: 231102

Title: Pipe Bursting (2 Part with JOC)

Type: Request for Proposal

Issue Date: 11/2/2023

Deadline: 12/8/2023 03:00 PM (CT)

Notes: This is a solicitation issued by The Interlocal Purchasing System (TIPS), a department of Texas Region 8 Education Service Center. It is an Indefinite Delivery, Indefinite Quantity ("IDIQ") solicitation. It will result in contracts that provide, through adoption/"piggyback" an indefinite quantity of supplies/services, during a fixed period of time, to TIPS public entity and qualifying non-profit "TIPS Members" throughout the nation. Thus, there is no specific project or scope of work to review. Rather this solicitation is issued as a prospective award for utilization when any TIPS Member needs the goods or services offered during the life of the agreement.

This is a two part solicitation. Part 1 is solicited for TIPS sales that are not considered a "public work" construction project. Part 1 permits the sale of goods and non-construction/non-"public work" services such as maintenance and minor repairs. Part 2 Job Order Contract (JOC) is solicited for projects considered by your TIPS Member Customers to be a "public work" construction project. The determination of whether or not a TIPS sale amounts to a "public work" construction project requiring a Part 2 JOC contract is made by the TIPS Member Customer at the time of each TIPS sale.

Thus, Vendors are encouraged to respond to both Parts 1 and 2 in case your TIPS Member Customers require that a sale be made under one Part or the other. However, responding to both Parts is not required.

IF YOU CURRENTLY HOLDS TIPS CONTRACT 201104 PIPE BURSTING PART 1 OR 2 ("20110401 OR 20110402"), YOU MUST RESPOND TO THIS SOLICITATION TO PREVENT LAPSE OF CONTRACT UNLESS YOU HOLD ANOTHER CURRENT TIPS CONTRACT THAT COVERS ALL OF YOUR PIPE BURSTING OFFERINGS. THIS AWARDED CONTRACT WILL REPLACE YOUR EXPIRING TIPS CONTRACT 20110401 OR 20110402.

IF YOU HOLD ANOTHER TIPS CONTRACT OTHER THAN 20110401 OR 20110402 WHICH COVERS ALL OF YOUR PIPE BURSTING OFFERINGS AND YOU ARE SATISFIED WITH IT, THERE IS NO NEED TO RESPOND TO THIS SOLICITATION UNLESS YOU PREFER TO HOLD BOTH CONTRACTS.

Contact Information

Address: Region 8 Education Service Center
4845 US Highway 271 North
Pittsburg, TX 75686
Phone: +1 (866) 839-8477
Email: bids@tips-usa.com

Vortex Companies Information

Contact: Ryan Graham
Address: 18150 Imperial Valley Drive
Houston, TX 77060
Phone: (713) 750-9081
Email: rellison@vortexcompanies.com
Web Address: <https://vortexcompanies.com/>

By submitting your response, you certify that you are authorized to represent and bind your company.

Shelly Larson

Signature

Submitted at 12/8/2023 10:02:51 AM (CT)

slarson@vortexcompanies.com

Email

Requested Attachments

Pricing Form 1 (Part 1)

01 FINAL - 231102 Pricing Form 1
(Part 1).xlsx

If responding to Part 1, Pricing Form 1 (Part 1) must be downloaded from the "Attachments" section of the IonWave eBid System, reviewed, properly completed as instructed, and uploaded to this location.

Pricing Form 2 (Part 1)

02 FINAL - 231102 Pricing Form 2
(Part 1).xlsx

If responding to Part 1, Pricing Form 2 (Part 1) must be downloaded from the "Attachments" section of the IonWave eBid System, reviewed, properly completed as instructed, and uploaded to this location.

Vendor Agreement (Part 1)

03 231102 Vendor Agreement
(Part 1) Final.pdf

If responding to Part 1, the Vendor Agreement must be downloaded from the "Attachments" section of the IonWave eBid System, reviewed, Vendor Name placed in the line provided at the top, and uploaded to this location. If Vendor has proposed deviations to the Vendor Agreement (Part 1), Vendor may assert so in the Attribute Questions and those shall be addressed during evaluation.

Vendor Agreement Signature Form (Part 1)

04 231102 Vendor Agreement
Signature Form (Part 1) Final.pdf

If responding to Part 1 the Vendor Agreement Signature Form (Part 1) must be downloaded from the "Attachments" section of the IonWave eBid System, reviewed, properly completed, and uploaded to this location. If Vendor has proposed deviations to the Vendor Agreement (Part 1), Vendor may leave the signature line of this page blank and assert so in the Attribute Questions and those shall be addressed during evaluation.

Alternate or Supplemental Pricing Documents (Part 1)

No response

Optional. If responding to Part 1, when completing Pricing Form 1 (Part 1) & Pricing Form 2 (Part 1), you direct TIPS to view additional, alternate, or supplemental pricing documentation, you may upload that Part 1 documentation.

Reference Form

06 231102 Reference Form JOC
(Parts 1 & 2) - Final.xls

The Reference Form must be downloaded from the "Attachments" section of the IonWave eBid System, reviewed, properly completed, and uploaded to this location. The Reference Form must be uploaded in Excel format.

Required Confidentiality Claim Form

07 231102 Required
Confidentiality Claim Form -
Final.pdf

The Required Confidentiality Claim Form must be downloaded from the "Attachments" section of the IonWave eBid System, reviewed, properly completed, and uploaded to this location. This is the only way for Vendor to assert confidentiality of any information submitted.

Part 2 Required Bonding Capacity Letter

08 Vortex Companies Bonding
Capacity Ltr.pdf

If proposing on Part 2, Vendor is required to upload a Bonding Capacity Letter from its surety, as described herein, at this location. Please see the attachment entitled "Instructions and Sample - Part 2 Required Bonding Capacity Letter" for complete instructions. . On Part 2, Vendor will be scored on the aggregate bonding capacity displayed in the accepted letter. Vendor must provide a current letter (issued on or after the first day of the month preceding the date on which the solicitation was posted) from its surety verifying Vendor's bonding capacity as described herein. (Ex. if the solicitation/bid posted on February 4, 2022, the letter must be dated on or after January 1 2022. The letter must be issued from Vendor's Surety companies, on surety company letterhead, must specify the maximum bonding capacity of the Vendor, and must be signed by an authorized representative of the surety company. The issuing surety must be authorized to do business in the State of Texas and must be listed on the Department of the Treasury's Listing of Approved Sureties (Department Circular 570).

Current Form W-9

09 W-9 Vortex Companies LLC.pdf

Vendor must upload their current IRS Tax Form W-9. The legal name, EIN, and d/b/a's listed should match the information provided herein exactly. This form will be utilized by TIPS to properly identify your entity.

Vendor Agreement (Part 2)

010 231102 Vendor Agreement -
JOC 2023 (Part 2) -Final.pdf

If responding to Part 2, the Vendor Agreement (Part 2) must be downloaded from the "Attachments" section of the IonWave eBid System, reviewed, properly completed, and uploaded to this location. If Vendor has proposed deviations to the Vendor Agreement (Part 2), Vendor may assert so in the Attribute Questions and those shall be addressed during evaluation.

Vendor Agreement Signature Form (Part 2)

011 231102 Vendor Agreement
Signature Form (Part 2) - Final.pdf

If responding to Part 2, the Vendor Agreement Signature Form (Part 2) must be downloaded from the "Attachments" section of the IonWave eBid System, reviewed, properly completed, and uploaded to this location. If Vendor has proposed deviations to the Vendor Agreement (Part 2), Vendor may leave the signature line of this page blank and assert so in the Attribute Questions and those shall be addressed during evaluation.

Vendor's Warranties, Terms, and Conditions (Supplemental Vendor Information Only)

012 Vortex_Companies_S&P.pdf

Optional. If Vendor would like to display any standard warranties, terms, or conditions which are often applicable to their offerings for TIPS and TIPS Member Customer consideration, Vendor may upload those at this location. These supplemental documents shall not be considered part of the TIPS Contract. Rather, they are Vendor Supplemental Information for marketing and informational purposes only.

Supplemental Vendor Information (Supplemental Vendor Information Only)

013 Vortex_Companies_S&P.pdf

Optional. If Vendor would like to display or include any brochures, promotional documents, marketing materials, or other Vendor Information for TIPS and TIPS Member Customer consideration, Vendor may upload those at this location. These supplemental documents shall not be considered part of the TIPS Contract. Rather, they are Vendor Supplemental Information for marketing and informational purposes only.

Certificates & Licenses (Supplemental Vendor Information Only)

No response

Optional. If Vendor would like to display any applicable certificates or licenses (including HUB certificates) for TIPS and TIPS Member Customer consideration, Vendor may upload those at this location. These supplemental documents shall not be considered part of the TIPS Contract. Rather, they are Vendor Supplemental Information for marketing and informational purposes only.

Disclosure of Lobbying Activities - Standard Form - LLL

No response

Do not upload this form unless Vendor has reportable lobbying activities. There are Attributes entitled, "2 CFR Part 200 or Federal Provision - Byrd Anti-Lobbying Amendment – Continued." Properly respond to those Attributes and only upload this form if applicable/instructed. If upload is required based on your response to those Attributes, the Disclosure of Lobbying Activities – Standard Form - LLL must be downloaded from the "Attachments" section of the IonWave eBid System, reviewed, properly completed, and uploaded to this location.

Conflict of Interest Questionnaire - Form CIQ

016 Conflict of Interest
Questionnaire - Form CIQ -
Final.pdf

Do not upload this form unless you have a reportable conflict with TIPS. There is an Attribute entitled "Conflict of Interest Questionnaire Requirement" immediately followed by an Attribute entitled "Conflict of Interest Questionnaire Requirement – Form CIQ – Continued." Properly respond to those Attributes and only upload this form if applicable/instructed. If upload is required based on your response to those Attributes, the Conflict of Interest Questionnaire – Form CIQ must be downloaded from the "Attachments" section of the IonWave eBid System, reviewed, properly completed, and uploaded at this location.

Vendor Logo (Supplemental Vendor Information Only)

017 Vortex Companies LLC
Logo.png

Optional. If Vendor desires that their logo be displayed on their public TIPS profile for TIPS and TIPS Member viewing, Vendor may upload that logo at this location. These supplemental documents shall not be considered part of the TIPS Contract. Rather, they are Vendor Supplemental Information for marketing and informational purposes only.

Bid Attributes

1 Disadvantaged/Minority/Women Business & Federal HUBZone

Some participating public entities are required to seek Disadvantaged/Minority/Women Business & Federal HUBZone ("D/M/WBE/Federal HUBZone") vendors. Does Vendor certify that their entity is a D/M/WBE/Federal HUBZone vendor?

If you respond "Yes," you must upload current certification proof in the appropriate "Response Attachments" location.

NO

2 Historically Underutilized Business (HUB)

Some participating public entities are required to seek Historically Underutilized Business (HUB) vendors as defined by the Texas Comptroller of Public Accounts Statewide HUB Program. Does Vendor certify that their entity is a HUB vendor?

If you respond "Yes," you must upload current certification proof in the appropriate "Response Attachments" location.

No

3 National Coverage

Can the Vendor provide its proposed goods and services to all 50 US States?

Yes - All 50 States

4 States Served

If Vendor answered "No" to the question entitled "National Coverage," please list all states where vendor can provide the goods and services proposed directly below. Your response may dictate which potential TIPS Member customers consider purchasing your offerings.

No response

5 Description of Vendor Entity and Vendor's Goods & Services

If awarded, this description of Vendor and Vendor's goods and services will appear on the TIPS website for customer/public viewing.

Offers advanced trenchless technologies and turnkey services to cost effectively renew water, sewer and industrial infrastructure.

6	Primary Contact Name Please identify the individual who will be primarily responsible for all TIPS matters and inquiries for the duration of the contract. Ryan Graham
7	Primary Contact Title Primary Contact Title Senior Vice President
8	Primary Contact Email Please enter a valid email address that will definitely reach the Primary Contact. rgraham@vortexcompanies.com
9	Primary Contact Phone Numbers only, no symbols or spaces (Ex. 8668398477). The system will auto-populate your entry with commas once submitted which is appropriate and expected (Ex. 8,668,398,477). Please provide the accurate and current phone number where the individual who will be primarily responsible for all TIPS matters and inquiries for the duration of the contract can be reached directly. 7137509081
10	Primary Contact Fax Numbers only, no symbols or spaces (Ex. 8668398477). The system will auto-populate your entry with commas once submitted which is appropriate and expected (Ex. 8,668,398,477). No response
11	Primary Contact Mobile Numbers only, no symbols or spaces (Ex. 8668398477). The system will auto-populate your entry with commas once submitted which is appropriate and expected (Ex. 8,668,398,477). No response
12	Secondary Contact Name Please identify the individual who will be secondarily responsible for all TIPS matters and inquiries for the duration of the contract. Shelly Larson
13	Secondary Contact Title Secondary Contact Title Contracts & Compliance Admin
14	Secondary Contact Email Please enter a valid email address that will definitely reach the Secondary Contact. slarson@vortexcompanies.com

1 5	Secondary Contact Phone Numbers only, no symbols or spaces (Ex. 8668398477). The system will auto-populate your entry with commas once submitted which is appropriate and expected (Ex. 8,668,398,477). Please provide the accurate and current phone number where the individual who will be secondarily responsible for all TIPS matters and inquiries for the duration of the contract can be reached directly. 7137509081
1 6	Secondary Contact Fax Numbers only, no symbols or spaces (Ex. 8668398477). The system will auto-populate your entry with commas once submitted which is appropriate and expected (Ex. 8,668,398,477). No response
1 7	Secondary Contact Mobile Numbers only, no symbols or spaces (Ex. 8668398477). The system will auto-populate your entry with commas once submitted which is appropriate and expected (Ex. 8,668,398,477). No response
1 8	Administration Fee Contact Name Please identify the individual who will be responsible for all payment, accounting, and other matters related to Vendor's TIPS Administration Fee due to TIPS for the duration of the contract. Shelly Knight
1 9	Administration Fee Contact Email Please enter a valid email address that will definitely reach the Administration Fee Contact. sknight@vortexcompanies.com
2 0	Administration Fee Contact Phone Numbers only, no symbols or spaces (Ex. 8668398477). The system will auto-populate your entry with commas once submitted which is appropriate and expected (Ex. 8,668,398,477). 7137509081
2 1	Purchase Order and Sales Contact Name Please identify the individual who will be responsible for receiving and processing purchase orders and sales under the TIPS Contract. Ryan Graham
2 2	Purchase Order and Sales Contact Email Please enter a valid email address that will definitely reach the Purchase Order and Sales Contact. rgraham@vortexcompanies.com
2 3	Purchase Order and Sales Contact Phone Numbers only, no symbols or spaces (Ex. 8668398477). The system will auto-populate your entry with commas once submitted which is appropriate and expected (Ex. 8,668,398,477). 7137509081
2 4	Company Website Company Website (Format - www.company.com) www.vortexcompanies.com

2
5**Entity D/B/A's and Assumed Names**

You must confirm that you are responding to this solicitation under your legal entity name. Go now to your Supplier Profile in this eBid System and confirm that your profile reflects your "Legal Name" as it is listed on your W9.

In this question, please identify all of your entity's assumed names and D/B/A's. Please note that you will be identified publicly by the Legal Name under which you respond to this solicitation unless you organize otherwise with TIPS after award.

2
6**Primary Address**

Primary Address

2
7**Primary Address City**

Primary Address City

2
8**Primary Address State**

Primary Address State (2 Digit Abbreviation)

2
9**Primary Address Zip**

Primary Address Zip

3
0**Search Words Identifying Vendor**

Please list all search words and phrases to be included in the TIPS database related to your entity. **Do not** list words which are not associated with the bid category/scope (See bid title for general scope). This will help users find you through the TIPS website search function. You may include product names, manufacturers, specialized services, and other words associated with the scope of this solicitation.

3
1**Certification of Vendor Residency (Required by the State of Texas)**

Does Vendor's parent company or majority owner:

(A) have its principal place of business in Texas; **or** (B) employ at least 500 persons in Texas?

Texas Education Code Section 44.031 requires that this information be considered in evaluation for certain contracts. However, Vendor response does not affect points, scoring, or potential award.

3
2**Vendor's Principal Place of Business (City)**

In what city is Vendor's principal place of business located?

3
3

Vendor's Principal Place of Business (State)

In what state is Vendor's principal place of business located?

Texas

3
4

Vendor's Years in Business

How many years has the business submitting this proposal been operating in its current capacity and field of work?

5

3
5

Certification Regarding Entire TIPS Agreement for Part 1 and Part 2 Contracts

This is a two part solicitation. Part 1 is solicited for TIPS sales that are not considered a "public work" construction project. Part 1 permits the sale of goods and non-construction/non-"public work" services such as maintenance and minor repairs. Part 2 Job Order Contract (JOC) is solicited for projects considered by your TIPS Member Customers to be a "public work" construction project. The determination of whether or not a TIPS sale amounts to a "public work" construction project requiring a Part 2 JOC contract is made by the TIPS Member Customer at the time of each TIPS sale. Thus, Vendors are encouraged to respond to both Parts 1 and 2 in case your TIPS Member Customers require that a sale be made under one Part or the other. However, responding to both Parts is not required. If Vendor responds and is awarded to both Parts, Vendor will have one contract for Part 1 and a separate contract for Part 2.

Vendor agrees that, if awarded, Vendor's final TIPS Contract(s), for either Part 1, Part 2, or both Parts, will consist of the provisions set forth in the corresponding finalized TIPS Vendor Agreement, Vendor's responses to these attribute questions, and: (1) The TIPS solicitation document resulting in the Agreement; (2) Any addenda or clarifications issued in relation to the corresponding TIPS solicitation; (3) All solicitation information provided to Vendor by TIPS through the TIPS eBid System; (3) Vendor's entire proposal response to the corresponding TIPS solicitation including all accepted required attachments, acknowledged notices and certifications, accepted negotiated terms, accepted pricing, accepted responses to questions, and accepted written clarifications of Vendor's proposal, and; any properly included attachments to the TIPS Contract.

Does Vendor agree?

Yes, Vendor agrees

3
6

Minimum Percentage Discount Offered to TIPS Members on all Part 1 Goods and Services (READ CAREFULLY)

Please read thoroughly and carefully as an error on your response can render your Part 1 contract award unusable. If you are not proposing on Part 1, you must still respond to proceed but it will not apply to you unless you decide to propose and are awarded on Part 1.

TIPS Members often turn to TIPS Contracts for ease of use and to receive discounted pricing.

If awarded on Part 1, what is the minimum percentage discount that you can offer TIPS Members off of all Part 1 goods and service pricing (whether offered through Pricing Form 1, Pricing Form 2, or in another accepted format) that you offer? Only limited goods/services specifically identified and excluded from this discount in Vendor's original proposal may be excluded from this discount.

Vendor must respond with a percentage from 0%-100%. The percentage discount that you input below will be applied to your Part 1 "Catalog Pricing", as defined in the solicitation, for all TIPS Sales made during the life of the contract. You cannot alter this percentage discount once the solicitation legally closes. You will always be required to discount every TIPS Sale by the percentage included below with the exception of limited goods/services specifically identified and excluded from this discount in Vendor's original proposal. If you add goods or services to your "Catalog Pricing" during the life of the contract, you will be required to sell those new items with this discount applied.

Example: In this example, you enter a 10% minimum percentage discount below. In year-one of your TIPS Contract, your published Part 1 "Catalog Pricing" (website/store/published pricing) for "Material A" is \$100 and for "Material A Maintenance Service" is \$100. In this example, you must sell those items under the Part 1 TIPS Contract at the proposed 10% discounted price of: "Material A" - \$90, "Material A Maintenance Service" - \$90. In year two of your TIPS Contract, you update your Part 1 "Catalog Pricing" with the market. You add "Material B" to your "Catalog Pricing" for \$200 and have increased the price of "Material A" to \$110 and the price of "Material A Maintenance Service" to \$110. In this example, after the Part 1 "Catalog Pricing" update, you must still sell those items under the Part 1 TIPS Contract at the proposed 10% discounted price of: "Material A" - \$99, "Material A Maintenance Service" - \$99, and "Material B" - \$180.00.

With the exception of limited goods/services specifically identified and excluded from this discount in Vendor's original proposal, if you cannot honor the discount on all Part 1 goods and items now included or which may be added in the future with certainty, then you should offer a lesser discount percentage below.

If awarded on Part 1, what is the minimum percentage discount that you can offer TIPS Members off of all Part 1 goods and service pricing (whether offered through Pricing Form 1, Pricing Form 2, or in another accepted format) that you offer?

10%

3
7

Honoring Vendor's Part 1 Minimum Percentage Discount

Vendor is asked in these Attribute Questions to provide a Minimum Percentage Discount offered to TIPS Members on all Part 1 goods and services sold under the TIPS Contract. If proposing on Part 1, points will be assigned for your response and scoring of your Part 1 proposal will be affected. On your Part 1 evaluation, a "YES" answer will be awarded the maximum 10 points and a "NO" answer will be awarded 0 points. If you are not proposing on Part 1, you must still answer to proceed but this term will not apply to you or affect your scoring unless you decide to propose and are awarded on Part 1.

If awarded on Part 1, does Vendor agree to honor the Minimum Percentage Discount off of their TIPS "Catalog Pricing" that Vendor proposed for all TIPS Sales made for the duration of the TIPS Contract?

Yes, Vendor agrees

38

Volume and Additional Discounts

In addition to the Part 1 Minimum Percentage Discount proposed herein, does Vendor ever expect and intend to offer additional, greater, or volume discounts to TIPS Members?

If proposing on Part 1, point(s) may be assigned for your response in the Part 1 category of "Pricing" during scoring and evaluation. If you are not proposing on Part 1, you must respond to proceed but no points will be assigned for your response.

39

Part 1 "Catalog Pricing" and Pricing Requirements

This is a requirement of the Part 1 TIPS Contract and is non-negotiable. If you are not proposing on Part 1, you must still agree to proceed but it will not apply to you unless you decide to propose and are awarded on Part 1.

In this solicitation and resulting contract, Part 1 "Catalog Pricing" shall be defined as:

"The then available list of goods or services, in the most current listing regardless of date, that takes the form of a catalog, price list, price schedule, shelf-price or other viewable format that:

- A. is regularly maintained by the manufacturer or Vendor of an item; and
- B. is either published or otherwise available for review by TIPS or a customer during the purchase process;
- C. to which the Minimum Percentage Discount proposed by the proposing Vendor may be applied.

If awarded on Part 1 of this TIPS Contract, for the duration of the contract, Vendor agrees to provide, upon request, their then current "Catalog Pricing." Or, in limited circumstances where Vendor has proposed the Percentage Mark-Up method of pricing in this proposal, proof of Vendor's "cost" may be accepted by TIPS in place of catalog pricing.

40

REQUIRED FOR PART 2 - Vendor's Regular Hours RS Means Coefficient

What is Vendor's Regular Hours RS Means Coefficient? **If you do not intend to propose on Part 2, you may enter a "0" in order to continue.**

The RS Means Price Book is a unit price book adjusted for different geographic areas by using the City Cost Index for each location. You may visit <https://www.rsmeans.com> for more information.

You must review the TIPS Part 2 RS Means JOC Pricing Explanation & Rubric under the "Attachments" tab prior to responding herein.

To propose the RS Means Price Book pricing exactly, Vendor would insert a 1.0 as their Regular Hours RS Means Coefficient below, to propose a 5% discount off of the RS Means Price Book Vendor would insert a .95 as their Regular Hours RS Means Coefficient below. To see the full scoring rubric and use TIPS scoring calculator, please view the TIPS RS Means JOC Pricing Explanation & Rubric under the "Attachments" tab.

Insert Vendor's Regular Hours RS Means Coefficient below. **If you do not intend to propose on Part 2, you may enter a "0" in order to continue.**

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1

REQUIRED FOR PART 2 - Vendor's After-Hours RS Means Coefficient

What is Vendor's After-Hours RS Means Coefficient? **If you do not intend to propose on Part 2, you may enter a "0" in order to continue.**

The RS Means Price Book is a unit price book adjusted for different geographic areas by using the City Cost Index for each location. You may visit <https://www.rsmeans.com> for more information.

You must review the TIPS Part 2 RS Means JOC Pricing Explanation & Rubric under the "Attachments" tab prior to responding herein.

The most common After-Hours RS Means Coefficient is "time-and-a-half" of the standard RS Means Unit Price Book. For example, if Vendor's Regular Hours Coefficient above is .95, Vendor would assert an After-Hours RS Means Coefficient of 1.45 for "time-and-a-half" pricing. To see the full scoring rubric and use TIPS scoring calculator, please view the TIPS RS Means JOC Pricing Explanation & Rubric under the "Attachments" tab.

Insert Vendor's After-Hours RS Means Coefficient below. **If you do not intend to propose on Part 2, you may enter a "0" in order to continue.**

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2

REQUIRED FOR PART 2 - Vendor's Percentage Markup of Items not Pre-Priced within the RS Means Price Book

Here, Vendor must enter a percentage, not a coefficient. **If you do not intend to propose on Part 2, you may enter a "0" in order to continue.**

If Vendor sells items which cannot be found in the RS Means Price Book, at what Percentage Markup does Vendor agree to sell those Non Pre-Priced items? This is a maximum Percentage Markup and Vendor may always offer customers a lesser markup.

Example: In this example, Vendor is selling a project to a TIPS Member school district and some of the contract pricing for special materials cannot be verified because it cannot be found in the RS Means Price book. Vendor may sell those specialty items to the Member this percentage markup from cost. In this example, if one of the specialty items cost Vendor \$100 from the manufacturer and Vendor proposed a Percentage Markup of 30% here, then Vendor could sell the item to the TIPS Customer for \$130.00 or less in this example.

Vendor must provide TIPS with manufacturer documentation reflecting the cost of any non pre-priced item at the time of the TIPS sale so that TIPS can verify that the proposed percentage markup is being honored.

What is Vendor's Percentage Markup of items not Pre-Priced within the RS Means Price Book? **If you do not intend to propose on Part 2, you may enter a "0" in order to continue.**

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3**REQUIRED FOR PART 2 - TIPS Pricing and Line Item Estimate Pricing Requirements**

This is a requirement of the Part 2 TIPS Contract and is non-negotiable. If you are not proposing on Part 2, you must still agree to proceed but it will not apply to you unless you decide to propose and are awarded on Part 2.

Vendor must respond to the required pricing attributes above seeking RS Means coefficients and a percentage markup if seeking to propose on Part 2.

If awarded on Part 2 of this TIPS Contract, for the duration of the contract, Vendor agrees to provide a RS Means line-item estimate to TIPS for each anticipated Part 2 TIPS project or sale. Or, in limited circumstances in contracts where Xactimate pricing is also expressly permitted and Vendor also submits Xactimate pricing under Part 2, Vendor may instead provide an Xactimate line-item estimate to TIPS. However, Vendor agrees that when a TIPS Member Customer seeks a quote for a Part 2 TIPS sale, Vendor will always supply a line-item estimate to TIPS for review and approval.

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4**EXCEPTIONS & DEVIATIONS TO TIPS STANDARD TERMS AND CONDITIONS**

Vendor agrees that, if awarded, Vendor's final TIPS Part 1 and/or Part 2 Contract will consist of the provisions set forth in the finalized TIPS Vendor Agreement, Vendor's responses to these attribute questions, and: (1) The corresponding TIPS solicitation document resulting in this Agreement; (2) Any addenda or clarifications issued in relation to the corresponding TIPS solicitation; (3) All solicitation information provided to Vendor by TIPS through the TIPS eBid System; (3) Vendor's entire proposal response to the corresponding TIPS solicitation including all accepted required attachments, acknowledged notices and certifications, accepted negotiated terms, accepted pricing, accepted responses to questions, and accepted written clarifications of Vendor's proposal, and; any properly included attachments to the TIPS Contract. In the event of conflict between the terms of the finalized Vendor Agreement and one of the incorporated documents the terms and conditions which are in the best interest of governmental/qualifying non-profit TIPS Members shall control at TIPS sole discretion.

If Vendor responds, "No, Vendor does not agree" to this Attribute, after this solicitation legally closes and TIPS begins evaluating Vendor's file, TIPS will provide Vendor with a draft Word Document version of the Vendor Agreement and will be instructed to include all requested negotiations as redline edits for TIPS consideration. This is the only proper way to submit proposed deviations for TIPS consideration. TIPS reserves the right to accept, decline, or modify Vendor's requested negotiated terms. For this reason, answering "No, Vendor does not agree" may ultimately delay or prevent award.

Does Vendor agree with TIPS standard terms and conditions as presented in the TIPS solicitation document (RFP, RCSP, RFQ, or other) and the TIPS Vendor Agreement document?

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TIPS Sales Reporting Requirements

This is a requirement of the TIPS Contract and is non-negotiable.

By submitting this proposal, Vendor certifies that Vendor will properly report all TIPS sales. With the exception of TIPS Automated Vendors, who have signed an exclusive agreement with TIPS regarding reporting, all TIPS Sales must be reported to TIPS by either:

(1) Emailing the purchase order or similar purchase document (with Vendor's Name, as known to TIPS, and the TIPS Contract Name and Number included) to TIPS at tipspo@tips-usa.com with "Confirmation Only" in the subject line of the email within three business days of Vendor's acceptance of the order, or;

(2) Within 3 business days of the order being accepted by Vendor, Vendor must login to the TIPS Vendor Portal and successfully self-report all necessary sale information within the Vendor Portal and confirm that it shows up accurately on your current Vendor Portal statement.

No other method of reporting is acceptable unless agreed to by the Parties in writing. Failure to report all sales pursuant to this provision may result in immediate cancellation of Vendor's TIPS Contract(s) for cause at TIPS' sole discretion.

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TIPS Administration Fee Requirement and Acknowledgment

This is a requirement of the TIPS Contract and is non-negotiable.

The collection of fees by TIPS, a government entity, for performance of these procurement services is required pursuant to Texas Government Code Section 791.011 et. seq. The TIPS Administration Fee is the amount legally owed by Vendor to TIPS for TIPS Sales made by Vendor. The TIPS Administration Fee amount is typically a set percentage of each TIPS Sale legally due to TIPS, but the exact TIPS Administration Fee for this Contract is published in the corresponding RFP or RCSP document. TIPS Administration Fees are due to TIPS immediately upon Vendor's receipt of payment, including partial payment, for a TIPS Sale.

By submitting a proposal, Vendor agrees that it has read, understands, and agrees to the published TIPS Administration Fee amount, calculation, and payment requirements. By submitting a proposal Vendor further confirms that all TIPS Pricing includes the TIPS Administration Fee and Vendor will not show adding the TIPS Administration Fee as a charge or line-item in any TIPS Sale.

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TIPS Member Access to Vendor Proposal & Documentation

This is a requirement of the TIPS Contract and is non-negotiable.

Notwithstanding any other information provided in this solicitation or Vendor designation of certain documentation as confidential or proprietary, Vendor's submission of this proposal constitutes Vendor's express consent to the disclosure of Vendor's comprehensive proposal, including any information deemed confidential or proprietary, **to TIPS Members**. The proposing Vendor agrees that TIPS shall not be responsible or liable for any use or distribution of information or documentation to TIPS Members or by TIPS Members. By submitting this proposal, Vendor certifies the foregoing.

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Non-Collusive Bidding Certificate

This is a requirement of the TIPS Contract and is non-negotiable.

By submission of this proposal, the Vendor certifies that:

- 1) This proposal has been independently arrived at without collusion with any other entity, bidder, or with any competitor;
- 2) This proposal has not been knowingly disclosed and will not be knowingly disclosed, prior to the opening of bids, or proposals for this project, to any other bidder, competitor or potential competitor;
- 3) No attempt has been or will be made to induce any other person, partnership or corporation to modify, submit, or not to submit a bid or proposal; and
- 4) The person signing this bid or proposal certifies that they are duly authorized to execute this proposal/contract on behalf of Vendor and they have fully informed themselves regarding the accuracy of the statements contained in this certification, and under the penalties being applicable to the bidder as well as to the person signing in its behalf;

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Antitrust Certification Statements (Tex. Government Code § 2155.005)

This is a requirement of the TIPS Contract and is non-negotiable.

By submission of this bid or proposal, Vendor certifies under penalty of perjury of the laws of the State of Texas that:

- (1) I am duly authorized to execute this proposal/contract on my own behalf or on behalf of the company, corporation, firm, partnership or individual (Vendor) identified herein;
- (2) In connection with this proposal, neither I nor any representative of Vendor has violated any provision of the Texas Free Enterprise and Antitrust Act, Tex. Bus. & Comm. Code Chapter 15;
- (3) In connection with this proposal, neither I nor any representative of the Vendor has violated any federal antitrust law;
- (4) Neither I nor any representative of Vendor has directly or indirectly communicated any of the contents of this bid to a competitor of the Company or any other company, corporation, firm, partnership or individual engaged in the same line of business as the Company.

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Limitation on Out-of-State Litigation - Texas Business and Commerce Code § 272

This is a requirement of the TIPS Contract and is non-negotiable.

Texas Business and Commerce Code § 272 prohibits a construction contract, or an agreement collateral to or affecting the construction contract, from containing a provision making the contract or agreement, or any conflict arising under the contract or agreement, subject to another state's law, litigation in the courts of another state, or arbitration in another state. If included in Texas construction contracts, such provisions are voidable by a party obligated by the contract or agreement to perform the work.

By submission of this proposal, Vendor acknowledges this law and ***if Vendor enters into a construction contract with a Texas TIPS Member*** under this procurement, Vendor certifies compliance.

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1**Required Confidentiality Claim Form**

This is a requirement of the TIPS Contract and is non-negotiable.

TIPS provides the required TIPS Confidentiality Claim Form in the "Attachments" section of this solicitation. Vendor must execute this form by either signing and waiving any confidentiality claim, or designating portions of Vendor's proposal confidential. If Vendor considers any portion of Vendor's proposal to be confidential and not subject to public disclosure pursuant to Chapter 552 Texas Gov't Code or other law(s) and orders, Vendor must have identified the claimed confidential materials through proper execution of the Confidentiality Claim Form.

If TIPS receives a public information act or similar request, any responsive documentation not deemed confidential by you in this manner will be automatically released. For Vendor documents deemed confidential by you in this manner, TIPS will follow procedures of controlling statute(s) regarding any claim of confidentiality and shall not be liable for any release of information required by law, including Attorney General determination and opinion.

Notwithstanding any other Vendor designation of Vendor's proposal as confidential or proprietary, Vendor's submission of this proposal constitutes Vendor's agreement that proper execution of the required TIPS Confidentiality Claim Form is the only way to assert any portion of Vendor's proposal as confidential.

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2**Non-Discrimination Statement and Certification**

This is a requirement of the TIPS Contract and is non-negotiable.

In accordance with Federal civil rights law, all U.S. Departments, including but not limited to the USDA, USDE, FEMA, are prohibited from discriminating based on race, color, national origin, religion, sex, gender identity (including gender expression), sexual orientation, disability, age, marital status, family/parental status, income derived from a public assistance program, political beliefs, or reprisal or retaliation for prior civil rights activity, in any program or activity conducted or funded by federal funds (not all bases apply to all programs).

Vendor certifies that Vendor will comply with applicable Non-Discrimination and Equal Opportunity provisions set forth in TIPS Member Customers' policies and other regulations at the local, state, and federal levels of governments.

☒ Yes, I certify

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3**Limitation of Vendor Indemnification and Similar Clauses**

This is a requirement of the TIPS Contract and is non-negotiable.

TIPS, a department of Region 8 Education Service Center, a political subdivision, and local government entity of the State of Texas, is prohibited from indemnifying third-parties (pursuant to the Article 3, Section 52 of the Texas Constitution) except as otherwise specifically provided for by law or as ordered by a court of competent jurisdiction. Article 3, Section 52 of the Texas Constitution states that "no debt shall be created by or on behalf of the State ... " and the Texas Attorney General has opined that a contractually imposed obligation of indemnity creates a "debt" in the constitutional sense. Tex. Att'y Gen. Op. No. MW-475 (1982). Thus, contract clauses which require TIPS to indemnify Vendor, pay liquidated damages, pay attorney's fees, waive Vendor's liability, or waive any applicable statute of limitations must be deleted or qualified with "to the extent permitted by the Constitution and Laws of the State of Texas."

Does Vendor agree?

☒ Yes, I Agree

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4**Alternative Dispute Resolution Limitations****This is a requirement of the TIPS Contract and is non-negotiable.**

TIPS, a department of Region 8 Education Service Center, a political subdivision, and local government entity of the State of Texas, does not agree to binding arbitration as a remedy to dispute and no such provision shall be permitted in this Agreement with TIPS. Vendor agrees that any claim arising out of or related to this Agreement, except those specifically and expressly waived or negotiated within this Agreement, may be subject to non-binding mediation at the request of either party to be conducted by a mutually agreed upon mediator as prerequisite to the filing of any lawsuit arising out of or related to this Agreement. Mediation shall be held in either Camp or Titus County, Texas. Agreements reached in mediation will be subject to the approval by the Region 8 ESC's Board of Directors, authorized signature of the Parties if approved by the Board of Directors, and, once approved by the Board of Directors and properly signed, shall thereafter be enforceable as provided by the laws of the State of Texas.

Does Vendor agree?

☐ Yes, Vendor agrees5
5**No Waiver of TIPS Immunity****This is a requirement of the TIPS Contract and is non-negotiable.**

Vendor agrees that nothing in this Agreement shall be construed as a waiver of sovereign or government immunity; nor constitute or be construed as a waiver of any of the privileges, rights, defenses, remedies, or immunities available to Region 8 Education Service Center or its TIPS Department. The failure to enforce, or any delay in the enforcement, of any privileges, rights, defenses, remedies, or immunities available to Region 8 Education Service Center or its TIPS Department under this Agreement or under applicable law shall not constitute a waiver of such privileges, rights, defenses, remedies, or immunities or be considered as a basis for estoppel.

Does Vendor agree?

☒ Yes, Vendor agrees5
6**Payment Terms and Funding Out Clause****This is a requirement of the TIPS Contract and is non-negotiable.**

Vendor agrees that TIPS and TIPS Members shall not be liable for interest or late-payment fees on past-due balances at a rate higher than permitted by the laws or regulations of the jurisdiction of the TIPS Member.

Funding-Out Clause: Vendor agrees to abide by the applicable laws and regulations, including but not limited to Texas Local Government Code § 271.903, or any other statutory or regulatory limitation of the jurisdiction of any TIPS Member, which requires that contracts approved by TIPS or a TIPS Member are subject to the budgeting and appropriation of currently available funds by the entity or its governing body.

Does Vendor agree?

☒ Yes, Vendor agrees5
7**Certification Regarding Prohibition of Certain Terrorist Organizations (Tex. Gov. Code 2270)**

Vendor certifies that Vendor is not a company identified on the Texas Comptroller's list of companies known to have contracts with, or provide supplies or services to, a foreign organization designated as a Foreign Terrorist Organization by the U.S. Secretary of State.

Does Vendor certify?

☐ Yes, Vendor certifies

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Certification Regarding Prohibition of Boycotting Israel (Tex. Gov. Code 2271)

If (a) Vendor is not a sole proprietorship; (b) Vendor has ten (10) or more full-time employees; and (c) this Agreement or any agreement with a TIPS Member under this procurement has value of \$100,000 or more, the following certification shall apply; otherwise, this certification is not required. Vendor certifies, where applicable, that neither the Vendor, nor any affiliate, subsidiary, or parent company of Vendor, if any, boycotts Israel, and Vendor agrees that Vendor and Vendor Companies will not boycott Israel during the term of this Agreement. For purposes of this Agreement, the term "boycott" shall mean and include refusing to deal with, terminating business activities with, or otherwise taking any action that is intended to penalize, inflict economic harm on, or limit commercial relations with Israel, or with a person or entity doing business in Israel or in an Israeli-controlled territory but does not include an action made for ordinary business purposes.

When applicable, does Vendor certify?

Yes, Vendor certifies

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Certification Regarding Prohibition of Contracts with Certain Foreign-Owned Companies (Tex. Gov. Code 2274)

Certain public entities are prohibited from entering into a contract or other agreement relating to critical infrastructure that would grant Vendor direct or remote access to or control of critical infrastructure in this state, excluding access specifically allowed by a customer for product warranty and support purposes.

Vendor certifies that neither it nor its parent company nor any affiliate of Vendor or its parent company, is (1) owned by or the majority of stock or other ownership interest of the company is held or controlled by individuals who are citizens of China, Iran, North Korea, Russia, or a designated country; (2) a company or other entity, including governmental entity, that is owned or controlled by citizens of or is directly controlled by the government of China, Iran, North Korea, Russia, or a designated country; or (3) headquartered in China, Iran, North Korea, Russia, or a designated country.

For purposes of this certification, "critical infrastructure" means "a communication infrastructure system, cybersecurity system, electric grid, hazardous waste treatment system, or water treatment facility." Vendor certifies that Vendor will not grant direct or remote access to or control of critical infrastructure, except for product warranty and support purposes, to prohibited individuals, companies, or entities, including governmental entities, owned, controlled, or headquartered in China, Iran, North Korea, Russia, or a designated country, as determined by the Governor.

When applicable, does Vendor certify?

Yes, Vendor certifies

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Certification Regarding Prohibition of Discrimination Against Firearm and Ammunition Industries (Tex. Gov. Code 2274)

If (a) Vendor is not a sole proprietorship; (b) Vendor has at least ten (10) full-time employees; and (c) this Agreement or any Supplemental Agreement with certain public entities have a value of at least \$100,000 that is paid wholly or partly from public funds; (d) the Agreement is not excepted under Tex. Gov. Code 2274 and (e) the purchasing public entity has determined that Vendor is not a sole-source provider or the purchasing public entity has not received any bids from a company that is able to provide this written verification, the following certification shall apply; otherwise, this certification is not required.

Vendor certifies that Vendor, or association, corporation, partnership, joint venture, limited partnership, limited liability partnership, or limited liability company, including a wholly owned subsidiary, majority-owned subsidiary parent company, or affiliate of these entities or associations, that exists to make a profit, does not have a practice, policy, guidance, or directive that discriminates against a firearm entity or firearm trade association and will not discriminate during the term of this contract against a firearm entity or firearm trade association.

For purposes of this Agreement, "discriminate against a firearm entity or firearm trade association" shall mean, with respect to the entity or association, to: "(1) refuse to engage in the trade of any goods or services with the entity or association based solely on its status as a firearm entity or firearm trade association; (2) refrain from continuing an existing business relationship with the entity or association based solely on its status as a firearm entity or firearm trade association; or (3) terminate an existing business relationship with the entity or association based solely on its status as a firearm entity or firearm trade association."

"Discrimination against a firearm entity or firearm trade association" does not include: "(1) the established policies of a merchant, retail seller, or platform that restrict or prohibit the listing or selling of ammunition, firearms, or firearm accessories; and (2) a company's refusal to engage in the trade of any goods or services, decision to refrain from continuing an existing business relationship, or decision to terminate an existing business relationship to comply with federal, state, or local law, policy, or regulations or a directive by a regulatory agency, or for any traditional business reason that is specific to the customer or potential customer and not based solely on an entity's or association's status as a firearm entity or firearm trade association."

When applicable, does Vendor certify?

Yes, Vendor certifies

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Certification Regarding Termination of Contract for Non-Compliance (Tex. Gov. Code 552.374)

If Vendor is not a governmental body and (a) this Agreement or any Supplemental Agreement with a public entity has a stated expenditure of at least \$1 million in public funds for the purchase of goods or services by certain public entities; or (b) this Agreement or any Supplemental Agreement results in the expenditure of at least \$1 million in public funds for the purchase of goods or services by certain public entities in their fiscal year, the following certification shall apply; otherwise, this certification is not required.

As required by Tex. Gov. Code 552.374, the following statement is included in the RFP and the Agreement (unless the Agreement is (1) related to the purchase or underwriting of a public security; (2) is or may be used as collateral on a loan; or (3) proceeds from which are used to pay debt service of a public security of loan): "The requirements of Subchapter J, Chapter 552, Government Code, may apply to this solicitation and Agreement and the Vendor agrees that this Agreement and any applicable Supplemental Agreement can be terminated if Vendor knowingly or intentionally fails to comply with a requirement of that subchapter."

Pursuant to Chapter 552 of the Texas Government Code, Vendor certifies that Vendor shall: (1) preserve all contracting information related to this Agreement as provided by the records retention requirements applicable to TIPS or the purchasing TIPS Member for the duration of the Agreement; (2) promptly provide to TIPS or the purchasing TIPS Member any contracting information related to the Agreement that is in the custody or possession of Vendor on request of TIPS or the purchasing TIPS Member; and (3) on completion of the Agreement, either (a) provide at no cost to TIPS or the purchasing TIPS Member all contracting information related to the Agreement that is in the custody or possession of Vendor, or (b) preserve the contracting information related to the Agreement as provided by the records retention requirements applicable to TIPS or the purchasing TIPS Member.

When applicable, does Vendor certify?

Yes, Vendor certifies

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Certification Regarding Prohibition of Boycotting Certain Energy Companies (Tex. Gov. Code 2274)

If (a) Vendor is not a sole proprietorship; (b) Vendor has ten (10) or more full-time employees; and (c) this Agreement or any Supplemental Agreement with certain public entities has a value of \$100,000 or more that is to be paid wholly or partly from public funds, the following certification shall apply; otherwise, this certification is not required.

Vendor certifies that Vendor, or any wholly owned subsidiary, majority-owned subsidiary, parent company, or affiliate of these entities or business associations, if any, do not boycott energy companies and will not boycott energy companies during the term of the Agreement or any applicable Supplemental Agreement.

For purposes of this certification the term "company" shall mean an organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, or limited liability company, that exists to make a profit.

The term "boycott energy company" shall mean "without an ordinary business purpose, refusing to deal with, terminating business activities with, or otherwise taking any action intended to penalize, inflict economic harm on, or limit commercial relations with a company because the company (a) engages in the exploration, production, utilization, transportation, sale, or manufacturing of fossil fuel-based energy and does not commit or pledge to meet environmental standards beyond applicable federal and state law, or (b) does business with a company described by paragraph (a)." (See Tex. Gov. Code 809.001).

When applicable, does Vendor certify?

Yes, Vendor certifies

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Felony Conviction Notice - Texas Education Code 44.034

Texas Education Code, Section 44.034, Notification of Criminal History, Subsection (a), states, "a person or business entity that enters into a contract with a school district must give advance notice to the district if the person or an owner or operator of the business entity has been convicted of a felony. The notice must include a general description of the conduct resulting in the conviction of a felony."

Subsection (b) states, "a school district may terminate a contract with a person or business entity if the district determines that the person or business entity failed to give notice as required by Subsection (a) or misrepresented the conduct resulting in the conviction. The district must compensate the person or business entity for services performed before the termination of the contract."

Subsection (c) states, "This section does not apply to a publicly held corporation."

Vendor certifies one of the following:

- A. My firm is a publicly held corporation; therefore, this reporting requirement is not applicable, or;
- B. My firm is not owned nor operated by anyone who has been convicted of a felony, or;
- C. My firm is owned or operated by the following individual(s) who has/have been convicted of a felony.

If Vendor responds with Option (C), Vendor is required to provide information in the next attribute.

B. My firm is not owned nor operated by felon.

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4**Felony Conviction Notice - Texas Education Code 44.034 - Continued**

If Vendor selected Option (C) in the previous attribute, Vendor must provide the following information herein:

1. Name of Felon(s)
2. The Felon(s) title/role in Vendor's entity, and
3. Details of Felon(s) Conviction(s).

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5**Conflict of Interest Questionnaire Requirement**

Vendor agrees that it has looked up, read, and understood the current version of Texas Local Government Code Chapter 176 which generally requires disclosures of conflicts of interests by Vendor hereunder if Vendor:

(1) has an employment or other business relationship with a local government officer of our local governmental entity, or a family member of the officer, described by Section 176.003(a)(2)(A);

(2) has given a local government officer of our local governmental entity, or a family member of the officer, one or more gifts with the aggregate value specified by Section 176.003(a)(2)(B), excluding any gift described by Section 176.003(a-1); or

(3) has a family relationship with a local government officer of our local governmental entity.

(4) Any other financial, commercial, or familial relationship with our local government that may warrant reporting under this statute.

Does Vendor certify that it has NO reportable conflict of interest?

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6**Conflict of Interest Questionnaire Requirement - Form CIQ - Continued**

If you responded "No, Vendor does not certify - VENDOR HAS CONFLICT" to the Conflict of Interest Questionnaire question above, you are required by law to fully execute and upload the form attachment entitled "Conflict of Interest Questionnaire - Form CIQ." If you accurately claimed no conflict above, you may disregard the form attachment entitled "Conflict of Interest Questionnaire - Form CIQ."
Have you uploaded this form if applicable?

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7**Upload of Current W-9 Required**

Vendors are required by TIPS to upload a current, accurate W-9 Internal Revenue Service (IRS) Tax Form for your entity. This form will be utilized by TIPS to properly identify your entity.

You must confirm that you are responding to this solicitation under your legal entity name. Go now to your Supplier Profile in this eBid System and confirm that your profile reflects your "Legal Name" as it is listed on your W9.

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8**Regulatory Good Standing Certification**

Does Vendor certify that its entity is in good standing will all government entities and agencies, whether local, state, or federal, that regulate any aspect of Vendor's field of work or business operations?

If Vendor selects "No", Vendor must provide explanation on the following attribute question.

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Regulatory Good Standing Certification - Explanation - Continued

If Vendor responded to the prior attribute that "No", Vendor is not in good standing, Vendor must provide an explanation of that lack of good standing here for TIPS consideration.

No response

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Instructions Only - Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion

Instructions for Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion

1. By answering yes to the next Attribute question below, the vendor and prospective lower tier participant is providing the certification set out herein in accordance with these instructions.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification in addition to other remedies available to the federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and / or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participants," "person," "primary covered transaction," "principal," "proposal" and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this form that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this form that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction" without modification in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible or voluntarily excluded from participation in this transaction, in addition to other remedies available to the federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and / or debarment.

7
1**Suspension or Debarment Certification**

Read the instructions in the attribute above and then answer the following accurately.

Vendor certifies that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

Does Vendor certify?

Yes, Vendor certifies

7
2**Vendor Certification of Criminal History - Texas Education Code Chapter 22**

Texas Education Code Chapter 22 requires entities that contract with school districts to provide services to obtain criminal history record information regarding covered employees. Contractors must certify to the district that they have complied. Covered employees with disqualifying criminal histories are prohibited from serving at a school district pursuant to this law.

DEFINITIONS

Covered employees: Employees of a contractor or subcontractor who have or will have continuing duties related to the service to be performed at the District and have or will have direct contact with students. The District will be the final arbiter of what constitutes direct contact with students.

Disqualifying criminal history: Any conviction or other criminal history information designated by the District, or one of the following offenses, if at the time of the offense, the victim was under 18 or enrolled in a public school: (a) a felony offense under Title 5, Texas Penal Code; (b) an offense for which a defendant is required to register as a sex offender under Chapter 62, Texas Code of Criminal Procedure; or (c) an equivalent offense under federal law or the laws of another state.

Vendor certifies:

NONE (Section A): None of the employees of Vendor and any subcontractors are covered employees, as defined above. If this box is checked, I further certify that Contractor has taken precautions or imposed conditions to ensure that the employees of Vendor and any subcontractor will not become covered employees. Contractor will maintain these precautions or conditions throughout the time the contracted services are provided under this procurement.

OR

SOME (Section B): Some or all of the employees of Vendor and any subcontractor are covered employees. If this box is checked, I further certify that: (1) Vendor has obtained all required criminal history record information regarding its covered employees. None of the covered employees has a disqualifying criminal history; (2) If Vendor receives information that a covered employee subsequently has a reported criminal history, Vendor will immediately remove the covered employee from contract duties and notify the purchasing entity in writing within 3 business days; (3) Upon request, Vendor will provide the purchasing entity with the name and any other requested information of covered employees so that the purchasing entity may obtain criminal history record information on the covered employees; (4) If the purchasing entity objects to the assignment of a covered employee on the basis of the covered employee's criminal history record information, Vendor agrees to discontinue using that covered employee to provide services at the purchasing entity.

Which option does Vendor certify?

Yes, I certify - NONE (Section A)

7
3**Certification Regarding "Choice of Law" Terms with TIPS Members**

Vendor agrees that if any "Choice of Law" provision is included in any sales agreement/contract between Vendor and a TIPS Member, that clause must provide that the "Choice of Law" applicable to the sales agreement/contract between Vendor and TIPS Member shall be the state where the TIPS Member operates unless the TIPS Member expressly agrees otherwise. Any TIPS Sale Supplemental Agreement containing a "Choice of Law" clause that conflicts with these terms is rendered void and unenforceable.

If Vendor disagrees, after this solicitation legally closes and TIPS begins evaluating Vendor's file, TIPS will provide Vendor with a draft Word Document version of the Vendor Agreement and will be instructed to include all requested negotiations as redline edits for TIPS consideration.

Does Vendor agree?

7
4**Certification Regarding "Venue" Terms with TIPS Members**

Vendor agrees that if any "Venue" provision is included in any sales agreement/contract between Vendor and a TIPS Member, that clause must provide that the "Venue" for any litigation or alternative dispute resolution is shall be in the state and county where the TIPS Member operates unless the TIPS Member expressly agrees otherwise. Any TIPS Sale Supplemental Agreement containing a "Venue" clause that conflicts with these terms is rendered void and unenforceable.

If Vendor disagrees, after this solicitation legally closes and TIPS begins evaluating Vendor's file, TIPS will provide Vendor with a draft Word Document version of the Vendor Agreement and will be instructed to include all requested negotiations as redline edits for TIPS consideration.

Does Vendor agree?

7
5**Certification Regarding "Automatic Renewal" Terms with TIPS Members**

Vendor agrees that no TIPS Sale may incorporate an "Automatic Renewal" clause that exceeds month to month terms with which the TIPS Member must comply. All renewal terms incorporated into a TIPS Sale Supplemental Agreement shall only be valid and enforceable when Vendor received written confirmation of acceptance of the renewal term from the TIPS Member for the specific renewal term. The purpose of this clause is to avoid a TIPS Member inadvertently renewing a Supplemental Agreement during a period in which the governing body of the TIPS Member has not properly appropriated and budgeted the funds to satisfy the Agreement renewal. Any TIPS Sale Supplemental Agreement containing an "Automatic Renewal" clause that conflicts with these terms is rendered void and unenforceable.

If Vendor disagrees, after this solicitation legally closes and TIPS begins evaluating Vendor's file, TIPS will provide Vendor with a draft Word Document version of the Vendor Agreement and will be instructed to include all requested negotiations as redline edits for TIPS consideration.

Does Vendor agree?

7
6**Certification Regarding "Indemnity" Terms with TIPS Members**

Texas and other jurisdictions restrict the ability of governmental entities to indemnify others. Vendor agrees that if any "Indemnity" provision which requires the TIPS Member to indemnify Vendor is included in any sales agreement/contract between Vendor and a TIPS Member, that clause must either be stricken or qualified by including that such indemnity is only permitted, "to the extent permitted by the laws and constitution of [TIPS Member's State]" unless the TIPS Member expressly agrees otherwise. Any TIPS Sale Supplemental Agreement containing an "Indemnity" clause that conflicts with these terms is rendered void and unenforceable.

If Vendor disagrees, after this solicitation legally closes and TIPS begins evaluating Vendor's file, TIPS will provide Vendor with a draft Word Document version of the Vendor Agreement and will be instructed to include all requested negotiations as redline edits for TIPS consideration.

Does Vendor agree?

7
7**Certification Regarding "Arbitration" Terms with TIPS Members**

Vendor agrees that if any "Arbitration" provision is included in any TIPS Sale agreement/contract between Vendor and a TIPS Member, that clause may **not** require that the arbitration is mandatory or binding. Vendor agrees that if any "Arbitration" provision is included in any TIPS Sale agreement/contract between Vendor and a TIPS Member, that clause provides for only voluntary and non-binding arbitration unless the TIPS Member expressly agrees otherwise. Any TIPS Sale Supplemental Agreement containing a "Arbitration" clause that conflicts with these terms is rendered void and unenforceable.

If Vendor disagrees, after this solicitation legally closes and TIPS begins evaluating Vendor's file, TIPS will provide Vendor with a draft Word Document version of the Vendor Agreement and will be instructed to include all requested negotiations as redline edits for TIPS consideration.

Does Vendor agree?

7
8**2 CFR PART 200 AND FEDERAL CONTRACT PROVISIONS EXPLANATION**

TIPS and TIPS Members will sometimes seek to make purchases with federal funds. In accordance with 2 C.F.R. Part 200 of the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (sometimes referred to as "EDGAR"), Vendor's response to the following questions labeled "2 CFR Part 200 or Federal Provision" will indicate Vendor's willingness and ability to comply with certain requirements which may be applicable to TIPS purchases paid for with federal funds, if accepted by Vendor.

Your responses to the following questions labeled "2 CFR Part 200 or Federal Provision" will dictate whether TIPS can list this awarded contract as viable to be considered for a federal fund purchase. **Failure to certify all requirements labeled "2 CFR Part 200 or Federal Provision" will mean that your contract is listed as not viable for the receipt of federal funds. However, it will not prevent award.**

If you do enter into a TIPS Sale when you are accepting federal funds, the contract between you and the TIPS Member will likely require these same certifications.

7
9**2 CFR Part 200 or Federal Provision - Vendor Willingness to Accept Federal Funds**

This certification is not required by federal law. However, TIPS Members are public entities and qualifying non-profits which often receive federal funding and grants (ESSER, CARES Act, EDGAR, etc.) ***Accepting such funds often requires additional required certifications and responsibilities for Vendor.*** The following attribute questions include these required certifications. Your response to this questions, the following certifications, and other factors will determine whether your contract award will be deemed as eligible for federal fund expenditures by TIPS Members.

If awarded, is Vendor willing to accept payment for goods and services offered under this contract paid for by a TIPS Member with federal funds?

8
0**2 CFR Part 200 or Federal Provision - Contracts**

Contracts for more than the simplified acquisition threshold currently set at \$250,000 (2 CFR § 200.320), which is the inflation adjusted amount determined by the Civilian Agency Acquisition Council and the Defense Acquisition Regulations Council (Councils) as authorized by 41 U.S.C. 1908, must address administrative, contractual, or legal remedies in instances where contractors violate or breach contract terms, and provide for such sanctions and penalties as appropriate.

Notice: Pursuant to the above, when federal funds are expended by ESC Region 8 and TIPS Members, ESC Region 8 and TIPS Members reserve all rights and privileges under the applicable laws and regulations with respect to this procurement in the event of breach of contract by either party.

Does vendor agree?

8
1**2 CFR Part 200 or Federal Provision - Termination**

Termination for cause and for convenience by the grantee or subgrantee including the manner by which it will be effected and the basis for settlement. (All contracts in excess of \$10,000)

Pursuant to the above, when federal funds are expended by ESC Region 8 and TIPS Members, ESC Region 8 and TIPS Members reserve the right to terminate any agreement in excess of \$10,000 resulting from this procurement process for cause after giving the vendor an appropriate opportunity and up to 30 days, to cure the causal breach of terms and conditions. ESC Region 8 and TIPS Members reserve the right to terminate any agreement in excess of \$10,000 resulting from this procurement process for convenience with 30 days notice in writing to the awarded vendor. The Vendor would be compensated for work performed and goods procured as of the termination date if for convenience of the ESC Region 8 and TIPS Members. Any award under this procurement process is not exclusive and the ESC Region 8 and TIPS reserves the right to purchase goods and services from other vendors when it is in the best interest of the ESC Region 8 and TIPS.

Does vendor agree?

8
2 **2 CFR Part 200 or Federal Provision - Clean Air Act**

Clean Air Act (42 U.S.C. 7401-7671q.) and the Federal Water Pollution Control Act (33 U.S.C. 1251-1387), as amended—Contracts and subgrants of amounts in excess of \$150,000 must contain a provision that requires the non-Federal award to agree to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. 1251-1387). Violations must be reported to the Federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA).

Pursuant to the Clean Air Act, et al above, when federal funds are expended by ESC Region 8 and TIPS Members, ESC Region 8 and TIPS Members require that the proposer certify that during the term of an award by the ESC Region 8 and TIPS Members resulting from this procurement process the vendor agrees to comply with all of the above regulations, including all of the terms listed and referenced therein.

Does vendor agree?

Yes, Vendor agrees

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3 **2 CFR Part 200 or Federal Provision - Byrd Anti-Lobbying Amendment**

Byrd Anti-Lobbying Amendment (31 U.S.C. 1352)—Contractors that apply or bid for an award exceeding \$100,000 must file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier must also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the non-Federal award.

Pursuant to the above, when federal funds are expended by ESC Region 8 and TIPS Members, ESC Region 8 and TIPS Members require the proposer certify that during the term and during the life of any contract with ESC Region 8 and TIPS Members resulting from this procurement process the vendor certifies that it is in compliance with all applicable provisions of the Byrd Anti-Lobbying Amendment (31 U.S.C. 1352).

Does Vendor agree?

Yes, Vendor agrees

8
4**2 CFR Part 200 or Federal Provision - Byrd Anti-Lobbying Amendment - Continued**

Applicable to Grants, Subgrants, Cooperative Agreements, and Contracts Exceeding \$100,000 in Federal Funds

Submission of this certification is a prerequisite for making or entering into this transaction and is imposed by the Byrd Anti-Lobbying Amendment (31 U.S.C. 1352). This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of congress, or an employee of a Member of Congress in connection with the awarding of a Federal contract, the making of a Federal grant, the making of a Federal loan, the entering into a cooperative agreement, and the extension, continuation, renewal, amendment, or modification of a Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of congress, or an employee of a Member of Congress in connection with this Federal grant or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all covered subawards exceeding \$100,000 in Federal funds at all appropriate tiers and that all subrecipients shall certify and disclose accordingly.

Does Vendor certify that it has NOT lobbied as described herein?

Yes, Vendor certifies - NO Reportable Lobbying

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5**2 CFR Part 200 or Federal Provision - Byrd Anti-Lobbying Amendment - Continued**

If you answered "No, Vendor does not certify - Lobbying to Report" to the above attribute question, you must download, read, execute, and upload the attachment entitled "Disclosure of Lobbying Activities - Standard Form - LLL", as instructed, to report the lobbying activities you performed or paid others to perform.

8
6**2 CFR Part 200 or Federal Provision - Federal Rule**

Compliance with all applicable standards, orders, or requirements issued under section 306 of the Clean Air Act (42 U.S.C. 1857(h)), section 508 of the Clean Water Act (33 U.S.C. 1368), Executive Order 11738, and Environmental Protection Agency regulations (40 CFR part 15). (Contracts, subcontracts, and subgrants of amounts in excess of \$100,000)

Pursuant to the above, when federal funds are expended by ESC Region 8 and TIPS Members, ESC Region 8 and TIPS Members requires the proposer certify that in performance of the contracts, subcontracts, and subgrants of amounts in excess of \$250,000, the vendor will be in compliance with all applicable standards, orders, or requirements issued under section 306 of the Clean Air Act (42 U.S.C. 1857(h)), section 508 of the Clean Water Act (33 U.S.C. 1368), Executive Order 11738, and Environmental Protection Agency regulations (40 CFR part 15).

Does vendor certify compliance?

Yes, Vendor certifies

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2 CFR Part 200 or Federal Provision - Procurement of Recovered Materials

A non-Federal entity that is a state agency or agency of a political subdivision of a state and its contractors must comply with section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act. The requirements of Section 6002 include: (1) procuring only items designated in guidelines of the Environmental Protection Agency (EPA) at 40 CFR part 247 that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition, where the purchase price of the item exceeds \$10,000 or the value of the quantity acquired during the preceding fiscal year exceeded \$10,000; (2) procuring solid waste management services in a manner that maximizes energy and resource recovery; and establishing an affirmative procurement program for procurement of recovered materials identified in the EPA guidelines.

Does vendor certify that it is in compliance with these provisions?

Yes, Vendor certifies

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8

2 CFR Part 200 or Federal Provision - Rights to Inventions

If the Federal award meets the definition of “funding agreement” under 37 CFR §401.2 (a) and the recipient or subrecipient wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that “funding agreement,” the recipient or subrecipient must comply with the requirements of 37 CFR Part 401, “Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements,” and any implementing regulations issued by the awarding agency.

Pursuant to the above, when the foregoing applies to ESC Region 8 and TIPS Members, Vendor certifies that during the term of an award resulting from this procurement process, Vendor agrees to comply with all applicable requirements as referenced in the Federal rule above.

Does vendor certify?

Yes, Vendor certifies

2 CFR Part 200 or Federal Provision - Domestic Preferences for Procurements and Compliance with Buy America Provisions

As appropriate and to the extent consistent with law, TIPS Member Customers, to the greatest extent practicable under a Federal award, may provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States (including but not limited to iron, aluminum, steel, cement, and other manufactured products). Vendor agrees that the requirements of this section will be included in all subawards including all contracts and purchase orders for work or products under this award, to the greatest extent practicable under a Federal award. For purposes of 2 CFR Part 200.322, "Produced in the United States" means, for iron and steel products, that all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States. Moreover, for purposes of 2 CFR Part 200.322, "Manufactured products" means items and construction materials composed in whole or in part of non-ferrous metals such as aluminum, plastics and polymer-based products such as polyvinyl chloride pipe, aggregates such as concrete, glass, including optical fiber, and lumber.

Vendor certifies that it is in compliance with all applicable provisions of the Buy America Act. Purchases made in accordance with the Buy America Act must still follow the applicable procurement rules calling for free and open competition. For purposes of 2 CFR Part 200.322,

"Produced in the United States" means, for iron and steel products, that all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States.

"Manufactured products" means items and construction materials composed in whole or in part of non-ferrous metals such as aluminum; plastics and polymer-based products such as polyvinyl chloride pipe; aggregates such as concrete; glass, including optical fiber; and lumber.

Pursuant to the above, when federal funds are expended by ESC Region 8 and TIPS Members, Vendor certifies that to the greatest extent practicable Vendor will provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States (including but not limited to iron, aluminum, steel, cement, and other manufactured products).

Does Vendor Certify?

Yes, Vendor certifies

2 CFR Part 200 or Federal Provision - Ban on Foreign Telecommunications

ESC 8 and TIPS Members are prohibited from obligating or expending Federal financial assistance, to include loan or grant funds, to: (1) procure or obtain, (2) extend or renew a contract to procure or obtain, or (3) enter into a contract (or extend or renew a contract) to procure or obtain, equipment, services, or systems that use "covered telecommunications" equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. "Covered telecommunications" equipment is telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities), and physical security surveillance of critical infrastructure and other national security purposes, and video surveillance and telecommunications equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities) for the purpose of public safety, security of government facilities, physical security surveillance of critical infrastructure, and other national security purposes detailed in 2 CFR § 200.216.

Pursuant to the above, when federal funds are expended by ESC Region 8 and TIPS Members, Vendor certifies that Vendor will not purchase equipment, services, or systems that use "covered telecommunications", as defined by 2 CFR §200.216 equipment or services as a substantial or essential component of any system, or as critical technology as part of any system.

Does vendor certify?

Yes, Vendor certifies

9 1 2 CFR Part 200 or Federal Provision - Contract Cost & Price

For contracts more than the simplified acquisition threshold currently set at \$250,000, a TIPS Member may, in very rare circumstances, be required to negotiate profit as a separate element of the price pursuant to 2 C.F.R. 200.324(b). Under those circumstances, Vendor agrees to provide information and negotiate with the TIPS Member regarding profit as a separate element of the price. However, Vendor certifies that the total price charged by the Vendor shall not exceed the Vendor's TIPS pricing and pricing terms proposed.

Does Vendor certify?

Yes, Vendor certifies

9 2 2 CFR Part 200 or Federal Provision - Equal Employment Opportunity

Except as otherwise provided under 41 CFR Part 60, all contracts that meet the definition of "federally assisted construction contract" in 41 CFR Part 60-1.3 must include the equal opportunity clause provided under 41 CFR 60-1.4(b), in accordance with Executive Order 11246, "Equal Employment Opportunity" (30 FR 12319, 12935, 3 CFR Part, 1964-1965 Comp., p. 339), as amended by Executive Order 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," and implementing regulations at 41 CFR part 60, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor."

Pursuant to the above, when federal funds are expended by ESC Region 8 and TIPS Members on any federally assisted construction contract, the equal

opportunity clause is incorporated by reference here.

Does Vendor Certify?

Yes, Vendor certifies

9 3 2 CFR Part 200 or Federal Provision - Davis Bacon Act Compliance

Texas Statute requires compliance with Davis-Bacon Act, as amended (40 U.S.C. 3141-3148). When required by Federal program legislation, all prime construction contracts in excess of \$2,000 awarded by non-Federal entities must include a provision for compliance with the Davis-Bacon Act (40 U.S.C. 3141-3144, and 3146- 3148) as supplemented by Department of Labor regulations (29 CFR Part 5, "Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction"). In accordance with the statute, contractors must be required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in a wage determination made by the Secretary of Labor. In addition, contractors must be required to pay wages not less than once a week. The non- Federal entity must place a copy of the current prevailing wage determination issued by the Department of Labor in each solicitation. The decision to award a contract or subcontract must be conditioned upon the acceptance of the wage determination. The non-Federal entity must report all suspected or reported violations to the Federal awarding agency. The contracts must also include a provision for compliance with the Copeland "Anti-Kickback" Act (40 U.S.C. 3145), as supplemented by Department of Labor regulations (29 CFR Part 3, "Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States"). The Act provides that each contractor or subrecipient must be prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled. The non-Federal entity must report all suspected or reported violations to the Federal awarding agency.

Pursuant to state and federal requirements, Vendor certifies that it will be in compliance with all applicable Davis-Bacon Act provisions if/when applicable.

Does Vendor certify?

Yes, Vendor certifies

9
4**2 CFR Part 200 or Federal Provision - Contract Work Hours and Safety Standards**

Where applicable, all contracts awarded by ESC 8 and TIPS Members in excess of \$100,000 that involve the employment of mechanics or laborers must include a provision for compliance with 40 U.S.C. 3702 and 3704, as supplemented by Department of Labor regulations (29 CFR Part 5). Under 40 U.S.C. 3702 of the Act, each contractor must be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the work week. The requirements of 40 U.S.C. 3704 are applicable to construction work and provide that no laborer or mechanic must be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence.

Pursuant to the above, when federal funds are expended by ESC Region 8 and TIPS Members, Vendor certifies that during the term of an award for all contracts resulting from this procurement process, Vendor will be in compliance with all applicable provisions of the Contract Work Hours and Safety Standards Act.

Does Vendor certify?

Yes, Vendor certifies

9
5**2 CFR Part 200 or Federal Provision - FEMA Fund Certification & Certification of Access to Records**

If and when Vendor accepts a TIPS purchase paid for in full or part with FEMA funds, Vendor certifies that:

(1) Vendor agrees to provide the TIPS Member, the FEMA Administrator, the Comptroller General of the United States, or any of their authorized representatives access to and rights to reproduce any books, documents, papers, and records of the Contractor which are directly pertinent to this contract, or any contract resulting from this procurement, for the purposes of making audits, examinations, excerpts, and transcriptions. This right also includes timely and reasonable access to Vendor's personnel for the purpose of interview and discussion relating to such documents. Vendor agrees to provide the FEMA Administrator or an authorized representatives access to construction or other work sites pertaining to the work being completed under the contract. Vendor acknowledges and agrees that no language in this contract or the contract with the TIPS Member is intended to prohibit audits or internal reviews by the FEMA Administrator or the Comptroller General of the United States.

(2) The Vendor shall not use the Department of Homeland Security's seal(s), logos, crests, or reproductions of flags or likenesses of DHS agency officials without specific FEMA pre-approval.

(3) The Vendor will comply with all applicable Federal law, regulations, executive orders, FEMA policies, procedures, and directives.

(4) The Federal Government is not a party to this contract and is not subject to any obligations or liabilities to the non-Federal entity, contractor, or any other party pertaining to any matter resulting from the contract.

(5) The Vendor acknowledges that 31 U.S.C. Chap. 38 (Administrative Remedies for False Claims and Statements) applies to the Vendor's actions pertaining to this contract.

Does Vendor certify?

Yes, Vendor certifies

9
6**2 CFR Part 200 or Federal Provision - Certification of Compliance with the Energy Policy and Conservation Act**

When appropriate and to the extent consistent with the law, Vendor certifies that it will comply with the Energy Policy and Conservation Act (42 U.S.C. 6321 et seq; 49 C.F.R. Part 18) and any state mandatory standards and policies relating to energy efficiency which are contained in applicable state energy conservation plans issued in compliance with the Act.

Does Vendor certify?

Yes, Vendor certifies

97

2 CFR Part 200 or Federal Provision - Certification of Compliance with Never Contract with the Enemy

Where applicable, all contracts awarded by ESC 8 and TIPS Members in excess of \$50,000.00, within the period of performance, and which are performed outside of the United States, including U.S. territories, are subject to the regulations implementing Never Contract with the Enemy in 2 CFR part 183. Per 2 CFR part 183, in the situation specified, ESC 8 and TIPS Members shall terminate any contract or agreement resulting from this procurement which violates the Never Contract with the Enemy regulation in 2 CFR part 183, including if Vendor is actively opposing the United States or coalition forces involved in a contingency operation in which members of the the Armed Forces are actively engaged in hostilities. Vendor certifies that it is neither an excluded entity under the System for Award Management (SAM) nor Federal Awardee Performance and Integrity Information System (FAPIS) for any contract terminated due to Never Contract with the Enemy as a Termination for Material Failure to Comply.

Does Vendor certify?

98

2 CFR Part 200 or Federal Provision - Certification of Compliance with EPA Regulations

For contracts resulting from this procurement, in excess of \$100,000.00 and paid for with federal funds, Vendor certifies that Vendor will comply with all applicable standards, orders, regulations, and/or requirements issued pursuant to the Clean Air Act of 1970, as amended (42 U.S.C. 1857(h)), Section 508 of the Clean Water Act, as amended (33 U.S.C. 1368), Executive Order 117389 and Environmental Protection Agency Regulation, 40 CFR Part 15.

Does Vendor certify?

99

2 CFR Part 200 or Federal Provision - Record Retention Requirements

For contracts resulting from this procurement, paid for by ESC 8 or TIPS Members with federal funds, Vendor certifies that Vendor will comply with the record retention requirements detailed in 2 CFR § 200.334. Vendor certifies that Vendor will retain all records as required by 2 CFR § 200.334 for a period of three years after final expenditure or financial reports, as applicable, and all other pending matters are closed.

Does Vendor certify?

100

2 CFR Part 200 or Federal Provision - Subcontracting and Affirmative Steps for Small and Minority Businesses, Women's Business Enterprises, and Labor Surplus Area Firms.

Do you ever anticipate the possibility of subcontracting any of your work under this award if you are successful?

If you respond "Yes", you must respond to the following attribute question accurately. If you respond "No", you may skip the following attribute question.

2 CFR Part 200 or Federal Provision - If "Yes" Response to Above Attribute - Continued - Subcontracting and Affirmative Steps for Small and Minority Businesses, Women's Business Enterprises, and Labor Surplus Area Firms.

Only respond to this question if you responded "Yes" to the attribute question directly above. Skip this question if you responded "No" to the attribute question directly above.

Does Vendor certify that it will follow the following affirmative steps? Federal Regulation 2 CFR §200.321 Contracting with small and minority businesses, women's business enterprises, and labor surplus area firms. (a)The non-Federal entity must take all necessary affirmative steps to assure that minority businesses, women's business enterprises, and labor surplus area firms are used when possible.

(b) Affirmative steps must include:

- (1) Placing qualified small and minority businesses and women's business enterprises on solicitation lists;
- (2) Assuring that small and minority businesses, and women's business enterprises are solicited whenever they are potential sources;
- (3) Dividing total requirements, when economically feasible, into smaller tasks or quantities to permit maximum participation by small and minority businesses, and women's business enterprises;
- (4) Establishing delivery schedules, where the requirement permits, which encourage participation by small and minority businesses, and women's business enterprises;
- (5) Using the services and assistance, as appropriate, of such organizations as the Small Business Administration and the Minority Business Development Agency of the Department of Commerce ; and
- (6) Requiring the prime contractor, if subcontracts are to be let, to take the affirmative steps listed in paragraphs(1) through (5) of this section.

Does Vendor certify?

ACKNOWLEDGMENT & BINDING CORPORATE AUTHORITY

By submitting this proposal, the individual(s) submitting on behalf of the Vendor certify that they are authorized by Vendor to complete and submit this proposal on behalf of Vendor and that this proposal was duly submitted on behalf of Vendor by authority of its governing body, if any, and within the scope of its corporate powers.

Vendor further certifies that it has read, examined, and understands all portions of this solicitation including but not limited to all attribute questions, attachments, solicitation documents, bid notes, and the Vendor Agreement(s). Vendor certifies that, if necessary, Vendor has consulted with counsel in understanding all portions of this solicitation.

TIPS 231102 Pipe Bursting (Part 1)	Vortex Companies, LLC
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TIPS REFERENCE FORM

All requested information must be typed and uploaded in Excel format. TIPS will reach out via the emails provided so please ensure that they are typed and accurate. Do not handwrite or upload in any format other than Excel. Emails provided must be current and active. Do not include TIPS/Region 8 employees as a reference. The entities that you provide must be paying customers, not

You must provide below at least five (5) references from five different entity customers, preferably government or non-profit entities, who have purchased goods or services from your vendor entity within the last three years.

Customer Entity Name	Customer Contact	Valid Contact Email	Valid Contact Phone
Example: ABC University	Director John Doe	jdoe@abcuniverisity.edu	800-111- 2222
Decatur Utilities (AL)	Dustin Chambers	dchambers@decaturutilities.com	256-654-0493
Mendez Engineering (SAWS)	Marcus Cantu	mcantu@mendezengineering.com	210-581-0355
City of Deer Park (TX)	Brent Costlow	bcostlow@deerparktx.org	281-420-7229
City of Duncanville (TX)	Alan Brown	abrown@duncanville.com	972-707-3872
City of Houston (TX)	Brian Campbell	brian.campbell@houtontx.gov	832-474-2967

REQUIRED CONFIDENTIALITY CLAIM FORM

(VENDOR MUST COMPLETE THE FOLLOWING VENDOR INFORMATION)

Vendor Entity Name: Vortex Companies, LLC
Vendor Authorized Signatory Name: Ryan Graham
Vendor Authorized Signatory Title: Senior Vice President
Vendor Authorized Signatory Email: rgraham@vortexcompanies.com
Vendor Address: 18150 Imperial Valley Dr.
City: Houston State: TX Zip Code: 77060

Vendor agrees that it is voluntarily providing its data (including but not limited to: Vendor information, Vendor documentation, Vendor's proposal, Vendor pricing submitted or provided to TIPS, TIPS contract documents, TIPS correspondence, Vendor logos and images, Vendor's contact information, Vendor's brochures and commercial information, Vendor's financial information, Vendor's certifications, and any other Vendor information or documentation submitted to TIPS by Vendor and its agents) (Hereinafter, "Vendor Data") to TIPS. Vendor understands and agrees that TIPS is a government entity subject to public information laws including but not limited to Texas Government Code (TGC) Chapter 552. Vendor agrees that regardless of confidentiality designations herein, Vendor's submission of a proposal constitutes Vendor's consent to the disclosure and release of Vendor's Data and comprehensive proposal, including any information deemed confidential or proprietary herein, to and by TIPS Members.

Notwithstanding the foregoing permissible release to TIPS Members, if Vendor considers any portion of Vendor's proposal to be otherwise confidential and not subject to public disclosure pursuant to public information laws, including but not limited to TGC Chapter 552, Vendor must properly execute **Option 1 only** below, attach to this PDF all documents and information that Vendor deems confidential, and upload the consolidated documentation. Regardless of the Option selected below, this form must be completed and uploaded to the "Response Attachments" section of the eBid System entitled "Required Confidentiality Claim Form." Execution and submission of this form is the sole indicator of whether Vendor considers any Vendor Data confidential in the event TIPS receives a request, a Public Information Request, or subpoena. If TIPS receives a request, any responsive documentation not deemed confidential by you through proper execution of Option 1 of this form will be automatically released. For information deemed confidential by you through proper execution of Option 1 of this form, TIPS will follow procedures of controlling statute(s) regarding withholding that documentation and shall not be liable for any release of information required by law, including Attorney General opinion or court order.

(VENDOR MUST COMPLETE ONE OF THE TWO OPTIONS AND UPLOAD IN THE EBID SYSTEM)

OPTION 1 – DESIGNATING CONFIDENTIAL MATERIALS – YES, VENDOR HAS ATTACHED CONFIDENTIAL MATERIALS

(Confirm each bullet point and sign below)

- Vendor claims some Vendor Data confidential to the extent permitted by TGC Chapter 552 and other applicable law.
- Vendor attached to this PDF all potentially confidential Vendor Data and listed the number of attached pages below.
- Vendor's authorized signatory has signed below and shall upload this document in the proper location in the eBid System.
- Vendor agrees that TIPS shall not be liable for any release of confidential information required by law.

Number of pages attached deemed confidential: _____

Authorized Signature: _____

OPTION 2 – WAIVER OF CONFIDENTIALITY – NO, VENDOR HAS NOT ATTACHED CONFIDENTIAL MATERIALS

(Confirm each bullet point and sign below)

By signing for Option 2 below, Vendor expressly waives any confidentiality claim for all Vendor Data submitted in relation to this proposal and resulting contract. Vendor confirms that TIPS may freely release Vendor Data submitted in relation to this proposal or resulting contract to any requestor. Vendor agrees that TIPS shall not be responsible or liable for any use or distribution of Vendor Data by TIPS or TIPS Members.

- Vendor's authorized signatory has signed below and shall upload this document in the proper location in the eBid System.
- Vendor agrees that TIPS shall not be liable for any release of confidential information required by law.

Authorized Signature: _____

VENDOR SUPPLEMENTAL INFORMATION

TIPS permits Vendors to submit supplemental documentation and information (“Vendor Supplemental Information”) with their proposals to display to TIPS Member Customers their qualifications, offerings, and special terms. The following documents are for marketing and informational purposes only. They are not terms of Vendor’s TIPS Contract. If the Vendor Supplemental Information herein contains any warranties, terms, or conditions, the TIPS Member Customer may review and determine whether or not those are applicable and acceptable for any TIPS purchase before proceeding. If the Vendor Supplemental Information contains any licenses or certificates, TIPS encourages the TIPS Member Customer to ensure current accuracy at the time of a TIPS purchase.



CIVIL INFRASTRUCTURE SOLUTIONS

Vortex Companies Services: <https://www.vortexcompanies.com/services/>

Vortex Companies Products: <https://www.vortexcompanies.com/products/>

The Interlocal Purchasing System

Purchasing Made Personal



Printed 7 June 2024

www.vortexcompanies.com

Vortex Companies

EMAIL PO & VENDOR QUOTE TO: TIPSPO@TIPS-USA.COM PO AND QUOTE MUST REFERENCE VENDOR'S TIPS
CONTRACT NUMBER ATTACH PO AS A PDF - ONLY ONE PO (WITH QUOTE) PER ATTACHMENT

	<u>PAYMENT TO</u>	<u>TIPS CONTACT</u>
ADDRESS	18150 Imperial Valley Dr.	NAME Charlie Martin
CITY	Houston	PHONE (866) 839-8477
STATE	Tx	FAX (866) 839-8472
ZIP	77060	EMAIL tips@tips-usa.com

DISADVANTAGED/MINORITY/WOMAN BUSINESS ENTERPRISE: N

HUB: N

SERVING STATES

AL | AK | AZ | AR | CA | CO | CT | DE | DC | FL | GA | HI | ID | IL | IN | IA | KS | KY | LA | ME | MD | MA | MI | MN | MS | MO | MT |
NE | NV | NH | NJ | NM | NY | NC | ND | OH | OK | OR | PA | RI | SC | SD | TN | TX | UT | VT | VA | WA | WI | WY | PR

Overview

Offers advanced trenchless technologies and turnkey services to cost effectively renew water, sewer and industrial infrastructure.

AWARDED CONTRACTS "View EDGAR Doc" on Website

Contract	Comodity	Exp Date	EDGAR
23110201	Pipe Bursting	01/31/2027	See EDGAR Certification Doc.
23110202	Pipe Bursting (JOC)	01/31/2026	See EDGAR Certification Doc.

CONTACTS BY CONTRACTS

23110201

Ryan Graham	Senior Vice	(713) 750-9081	rgraham@vortexcompanies.com
Shelly Larson	Contracts &	(713) 750-9081	slarson@vortexcompanies.com

23110202

Ryan Graham	Senior Vice	(713) 750-9081	rgraham@vortexcompanies.com
Shelly Larson	Contracts &	(713) 750-9081	slarson@vortexcompanies.com

TIPS PRICING FORM 1 (Part 1) - GOODS/ITEMS PRICING

For Part 1 proposals, TIPS permits Vendors to utilize either or both of the two goods/items pricing proposal options (and sub-options) identified below with the "Discount-Off Catalog" option being much more optimal, usable, and preferred to the "Cost-Plus Markup Option." On Part 1, Vendor is welcome to propose either or both options, and with either option Vendor is able to update their pricing and add/remove items during the life of the Part 1 contract. It is Vendor's responsibility to ensure that all items listed, whether by description, product number, SKU, UPC or other, fall within the scope of this Part 1 solicitation category. Please read the "Vendor Pricing Submission" portion of the Part 1 solicitation document before submitting questions about this form to TIPS.

Option 1 - Discount-Off Catalog Method

This goods/items pricing proposal method is highly preferred over the "Cost-Plus Markup Method" because it is versatile and allows Vendor to efficiently add and update its goods/items pricing and does not automatically prohibit federal fund purchases. Vendor is asked in the attribute questions within the eBid System to propose a minimum discount off of their catalog pricing. Any discount from 0% to 100% is an appropriate response. Then, under this pricing proposal method, Vendor is permitted to provide its "Catalog Pricing" to TIPS in a number of ways, described in Section "A" and Section "B" below. Vendor's minimum discount will always be applied to TIPS "Catalog Pricing" provided herein.

SECTION "A" - Providing "Catalog Pricing" through Line-Item Pricing

If Vendor desires to list the "catalog pricing" of goods/items that you sell by line-item, you are welcome to do so here in Section "A" of Pricing Form 1. You are welcome to modify the columns and column titles as long as TIPS can identify the item's name and "catalog price." Please note that if you are awarded with this type of pricing submission, you will be able to update the pricing and add/remove items within the category as long as you honor any applicable discounts originally

SECTION	PART #	ITEM DESCRIPTION	UNITS	LIST PRICE	% Discount (Greater than Minimum Discount offered in Attribute Except in Limited Circumstances. See Attribute.)	TIPS Price
Section I: CIPP UV Cured Products						
I	1	UV Light Cured Spiral Wound Fiberglass Liner for CIPP Mainline Rehabilitation Gravity Applications and Related Items				
I	1A	UV Light Cured CIPP:				
	I.1A.001	6" X 2.8mm - CIPP UV Cure	LF	\$112.20	10.00%	\$102.00
	I.1A.002	8 X 2.8mm - CIPP UV Cure	LF	\$97.90	10.00%	\$89.00
	I.1A.003	10 X 2.8mm - CIPP UV Cure	LF	\$119.90	10.00%	\$109.00
	I.1A.004	12" X 2.8mm - CIPP UV Cure	LF	\$130.90	10.00%	\$119.00
	I.1A.005	15" X 3.5mm - CIPP UV Cure	LF	\$137.50	10.00%	\$125.00
	I.1A.006	18" X 4.2mm - CIPP UV Cure	LF	\$180.40	10.00%	\$164.00
	I.1A.007	21" X 4.9mm - CIPP UV Cure	LF	\$231.00	10.00%	\$210.00
	I.1A.008	24" x 5.6mm - CIPP UV Cure	LF	\$289.30	10.00%	\$263.00
	I.1A.009	27" x 5.6mm - CIPP UV Cure	LF	\$378.40	10.00%	\$344.00
	I.1A.010	30" x 5.6mm - CIPP UV Cure	LF	\$412.50	10.00%	\$375.00
	I.1A.011	33" x 5.6mm - CIPP UV Cure	LF	\$467.50	10.00%	\$425.00
	I.1A.012	36" x 5.6mm - CIPP UV Cure	LF	\$522.50	10.00%	\$475.00
	I.1A.013	42" x 8.4mm - CIPP UV Cure	LF	\$805.20	10.00%	\$732.00
	I.1A.014	48" x 8.4mm - CIPP UV Cure	LF	\$928.40	10.00%	\$844.00
	I.1A.015	54" x 10.8mm - CIPP UV Cure	LF	\$1,340.90	10.00%	\$1,219.00
	I.1A.016	60" x 12mm - CIPP UV Cure	LF	\$1,719.30	10.00%	\$1,563.00
	I.1A.017	66" x 13.5mm - CIPP UV Cure	LF	\$1,994.30	10.00%	\$1,813.00
	I.1A.018	72" x 15mm - CIPP UV Cure	LF	\$2,406.80	10.00%	\$2,188.00
	I.1A.019	CIPP UV Cure - 6" Pipe Segmental Patches	EA	\$8,250.00	10.00%	\$7,500.00
	I.1A.020	CIPP UV Cure - 8-12" Pipe Segmental Patches	EA	\$9,281.80	10.00%	\$8,438.00
	I.1A.021	CIPP UV Cure - 13-18" Pipe Segmental Patches	EA	\$15,469.30	10.00%	\$14,063.00
	I.1A.022	CIPP UV Cure - 19-24" Pipe Segmental Patches	EA	\$18,219.30	10.00%	\$16,563.00
	I.1A.023	CIPP UV Cure - 25-36" Pipe Segmental Patches	EA	\$24,062.50	10.00%	\$21,875.00

	I.1A.024	6" & 8" Additional 1.5mm - CIPP UV Cure	LF	\$5.50	10.00%	\$5.00
	I.1A.025	10" & 12" Additional 1.5mm - CIPP UV Cure	LF	\$8.80	10.00%	\$8.00
	I.1A.026	15" & 18" Additional 1.5mm - CIPP UV Cure	LF	\$25.30	10.00%	\$23.00
	I.1A.027	21" & 24" Additional 1.5mm - CIPP UV Cure	LF	\$41.80	10.00%	\$38.00
	I.1A.028	27" Additional 1.5mm - CIPP UV Cure	LF	\$48.40	10.00%	\$44.00
	I.1A.029	30" Additional 1.5mm - CIPP UV Cure	LF	\$57.20	10.00%	\$52.00
	I.1A.030	33" Additional 1.5mm - CIPP UV Cure	LF	\$63.80	10.00%	\$58.00
	I.1A.031	36" Additional 1.5mm - CIPP UV Cure	LF	\$71.50	10.00%	\$65.00
	I.1A.032	42" Additional 1.5mm - CIPP UV Cure	LF	\$80.30	10.00%	\$73.00
	I.1A.033	48" Additional 1.5mm - CIPP UV Cure	LF	\$95.70	10.00%	\$87.00
	I.1A.034	54" Additional 1.5mm - CIPP UV Cure	LF	\$112.20	10.00%	\$102.00
	I.1A.035	60" Additional 1.5mm - CIPP UV Cure	LF	\$129.80	10.00%	\$118.00
	I.1A.036	66" Additional 1.5mm - CIPP UV Cure	LF	\$158.40	10.00%	\$144.00
	I.1A.037	72" Additional 1.5mm - CIPP UV Cure	LF	\$200.20	10.00%	\$182.00
	I.1A.038	6" & 8" Additional .7mm - CIPP UV Cure	LF	\$7.70	10.00%	\$7.00
	I.1A.039	10" & 12" Additional .7mm - CIPP UV Cure	LF	\$12.10	10.00%	\$11.00
	I.1A.040	15" Additional .7mm - CIPP UV Cure	LF	\$16.50	10.00%	\$15.00
	I.1A.041	18" Additional .7mm - CIPP UV Cure	LF	\$17.60	10.00%	\$16.00
	I.1A.042	21" Additional .7mm - CIPP UV Cure	LF	\$20.90	10.00%	\$19.00
	I.1A.043	24" Additional .7mm - CIPP UV Cure	LF	\$24.20	10.00%	\$22.00
	I.1A.044	27" Additional .7mm - CIPP UV Cure	LF	\$26.40	10.00%	\$24.00
	I.1A.045	30" Additional .7mm - CIPP UV Cure	LF	\$29.70	10.00%	\$27.00
	I.1A.046	33" Additional .7mm - CIPP UV Cure	LF	\$31.90	10.00%	\$29.00
	I.1A.047	36" Additional .7mm - CIPP UV Cure	LF	\$35.20	10.00%	\$32.00
	I.1A.048	42" Additional .7mm - CIPP UV Cure	LF	\$50.60	10.00%	\$46.00
	I.1A.049	48" Additional .7mm - CIPP UV Cure	LF	\$72.60	10.00%	\$66.00
	I.1A.050	54" Additional .7mm - CIPP UV Cure	LF	\$96.80	10.00%	\$88.00
	I.1A.051	60" Additional .7mm - CIPP UV Cure	LF	\$117.70	10.00%	\$107.00
	I.1A.052	66" Additional .7mm - CIPP UV Cure	LF	\$137.50	10.00%	\$125.00
	I.1A.053	72" Additional .7mm - CIPP UV Cure	LF	\$158.40	10.00%	\$144.00
I	1B	Steam / Water Cured CIPP:				
	I.1B.001	6" x 4.5mm - CIPP Steam / Water Cure	LF	\$75.90	10.00%	\$69.00
	I.1B.002	8" x 6.0mm - CIPP Steam / Water Cure	LF	\$69.30	10.00%	\$63.00
	I.1B.003	10" x 6.0mm - CIPP Steam / Water Cure	LF	\$82.50	10.00%	\$75.00
	I.1B.004	12" x 6.0mm - CIPP Steam / Water Cure	LF	\$103.40	10.00%	\$94.00
	I.1B.005	15" x 7.5mm - CIPP Steam / Water Cure	LF	\$130.90	10.00%	\$119.00
	I.1B.006	18" x 9.0mm - CIPP Steam / Water Cure	LF	\$158.40	10.00%	\$144.00
	I.1B.007	21" x 9.0mm - CIPP Steam / Water Cure	LF	\$200.20	10.00%	\$182.00
	I.1B.008	24" x 10.5mm - CIPP Steam / Water Cure	LF	\$247.50	10.00%	\$225.00
	I.1B.009	27" x 10.5mm - CIPP Steam / Water Cure	LF	\$289.30	10.00%	\$263.00
	I.1B.010	30" x 12.0mm - CIPP Steam / Water Cure	LF	\$350.90	10.00%	\$319.00
	I.1B.011	33" x 12.0mm - CIPP Steam / Water Cure	LF	\$392.70	10.00%	\$357.00
	I.1B.012	36" x 12.0mm - CIPP Steam / Water Cure	LF	\$460.90	10.00%	\$419.00
	I.1B.013	42" x 13.5mm - CIPP Steam / Water Cure	LF	\$536.80	10.00%	\$488.00
	I.1B.014	48" x 15.0mm - CIPP Steam / Water Cure	LF	\$756.80	10.00%	\$688.00
	I.1B.015	54" x 18.0mm - CIPP Steam / Water Cure	LF	\$1,076.90	10.00%	\$979.00
	I.1B.016	60" x 22.5mm - CIPP Steam / Water Cure	LF	\$1,411.30	10.00%	\$1,283.00
	I.1B.017	66" x 25mm - CIPP Steam / Water Cure	LF	\$1,856.80	10.00%	\$1,688.00
	I.1B.018	72" x 28mm - CIPP Steam / Water Cure	LF	\$2,200.00	10.00%	\$2,000.00
	I.1B.019	6" & 8" Additional 1.5mm - CIPP Steam / Water Cure	LF	\$5.50	10.00%	\$5.00
	I.1B.020	10" & 12" Additional 1.5mm - CIPP Steam / Water Cure	LF	\$7.70	10.00%	\$7.00
	I.1B.021	15" & 18" Additional 1.5mm - CIPP Steam / Water Cure	LF	\$19.80	10.00%	\$18.00
	I.1B.022	21" & 24" Additional 1.5mm - CIPP Steam / Water Cure	LF	\$31.90	10.00%	\$29.00
	I.1B.023	27" Additional 1.5mm - CIPP Steam / Water Cure	LF	\$37.40	10.00%	\$34.00
	I.1B.024	30" Additional 1.5mm - CIPP Steam / Water Cure	LF	\$46.20	10.00%	\$42.00

	I.1B.025	33" Additional 1.5mm - CIPP Steam / Water Cure	LF	\$51.70	10.00%	\$47.00
	I.1B.026	36" Additional 1.5mm - CIPP Steam / Water Cure	LF	\$58.30	10.00%	\$53.00
	I.1B.027	42" Additional 1.5mm - CIPP Steam / Water Cure	LF	\$63.80	10.00%	\$58.00
	I.1B.028	48" Additional 1.5mm - CIPP Steam / Water Cure	LF	\$77.00	10.00%	\$70.00
	I.1B.029	54" Additional 1.5mm - CIPP Steam / Water Cure	LF	\$90.20	10.00%	\$82.00
	I.1B.030	60" Additional 1.5mm - CIPP Steam / Water Cure	LF	\$103.40	10.00%	\$94.00
	I.1B.031	66" Additional 1.5mm - CIPP Steam / Water Cure	LF	\$117.70	10.00%	\$107.00
	I.1B.032	72" Additional 1.5mm - CIPP Steam / Water Cure	LF	\$130.90	10.00%	\$119.00
I	1C	Additional CIPP Items:				
	I.1C.001	Robotically Reinstated Internal reconnects on all CIPP	EA	\$550.00	10.00%	\$500.00
	I.1C.002	Trim Protruding Services	EA	\$742.50	10.00%	\$675.00
	I.1C.003	6"-12" CIPP Set-up Charge	LF	\$49.50	10.00%	\$45.00
	I.1C.004	6" - 12" CIPP Setup Charge (< 300 LF)	EA	\$1,375.00	10.00%	\$1,250.00
	I.1C.005	15"-18" CIPP Set-up Charge	LF	\$55.00	10.00%	\$50.00
	I.1C.006	15" - 21" CIPP Setup Charge (< 300 LF)	EA	\$2,062.50	10.00%	\$1,875.00
	I.1C.007	21"-24" CIPP Set-up Charge	LF	\$57.75	10.00%	\$52.50
	I.1C.008	24" - 36" CIPP Setup Charge (< 300 LF)	EA	\$2,750.00	10.00%	\$2,500.00
	I.1C.009	27"-36" CIPP Set-up Charge	LF	\$66.00	10.00%	\$60.00
	I.1C.010	36" or Larger CIPP Setup Charge (< 300 LF)	EA	\$5,500.00	10.00%	\$5,000.00
	I.1C.011	42"-48" CIPP Set-up Charge	LF	\$74.80	10.00%	\$68.00
	I.1C.012	42-48" or Larger CIPP Setup Charge (< 300 LF)	EA	\$8,250.00	10.00%	\$7,500.00
	I.1C.013	54-60" CIPP Set-up Charge	LF	\$77.00	10.00%	\$70.00
	I.1C.014	54-60" or Larger CIPP Setup Charge (< 300 LF)	EA	\$13,200.00	10.00%	\$12,000.00
	I.1C.015	66-72" CIPP Set-up Charge	LF	\$104.50	10.00%	\$95.00
	I.1C.016	66-72" or Larger CIPP Setup Charge (< 300 LF)	EA	\$19,800.00	10.00%	\$18,000.00
	I.1C.017	Backyard Easement Setup (6" - 10")	EA	\$3,437.50	10.00%	\$3,125.00
	I.1C.018	Backyard Easement Setup (12" - 18")	EA	\$4,812.50	10.00%	\$4,375.00
	I.1C.019	6" to 12" Backyard Easement Additional Set-up Per Install Length	LF	\$6.88	10.00%	\$6.25
	I.1C.020	15" to 24" Backyard Easement Additional Set-up Per Install Length	LF	\$13.75	10.00%	\$12.50
	I.1C.021	27" to 48" Backyard Easement Additional Set-up Per Install Length	LF	\$20.63	10.00%	\$18.75
	I.1C.022	Over the hole set up	EA	\$165,000.00	10.00%	\$150,000.00
	I.1C.023	Over the hole set up weekly Rental	WK	\$82,500.00	10.00%	\$75,000.00
I	1D	CIPP Sectional Liners				
	I.1D.001	Internal Pipe Point Repair with CIPP, 6" - 8" Diameter, minimum thickness (includes up to 5')	EA	\$6,875.00	10.00%	\$6,250.00
	I.1D.002	Internal Pipe Point Repair with CIPP, 10" Diameter, minimum thickness (includes up to 5')	EA	\$8,937.50	10.00%	\$8,125.00
	I.1D.003	Internal Pipe Point Repair with CIPP, 12" Diameter, minimum thickness (includes up to 5')	EA	\$9,625.00	10.00%	\$8,750.00
	I.1D.004	Internal Pipe Point Repair with CIPP, 15" Diameter, minimum thickness (includes up to 5')	EA	\$10,312.50	10.00%	\$9,375.00
	I.1D.005	Internal Pipe Point Repair with CIPP, 18" Diameter, minimum thickness (includes up to 5')	EA	\$13,062.50	10.00%	\$11,875.00

	I.1D.006	Internal Pipe Point Repair with CIPP, 20" - 24" Diameter, minimum thickness (includes up to 4')	EA	\$15,125.00	10.00%	\$13,750.00
	I.1D.007	IPR - Additional Footage 6"-8"	LF	\$412.50	10.00%	\$375.00
	I.1D.008	IPR - Additional Footage 10"	LF	\$550.00	10.00%	\$500.00
	I.1D.009	IPR - Additional Footage 12"	LF	\$687.50	10.00%	\$625.00
	I.1D.010	IPR - Additional Footage 15"	LF	\$825.00	10.00%	\$750.00
	I.1D.011	IPR - Additional Footage 18"	LF	\$962.50	10.00%	\$875.00
	I.1D.012	IPR - Additional Footage 20" - 24"	LF	\$1,237.50	10.00%	\$1,125.00
I	2	Pipe Bursting Rehabilitation and Related Items				
I	2A	Pipe Bursting Sewer Lines:				
	I.2A.001	Burst existing 6" to 6" IPS SDR 19 (0'- 8' deep)	LF	\$111.38	10.00%	\$101.25
	I.2A.002	Burst existing 6" to 6" IPS SDR 19 (8'- 12' deep)	LF	\$126.23	10.00%	\$114.75
	I.2A.003	Burst existing 6" to 6" IPS SDR 19 (12'- 16' deep)	LF	\$163.35	10.00%	\$148.50
	I.2A.004	Burst existing 6" or 8" to 8" IPS SDR 19 (0'- 8' deep)	LF	\$126.23	10.00%	\$114.75
	I.2A.005	Burst existing 6" or 8" to 8" IPS SDR 19 (8'- 12' deep)	LF	\$148.50	10.00%	\$135.00
	I.2A.006	Burst existing 6" or 8" to 8" IPS SDR 19 (12'- 16' deep)	LF	\$170.78	10.00%	\$155.25
	I.2A.007	Burst existing 8" or 10" to 10" IPS SDR 19 (0'- 8' deep)	LF	\$133.65	10.00%	\$121.50
	I.2A.008	Burst existing 8" or 10" to 10" IPS SDR 19 (8'- 12' deep)	LF	\$170.78	10.00%	\$155.25
	I.2A.009	Burst existing 8" or 10" to 10" IPS SDR 19 (12'- 16' deep)	LF	\$193.05	10.00%	\$175.50
	I.2A.010	Burst existing 10" or 12" to 12" IPS SDR 19 (0'- 8' deep)	LF	\$163.35	10.00%	\$148.50
	I.2A.011	Burst existing 10" or 12" to 12" IPS SDR 19 (8'- 12' deep)	LF	\$185.63	10.00%	\$168.75
	I.2A.012	Burst existing 10" or 12" to 12" IPS SDR 19 (12'- 16' deep)	LF	\$207.90	10.00%	\$189.00
	I.2A.013	Burst existing 12" or 15" to 16" IPS SDR 19 (0'- 8' deep)	LF	\$267.30	10.00%	\$243.00
	I.2A.014	Burst existing 12" or 15" to 16" IPS SDR 19 (8'- 12' deep)	LF	\$297.00	10.00%	\$270.00
	I.2A.015	Burst existing 12" or 15" to 16" IPS SDR 19 (12'- 16' deep)	LF	\$363.83	10.00%	\$330.75
	I.2A.016	Burst existing 15" or 18" to 18" IPS SDR 19 (0'- 8' deep)	LF	\$334.13	10.00%	\$303.75
	I.2A.017	Burst existing 15" or 18" to 18" IPS SDR 19 (8'- 12' deep)	LF	\$386.10	10.00%	\$351.00
	I.2A.018	Burst existing 15" or 18" to 18" IPS SDR 19 (12'- 16' deep)	LF	\$445.50	10.00%	\$405.00
	I.2A.019	Burst existing 18" or 21" to 22" IPS SDR 19 (0'- 8' deep)	LF	\$386.10	10.00%	\$351.00
	I.2A.020	Burst existing 18" or 21" to 22" IPS SDR 19 (8'- 12' deep)	LF	\$475.20	10.00%	\$432.00
	I.2A.021	Burst existing 18" or 21" to 22" IPS SDR 19 (12'- 16' deep)	LF	\$534.60	10.00%	\$486.00
	I.2A.022	Burst existing 21" or 24" to 24" IPS SDR 19 (0'- 8' deep)	LF	\$445.50	10.00%	\$405.00
	I.2A.023	Burst existing 21" or 24" to 24" IPS SDR 19 (8'- 12' deep)	LF	\$534.60	10.00%	\$486.00
	I.2A.024	Burst existing 21" or 24" to 24" IPS SDR 19 (12'- 16' deep)	LF	\$594.00	10.00%	\$540.00
	I.2A.025	Burst existing 24" or 27" to 28" IPS SDR 19 (0'- 8' deep)	LF	\$631.13	10.00%	\$573.75
	I.2A.026	Burst existing 24" or 27" to 28" IPS SDR 19 (8'- 12' deep)	LF	\$742.50	10.00%	\$675.00
	I.2A.027	Burst existing 24" or 27" to 28" IPS SDR 19 (12'- 16' deep)	LF	\$965.25	10.00%	\$877.50

	I.2A.028	Burst existing 27" or 30" to 30" IPS SDR 19 (0'- 8' deep)	LF	\$742.50	10.00%	\$675.00
	I.2A.029	Burst existing 27" or 30" to 30" IPS SDR 19 (8'- 12' deep)	LF	\$891.00	10.00%	\$810.00
	I.2A.030	Burst existing 27" or 30" to 30" IPS SDR 19 (12'- 16' deep)	LF	\$1,188.00	10.00%	\$1,080.00
	I.2A.031	8" - 12" Pipeburst Setup Charge	EA	\$14,850.00	10.00%	\$13,500.00
	I.2A.032	16" - 22" Pipeburst Setup Charge	EA	\$22,275.00	10.00%	\$20,250.00
	I.2A.033	24" or Larger Pipeburst Setup Charge	EA	\$37,125.00	10.00%	\$33,750.00
	I.2A.034	Over 16' deep premium	LF	\$297.00	10.00%	\$270.00
	I.2A.035	Cutting or Removing Existing Liner	LF	\$222.75	10.00%	\$202.50
I	2B	Pipe Bursting Water Lines:				
	I.2B.001	Install 2" Fusible PVC or HDPE pre-chlorinated water line, SDR 11, in trench	LF	\$103.95	10.00%	\$94.50
	I.2B.002	Install 4" Fusible PVC or HDPE pre-chlorinated water line, SDR 11, in trench	LF	\$141.08	10.00%	\$128.25
	I.2B.003	Install 6" Fusible PVC or HDPE pre-chlorinated water line, SDR 11, in trench	LF	\$170.78	10.00%	\$155.25
	I.2B.004	Install 8" Fusible PVC or HDPE pre-chlorinated water line, SDR 11, in trench	LF	\$193.05	10.00%	\$175.50
	I.2B.005	Install 10" Fusible PVC or HDPE pre-chlorinated water line, SDR 11, in trench	LF	\$207.90	10.00%	\$189.00
	I.2B.006	Install 12" Fusible PVC or HDPE pre-chlorinated water line, SDR 11, in trench	LF	\$230.18	10.00%	\$209.25
	I.2B.007	6" Flow Stop	EA	\$9,949.50	10.00%	\$9,045.00
	I.2B.008	8" Flow Stop	EA	\$12,474.00	10.00%	\$11,340.00
	I.2B.009	10" Flow Stop	EA	\$14,404.50	10.00%	\$13,095.00
	I.2B.010	12" Flow Stop	EA	\$16,780.50	10.00%	\$15,255.00
	I.2B.011	3/4" Service Tap, Install on 4"-8" Waterline	EA	\$1,633.50	10.00%	\$1,485.00
	I.2B.012	1" Service Tap, Install on 4"-8" Waterline	EA	\$1,782.00	10.00%	\$1,620.00
	I.2B.013	1.5" Service Tap, Install on 4"-8" Waterline	EA	\$2,376.00	10.00%	\$2,160.00
	I.2B.014	2" Service Tap, Install on 4"-8" Waterline	EA	\$3,564.00	10.00%	\$3,240.00
	I.2B.015	3/4" Service Tap, Install on 10"-12" Waterline	EA	\$1,633.50	10.00%	\$1,485.00
	I.2B.016	1" Service Tap, Install on 10"-12" Waterline	EA	\$1,782.00	10.00%	\$1,620.00
	I.2B.017	1.5" Service Tap, Install on 10"-12" Waterline	EA	\$2,376.00	10.00%	\$2,160.00
	I.2B.018	2" Service Tap, Install on 10"-12" Waterline	EA	\$3,712.50	10.00%	\$3,375.00
	I.2B.019	Install 4"-8" tee, to any size	EA	\$6,088.50	10.00%	\$5,535.00
	I.2B.020	Install 10"-12" tee, to any size	EA	\$8,464.50	10.00%	\$7,695.00
	I.2B.021	Install 4"-8" mechanical joint wet connection, to any size	EA	\$4,603.50	10.00%	\$4,185.00
	I.2B.022	Install 10"-12" wet connection, to any size	EA	\$10,543.50	10.00%	\$9,585.00
	I.2B.023	Auger and encase 4"-8", all depths, complete in place (to include pipe in casing)	LF	\$668.25	10.00%	\$607.50
	I.2B.024	Auger and encase 10"-12", all depths, complete in place (to include pipe in casing)	LF	\$1,002.38	10.00%	\$911.25
	I.2B.025	Annual and void space grouting	CY	\$297.00	10.00%	\$270.00
	I.2B.026	Install 1" Corporation Stop with Valve Box	EA	\$742.50	10.00%	\$675.00
	I.2B.027	Install 2" Corporation Stop with Valve Box	EA	\$1,299.38	10.00%	\$1,181.25
	I.2B.028	Install 4" gate valve & box	EA	\$1,113.75	10.00%	\$1,012.50
	I.2B.029	Install 6" gate valve & box	EA	\$1,485.00	10.00%	\$1,350.00
	I.2B.030	Install 8" gate valve & box	EA	\$2,227.50	10.00%	\$2,025.00
	I.2B.031	Install 12" gate valve & box	EA	\$4,083.75	10.00%	\$3,712.50
	I.2B.032	Install 8"x2" service saddle	EA	\$1,670.63	10.00%	\$1,518.75
	I.2B.033	Install 12"x1" service saddle	EA	\$2,227.50	10.00%	\$2,025.00
	I.2B.034	Install 12"x2" service saddle	EA	\$2,413.13	10.00%	\$2,193.75
	I.2B.035	Connect new 1" water line w/existing 1" water line	EA	\$556.88	10.00%	\$506.25

	I.2B.036	Connect new 2" water line w/existing 2" water line	EA	\$928.13	10.00%	\$843.75
	I.2B.037	Connect new 4" water line w/existing 4" water line	EA	\$1,113.75	10.00%	\$1,012.50
	I.2B.038	Connect new 6" water line w/existing 6" water line	EA	\$1,299.38	10.00%	\$1,181.25
	I.2B.039	Connect new 8" water line w/existing 8" water line	EA	\$1,485.00	10.00%	\$1,350.00
	I.2B.040	Connect new 12" water line w/existing 12" water line	EA	\$1,856.25	10.00%	\$1,687.50
	I.2B.041	Install 3/4 inch service connections	EA	\$1,039.50	10.00%	\$945.00
	I.2B.042	Remove and dispose of existing fire hydrant	EA	\$928.13	10.00%	\$843.75
	I.2B.043	Salvage existing fire hydrant and re-install in new location	EA	\$4,826.25	10.00%	\$4,387.50
	I.2B.044	Repair pavement with cold mix asphalt	TO	\$445.50	10.00%	\$405.00
	I.2B.045	Furnish and install 8" x 6" ductile iron fire hydrant tee	EA	\$1,188.00	10.00%	\$1,080.00
	I.2B.046	Furnish and install 6" ductile iron pipe fire hydrant lead piping	EA	\$1,262.25	10.00%	\$1,147.50
	I.2B.047	Furnish and install 8" x 6" fire hydrant or approved equal, including lead and FH valve	EA	\$8,167.50	10.00%	\$7,425.00
I	3	Structure (Manhole) Rehabilitation, Corrosion Protection, and Related Items				
I	3A	Manhole / Structure Rehab:				
	I.3A.001	Rehabilitation (Standard 4-ft Diameter) - 1-inch Portland cementitious liner	VF	\$481.25	10.00%	\$437.50
	I.3A.002	Rehabilitation (Standard 5-ft Diameter) - 1-inch Portland cementitious liner	VF	\$550.00	10.00%	\$500.00
	I.3A.003	Rehabilitation (Standard 6-ft Diameter) - 1-inch Portland cementitious liner	VF	\$618.75	10.00%	\$562.50
	I.3A.004	Rehabilitation - each additional 1/2-inch Portland cementitious liner	SF	\$34.38	10.00%	\$31.25
	I.3A.005	Rehabilitation - 1-inch Portland cementitious liner	SF	\$48.13	10.00%	\$43.75
	I.3A.006	Rehabilitation (Standard 4-ft Diameter) - 1-inch Calcium Aluminate liner	VF	\$550.00	10.00%	\$500.00
	I.3A.007	Rehabilitation (Standard 5-ft Diameter) - 1-inch Calcium Aluminate liner	VF	\$618.75	10.00%	\$562.50
	I.3A.008	Rehabilitation (Standard 6-ft Diameter) - 1-inch Calcium Aluminate liner	VF	\$687.50	10.00%	\$625.00
	I.3A.009	Rehabilitation - each additional 1/2-inch Calcium Aluminate liner	SF	\$41.25	10.00%	\$37.50
	I.3A.010	Rehabilitation - 1-inch Calcium Aluminate liner	SF	\$55.00	10.00%	\$50.00
	I.3A.011	Rehabilitation (Standard 4-ft Diameter) - 1-inch Geopolymer liner	VF	\$618.75	10.00%	\$562.50
	I.3A.012	Rehabilitation (Standard 5-ft Diameter) - 1-inch Geopolymer liner	VF	\$687.50	10.00%	\$625.00
	I.3A.013	Rehabilitation (Standard 6-ft Diameter) - 1-inch Geopolymer liner	VF	\$756.25	10.00%	\$687.50
	I.3A.014	Rehabilitation - each additional 1/2-inch Geopolymer liner	SF	\$48.13	10.00%	\$43.75
	I.3A.015	Rehabilitation - 1-inch Geopolymer liner	SF	\$61.88	10.00%	\$56.25
	I.3A.016	Rehabilitation (Standard 4-ft Diameter) - 125 mil Epoxy / Polyurea / or approved equal	VF	\$756.25	10.00%	\$687.50
	I.3A.017	Rehabilitation (Standard 5-ft Diameter) - 125 mil Epoxy / Polyurea / or approved equal	VF	\$893.75	10.00%	\$812.50
	I.3A.018	Rehabilitation (Standard 6-ft Diameter) - 125 mil Epoxy / Polyurea / or approved equal	VF	\$1,031.25	10.00%	\$937.50
	I.3A.019	Rehabilitation - 125 mil Epoxy / Polyurea / or approved equal	SF	\$116.88	10.00%	\$106.25

	I.3A.020	Rehabilitation (Standard 4-ft Diameter) - 1" Cementitious + 125 mils Epoxy / Polyurea	VF	\$1,031.25	10.00%	\$937.50
	I.3A.021	Rehabilitation (Standard 5-ft Diameter) - 1" Cementitious + 125 mils Epoxy / Polyurea	VF	\$1,168.75	10.00%	\$1,062.50
	I.3A.022	Rehabilitation (Standard 6-ft Diameter) - 1" Cementitious + 125 mils Epoxy / Polyurea	VF	\$1,306.25	10.00%	\$1,187.50
	I.3A.023	Rehabilitation - Composite System - 1" Cementitious + 125 mils Epoxy / Polyurea	SF	\$240.63	10.00%	\$218.75
	I.3A.024	Rebuild Bench and Invert	EA	\$1,375.00	10.00%	\$1,250.00
	I.3A.025	Invert Installation, 4' Dia.	EACH	\$2,406.25	10.00%	\$2,187.50
	I.3A.026	Invert Installation, 5' Dia.	EACH	\$2,578.13	10.00%	\$2,343.75
	I.3A.027	Invert Installation, 6' Dia.	EACH	\$2,921.88	10.00%	\$2,656.25
	I.3A.028	Invert Installation, Other Configurations	SF	\$4,296.88	10.00%	\$3,906.25
	I.3A.029	All Sizes Installation of Manhole Chimney Seal	EA	\$962.50	10.00%	\$875.00
	I.3A.030	Vacuum Test Manhole (12" mainline or smaller)	EA	\$893.75	10.00%	\$812.50
	I.3A.031	Holiday Test Manhole (Epoxy Only)	EA	\$893.75	10.00%	\$812.50
	I.3A.032	New manhole frame and cover - 24"	EA	\$3,437.50	10.00%	\$3,125.00
	I.3A.033	New manhole frame and cover - 32"	EA	\$4,812.50	10.00%	\$4,375.00
	I.3A.034	Locate and Expose Buried Manhole, Street	EA	\$1,375.00	10.00%	\$1,250.00
	I.3A.035	Locate and Expose Buried Manhole, Non-Street	EA	\$1,031.25	10.00%	\$937.50
	I.3A.036	Adjust manhole frame and cover up to 1 Ft	EA	\$1,718.75	10.00%	\$1,562.50
	I.3A.037	Adjust manhole frame and cover over 1 Ft	VF	\$2,062.50	10.00%	\$1,875.00
	I.3A.038	Raise manhole frame and cover in Asphalt /Concrete	EA	\$3,437.50	10.00%	\$3,125.00
	I.3A.039	Raise manhole frame and cover in Grass	EA	\$2,750.00	10.00%	\$2,500.00
	I.3A.040	Replace manhole frame and cover in Asphalt /Concrete	EA	\$5,500.00	10.00%	\$5,000.00
	I.3A.041	Replace manhole frame and cover in Grass	EA	\$4,125.00	10.00%	\$3,750.00
	I.3A.042	Premium manhole frame and cover (i.e. CertainTeed PAM locking units etc.) 24"	EA	\$6,187.50	10.00%	\$5,625.00
	I.3A.043	Premium manhole frame and cover (i.e. CertainTeed PAM locking units etc.) 32"	EA	\$8,937.50	10.00%	\$8,125.00
	I.3A.044	Installation of FRP rehabilitation structures up to 6' depth (Standard 4-ft Diameter)	EA	\$27,500.00	10.00%	\$25,000.00
	I.3A.045	Additional depth for FRP rehabilitation structures (Standard 4-ft Diameter)	VF	\$2,750.00	10.00%	\$2,500.00
	I.3A.046	All Sizes Installation of poured in place structure	SF	\$275.00	10.00%	\$250.00
	I.3A.047	All Sizes Set-up for install of poured in place MH structure or FRP	LS	\$6,875.00	10.00%	\$6,250.00
I	4	Bypass for Gravity Pipelines and Related Items				
I	4A	Dewatering / Bypass Pumping Gravity Pipes:				
	I.4A.001	Set up 4" pump and piping including up to 1000 feet of bypass discharge line	EA	\$3,520.00	10.00%	\$3,200.00
	I.4A.002	Set up 6" pump and piping including up to 1000 feet of bypass discharge line	EA	\$7,150.00	10.00%	\$6,500.00
	I.4A.003	Set up 8" pump and piping including up to 1000 feet of bypass discharge line	EA	\$16,500.00	10.00%	\$15,000.00
	I.4A.004	Set up 12" pump and piping including up to 1000 feet of bypass discharge line	EA	\$27,500.00	10.00%	\$25,000.00
	I.4A.005	Set up 18" pump and piping including up to 1000 feet of bypass discharge line	EA	\$38,500.00	10.00%	\$35,000.00
	I.4A.006	Set Up Additional Length 4" Bypass Discharge Line over 1000 feet	LF	\$44.00	10.00%	\$40.00
	I.4A.007	Set Up Additional Length 6" Bypass Discharge Line over 1000 feet	LF	\$49.50	10.00%	\$45.00
	I.4A.008	Set Up Additional Length 8" Bypass Discharge Line over 1000 feet	LF	\$55.00	10.00%	\$50.00

	I.4A.009	Set Up Additional Length 10" Bypass Discharge Line over 1000 feet	LF	\$71.50	10.00%	\$65.00
	I.4A.010	Set Up Additional Length 12" Bypass Discharge Line over 1000 feet	LF	\$126.50	10.00%	\$115.00
	I.4A.011	Set Up Additional Length 18" Bypass Discharge Line over 1000 feet	LF	\$187.00	10.00%	\$170.00
	I.4A.012	Operate 4" pumping System per pump	DY	\$687.50	10.00%	\$625.00
	I.4A.013	Operate 4" Hoses - includes up to 20' of suction & 1,000' of lay flat	DY	\$660.00	10.00%	\$600.00
	I.4A.014	Operate 4" Hoses - Additional 20' Suction	DY	\$33.00	10.00%	\$30.00
	I.4A.015	Operate 4" Hoses - Additional 50' Lay flat	DY	\$33.00	10.00%	\$30.00
	I.4A.016	Operate 6" pumping System per pump	DY	\$3,520.00	10.00%	\$3,200.00
	I.4A.017	Operate 6" Hoses - includes up to 20' of suction & 1,000' of lay flat	DY	\$825.00	10.00%	\$750.00
	I.4A.018	Operate 6" Hoses - Additional 20' Suction	DY	\$44.00	10.00%	\$40.00
	I.4A.019	Operate 6" Hoses - Additional 50' Lay flat	DY	\$44.00	10.00%	\$40.00
	I.4A.020	Operate 8" pumping System per pump	DY	\$7,480.00	10.00%	\$6,800.00
	I.4A.021	Operate 8" Hoses - includes up to 20' of suction & 500' of HDPE or Aluminum Bauer Pipe	DY	\$302.50	10.00%	\$275.00
	I.4A.022	Operate 8" Hoses - Additional 10' Suction	DY	\$55.00	10.00%	\$50.00
	I.4A.023	Operate 8" Hoses - Additional 20' HDPE or Aluminum Bauer Pipe	DY	\$8.80	10.00%	\$8.00
	I.4A.024	Operate 12" pumping System per pump	DY	\$11,550.00	10.00%	\$10,500.00
	I.4A.025	Operate 12" Hoses - includes up to 20' of suction & 500' of HDPE	DY	\$1,017.50	10.00%	\$925.00
	I.4A.026	Operate 12" Hoses - Additional 10' Suction Hard Pipe	DY	\$16.50	10.00%	\$15.00
	I.4A.027	Operate 12" Hoses - Additional 20' HDPE	DY	\$33.00	10.00%	\$30.00
	I.4A.028	Operate 18" pumping System per pump	DY	\$23,650.00	10.00%	\$21,500.00
	I.4A.029	Operate 18" Hoses - includes up to 20' of suction & 500' of Fused HDPE Pipe	DY	\$1,100.00	10.00%	\$1,000.00
	I.4A.030	Operate 18" Hoses - Additional 10' Suction	DY	\$22.00	10.00%	\$20.00
	I.4A.031	Operate 18" Hoses - Additional 50' HDPE	DY	\$71.50	10.00%	\$65.00
	I.4A.032	Tear down 4" pump and piping including 1000 feet of bypass discharge line	EA	\$3,300.00	10.00%	\$3,000.00
	I.4A.033	Tear down 6" pump and piping including 1000 feet of bypass discharge line	EA	\$4,950.00	10.00%	\$4,500.00
	I.4A.034	Tear down 8" pump and piping including 1000 feet of bypass discharge line	EA	\$7,150.00	10.00%	\$6,500.00
	I.4A.035	Tear down 12" pump and piping including 1000 feet of bypass discharge line	EA	\$9,350.00	10.00%	\$8,500.00
	I.4A.036	Tear down 18" pump and piping including 1000 feet of bypass discharge line	EA	\$11,550.00	10.00%	\$10,500.00
	I.4A.037	Tear Down Additional Length 4" Bypass Discharge Line over 1000 feet	LF	\$44.00	10.00%	\$40.00
	I.4A.038	Tear Down Additional Length 6" Bypass Discharge Line over 1000 feet	LF	\$49.50	10.00%	\$45.00
	I.4A.039	Tear Down Additional Length 8" Bypass Discharge Line over 1000 feet	LF	\$55.00	10.00%	\$50.00
	I.4A.040	Tear Down Additional Length 10" Bypass Discharge Line over 1000 feet	LF	\$71.50	10.00%	\$65.00
	I.4A.041	Tear Down Additional Length 12" Bypass Discharge Line over 1000 feet	LF	\$126.50	10.00%	\$115.00
	I.4A.042	Tear Down Additional Length 18" Bypass Discharge Line over 1000 feet	LF	\$187.00	10.00%	\$170.00
	I.4A.043	Bypass - Driveway Ramp (Setup, Operate, Maintain)	DY	\$4,125.00	10.00%	\$3,750.00
	I.4A.044	8" ROAD CROSSING	DY	\$220.00	10.00%	\$200.00
	I.4A.045	10" BRIDGE STYLE ROAD CROSSING	DY	\$412.50	10.00%	\$375.00
	I.4A.046	10" ROAD CROSSING DOUBLE WIDE	DY	\$220.00	10.00%	\$200.00
	I.4A.047	12" ROAD CROSSING	DY	\$330.00	10.00%	\$300.00
	I.4A.048	12" ROAD CROSSING DOUBLE WIDE	DY	\$275.00	10.00%	\$250.00
	I.4A.049	18" ROAD CROSSING	DY	\$385.00	10.00%	\$350.00

	I.4A.050	Bypass - Street Ramp (Setup, Operate, Maintain)	DY	\$4,125.00	10.00%	\$3,750.00
	I.4A.051	Bypass - Street Trenching excluding restoration for 8" Pipe (Setup, Operate, Maintain)	LF	\$165.00	10.00%	\$150.00
	I.4A.052	Bypass - Street Trenching excluding restoration for 12" Pipe (Setup, Operate, Maintain)	LF	\$275.00	10.00%	\$250.00
	I.4A.053	Bypass - Street Trenching excluding restoration for 18" Pipe (Setup, Operate, Maintain)	LF	\$385.00	10.00%	\$350.00
	I.4A.054	PIPE FUSION MACHINE 6"-18"	DY	\$858.00	10.00%	\$780.00
	I.4A.055	PIPE FUSION MACHINE 4" - 12"	DY	\$759.00	10.00%	\$690.00
	I.4A.056	PUMP 1" TO 1.5" AOD	DY	\$93.50	10.00%	\$85.00
	I.4A.057	PUMP 2" AOD	DY	\$159.50	10.00%	\$145.00
	I.4A.058	PUMP 3" AOD	DY	\$159.50	10.00%	\$145.00
	I.4A.059	PUMP 2" GAS TRASH	DY	\$110.00	10.00%	\$100.00
	I.4A.060	PUMP 3" GAS TRASH	DY	\$148.50	10.00%	\$135.00
	I.4A.061	PUMP 4" GAS TRASH	DY	\$220.00	10.00%	\$200.00
	I.4A.062	PUMP 3" DIESEL	DY	\$148.50	10.00%	\$135.00
	I.4A.063	PUMP 4" DIESEL	DY	\$550.00	10.00%	\$500.00
	I.4A.064	PUMP 6" DIESEL	DY	\$715.00	10.00%	\$650.00
	I.4A.065	PUMP 6" PISTON DBA-WELLPOINT - DIESEL	DY	\$715.00	10.00%	\$650.00
	I.4A.066	PUMP 8" DIESEL	DY	\$825.00	10.00%	\$750.00
	I.4A.067	PUMP 8" PISTON DBA-WELLPOINT - DIESEL	DY	\$825.00	10.00%	\$750.00
	I.4A.068	PUMP 10" DIESEL	DY	\$1,210.00	10.00%	\$1,100.00
	I.4A.069	PUMP 12" DIESEL	DY	\$1,320.00	10.00%	\$1,200.00
	I.4A.070	PUMP 14" DIESEL	DY	\$2,200.00	10.00%	\$2,000.00
	I.4A.071	PUMP 18" DIESEL	DY	\$3,646.50	10.00%	\$3,315.00
	I.4A.072	4" HYDRAULIC PUMP HEAD	DY	\$181.50	10.00%	\$165.00
	I.4A.073	6" HYDRAULIC PUMP HEAD	DY	\$209.00	10.00%	\$190.00
	I.4A.074	8" HYDRAULIC PUMP HEAD	DY	\$258.50	10.00%	\$235.00
	I.4A.075	12" HYDRAULIC PUMP HEAD	DY	\$346.50	10.00%	\$315.00
	I.4A.076	HYDRAULIC POWER UNIT - 25HP	DY	\$385.00	10.00%	\$350.00
	I.4A.077	HYDRAULIC POWER UNIT - 65HP	DY	\$385.00	10.00%	\$350.00
	I.4A.078	HYDRAULIC POWER UNIT - 150HP	DY	\$1,705.00	10.00%	\$1,550.00
	I.4A.079	4 X 10 BAUER PIPE	DY	\$27.50	10.00%	\$25.00
	I.4A.080	6 X 10 BAUER PIPE	DY	\$38.50	10.00%	\$35.00
	I.4A.081	6 X 20 BAUER PIPE	DY	\$44.00	10.00%	\$40.00
	I.4A.082	8 X 10 BAUER PIPE	DY	\$49.50	10.00%	\$45.00
	I.4A.083	8 X 20 BAUER PIPE	DY	\$55.00	10.00%	\$50.00
	I.4A.084	PUMP HYDROSTATIC TEST 10K PSI AIR	DY	\$60.50	10.00%	\$55.00
	I.4A.085	PUMP HYDROSTATIC TEST 8K PSI	DY	\$82.50	10.00%	\$75.00
	I.4A.086	HOSE 8' PUMP HYDROSTATIC TEST	DY	\$104.50	10.00%	\$95.00
	I.4A.087	PUMP WATCH (each 12 Hour Shift)	EA	\$3,300.00	10.00%	\$3,000.00
	I.4A.088	HYDROSTATIC TESTING OF PIPING	HR	\$550.00	10.00%	\$500.00
	I.4A.089	24 HOUR SYSTEM TEST	HR	\$550.00	10.00%	\$500.00
	I.4A.090	SWPPP	EA	\$7,150.00	10.00%	\$6,500.00
I	4B	Dams / Plugs / Divers:				
	I.4B.001	6 X 6 CONTAINMENT BERM	DAY	\$88.00	10.00%	\$80.00
	I.4B.002	12 X 12 CONTAINMENT BERM	DAY	\$176.00	10.00%	\$160.00
	I.4B.003	PLUG TEST 6"-10"	DAY	\$71.50	10.00%	\$65.00
	I.4B.004	PLUG TEST 8"-12"	DAY	\$82.50	10.00%	\$75.00
	I.4B.005	PLUG TEST 12"-18"	DAY	\$93.50	10.00%	\$85.00
	I.4B.006	PLUG TEST 15"-30"	DAY	\$137.50	10.00%	\$125.00
	I.4B.007	PLUG TEST 24"-48"	DAY	\$357.50	10.00%	\$325.00
	I.4B.008	PLUG TEST 36"-60"	DAY	\$550.00	10.00%	\$500.00
	I.4B.009	PLUG TEST 48"-72"	DAY	\$935.00	10.00%	\$850.00
	I.4B.010	PLUG TEST 60"-96"	DAY	\$1,045.00	10.00%	\$950.00
	I.4B.011	Installation and Removal of Cofferd Dam	EA	\$11,000.00	10.00%	\$10,000.00
	I.4B.012	Installation and Removal of Aqua Barrier	EA	\$22,000.00	10.00%	\$20,000.00
	I.4B.013	Rental of Aqua Barrier	WK	\$5,500.00	10.00%	\$5,000.00

	I.4B.014	Installation and Removal of Plugs 6" - 18"	EA	\$1,650.00	10.00%	\$1,500.00
	I.4B.015	Installation and Removal of Plugs 24"-48"	EA	\$2,750.00	10.00%	\$2,500.00
	I.4B.016	Installation and Removal of Plugs 48" and Greater	EA	\$5,500.00	10.00%	\$5,000.00
	I.4B.017	Installation and Removal of Earthen Dam	EA	\$55,000.00	10.00%	\$50,000.00
	I.4B.018	Installation and Removal of Sheet Piling	LF	\$825.00	10.00%	\$750.00
	I.4B.019	Installation and Removal of Dewatering Box	EA	\$27,500.00	10.00%	\$25,000.00
	I.4B.020	Diver - Mobilization Over 100 Miles	EA	\$2,062.50	10.00%	\$1,875.00
	I.4B.021	Diver - Pipe Cleaning / Dredging To Install Plug	HR	\$343.75	10.00%	\$312.50
	I.4B.022	Diver - Installation 1st Plug-60inch And Smaller (removal Same As Install)	EA	\$2,062.50	10.00%	\$1,875.00
	I.4B.023	Diver - Installation 5 Or More Plugs Same Day (day Rate) (removal Same As Install)	EA	\$4,125.00	10.00%	\$3,750.00
	I.4B.024	Diver - Install Additional Plugs On Same Mob (removal Same As Install)	EA	\$1,650.00	10.00%	\$1,500.00
	I.4B.025	Diver - Installation Plug 60 Inch And Greater (removal Same As Install)	EA	\$2,750.00	10.00%	\$2,500.00
	I.4B.026	Diver - Day Rate For Dive Team, Underwater Power Tools & Video (day Rate)	EA	\$4,125.00	10.00%	\$3,750.00
I	5	Clean / TV and Evaluation for Gravity Pipelines and Related Items				
I	5A	Clean & CCTV:				
	I.5A.001	Clean & CCTV Sewer - 6"	LF	\$14.30	10.00%	\$13.00
	I.5A.002	Clean & CCTV Sewer - 8"	LF	\$14.30	10.00%	\$13.00
	I.5A.003	Clean & CCTV Sewer - 10"	LF	\$16.50	10.00%	\$15.00
	I.5A.004	Clean & CCTV Sewer - 12"	LF	\$18.70	10.00%	\$17.00
	I.5A.005	Clean & CCTV Sewer - 15"	LF	\$20.90	10.00%	\$19.00
	I.5A.006	Clean & CCTV Sewer - 18"	LF	\$22.00	10.00%	\$20.00
	I.5A.007	Clean & CCTV Sewer - 21"	LF	\$24.20	10.00%	\$22.00
	I.5A.008	Clean & CCTV Sewer - 24"	LF	\$26.40	10.00%	\$24.00
	I.5A.009	Clean & CCTV Sewer - 27"	LF	\$28.60	10.00%	\$26.00
	I.5A.010	Clean & CCTV Sewer - 30"	LF	\$30.80	10.00%	\$28.00
	I.5A.011	Clean & CCTV Sewer - 33"	LF	\$33.00	10.00%	\$30.00
	I.5A.012	Clean & CCTV Sewer - 36"	LF	\$36.30	10.00%	\$33.00
	I.5A.013	Clean & CCTV Sewer - 42"	LF	\$38.50	10.00%	\$35.00
	I.5A.014	Clean & CCTV Sewer - 48"	LF	\$40.70	10.00%	\$37.00
	I.5A.015	Clean & CCTV Sewer - 54"	LF	\$49.50	10.00%	\$45.00
	I.5A.016	Clean & CCTV Sewer - 60"	LF	\$60.50	10.00%	\$55.00
	I.5A.017	Clean & CCTV Sewer - 66"	LF	\$71.50	10.00%	\$65.00
	I.5A.018	Clean & CCTV Sewer - 72"	LF	\$82.50	10.00%	\$75.00
	I.5A.019	Clean & CCTV Sewer - 78"	LF	\$104.50	10.00%	\$95.00
	I.5A.020	Clean & CCTV Sewer - 84"	LF	\$115.50	10.00%	\$105.00
	I.5A.021	Clean & CCTV Sewer - 90"	LF	\$126.50	10.00%	\$115.00
	I.5A.022	Clean & CCTV Sewer - 96"	LF	\$132.00	10.00%	\$120.00
	I.5A.023	Clean & CCTV Sewer - 102"	LF	\$137.50	10.00%	\$125.00
	I.5A.024	Clean & CCTV Sewer - 108"	LF	\$143.00	10.00%	\$130.00
	I.5A.025	Clean & CCTV Sewer - 114"	LF	\$148.50	10.00%	\$135.00
	I.5A.026	Clean & CCTV Sewer > 114"	LF	\$159.50	10.00%	\$145.00
	I.5A.027	Clean / Debris Removal per CY	CY	\$275.00	10.00%	\$250.00
	I.5A.028	Heavy Clean & CCTV	HR	\$1,045.00	10.00%	\$950.00
	I.5A.029	6" - 12" Post TV Inspection After Rehabilitation	LF	\$7.70	10.00%	\$7.00
	I.5A.030	14" - 20" Post TV Inspection After Rehabilitation	LF	\$9.90	10.00%	\$9.00
	I.5A.031	21" - 36" Post TV Inspection After Rehabilitation	LF	\$12.10	10.00%	\$11.00
	I.5A.032	37"- 42" Post TV Inspection After Rehabilitation	LF	\$16.50	10.00%	\$15.00
	I.5A.033	43"- 48" Post TV Inspection After Rehabilitation	LF	\$30.25	10.00%	\$27.50
	I.5A.034	49"- 54" Post TV Inspection After Rehabilitation	LF	\$44.00	10.00%	\$40.00

	I.5A.035	55"- 60" Post TV Inspection After Rehabilitation	LF	\$57.42	10.00%	\$52.20
	I.5A.036	61"- 72" Post TV Inspection After Rehabilitation	LF	\$71.50	10.00%	\$65.00
	I.5A.037	73" or Larger Post TV Inspection After Rehabilitation	LF	\$85.25	10.00%	\$77.50
	I.5A.038	Sewer, Internal Pipe Inspection Push Camera	LF	\$55.00	10.00%	\$50.00
	I.5A.039	Sonar/TISCIT Survey >18" - 24" Diameter Pipe	LF	\$26.40	10.00%	\$24.00
	I.5A.040	Sonar/TISCIT Survey > 24" - 36" Diameter Pipe	LF	\$33.00	10.00%	\$30.00
	I.5A.041	Sonar/TISCIT Survey > 36" Diameter Pipe	LF	\$44.00	10.00%	\$40.00
	I.5A.042	MSI Survey >18" - 24" Diameter Pipe	LF	\$44.00	10.00%	\$40.00
	I.5A.043	MSI Survey > 24" - 36" Diameter Pipe	LF	\$55.00	10.00%	\$50.00
	I.5A.044	MSI Survey > 36" Diameter Pipe	LF	\$66.00	10.00%	\$60.00
	I.5A.045	Heavy Lift Station Cleaning (Remove all Debris to Bottom of LS - 4 hr minimum)	EA	\$5,929.00	10.00%	\$5,390.00
	I.5A.046	Major Lift Station Cleaning - Additional Hours	HR	\$1,482.25	10.00%	\$1,347.50
	I.5A.047	Minor Lift Station Cleaning (Skimming Top of LS - 4 hr minimum)	EA	\$1,581.25	10.00%	\$1,437.50
	I.5A.048	Minor Lift Station Cleaning - Additional Hours	HR	\$396.00	10.00%	\$360.00
	I.5A.049	Vactor Truck Services	HR	\$687.50	10.00%	\$625.00
	I.5A.050	CCTV Truck Services	HR	\$550.00	10.00%	\$500.00
	I.5A.051	Waste Water Treatment Plant Debris Removal/Sludge Hauling (Small)	YD	\$123.75	10.00%	\$112.50
	I.5A.052	Waste Water Treatment Plant Debris Removal/Sludge Hauling (Large)	YD	\$481.25	10.00%	\$437.50
	I.5A.053	Re-setup for TV Due to Point Repairs or Obstructions	EA	\$550.00	10.00%	\$500.00
	I.5A.054	Mechanical Root / Grease removal	LF	\$38.50	10.00%	\$35.00
	I.5A.055	Tuberculation Removal / Specialty Cleaning	LF	\$110.00	10.00%	\$100.00
	I.5A.056	Other Remote Obstruction removal (max. 5 lf)	EA	\$935.00	10.00%	\$850.00
	I.5A.057	Smoke Testing	LF	\$8.80	10.00%	\$8.00
	I.5A.058	Manhole Inspections	EA	\$825.00	10.00%	\$750.00
	I.5A.059	Manhole/Cleanout & Sewer Line Visual Inspection	EA	\$253.00	10.00%	\$230.00
	I.5A.060	GPS Survey of Manholes & Cleanouts	EA	\$550.00	10.00%	\$500.00
	I.5A.061	Heavy Debris Removal - MAN ENTRY	EA	\$495.00	10.00%	\$450.00
	I.5A.062	Heavy Debris Removal - LARGE DIAMETER MAN ENTRY	EA	\$687.50	10.00%	\$625.00
	I.5A.063	Heavy Debris Removal - REMOTE ENTRY	LF	\$1,375.00	10.00%	\$1,250.00
	I.5A.064	Dyed Water Flooding/Leak Quantification & Evaluation	EA	\$1,650.00	10.00%	\$1,500.00
I	6	Excavation and Related Items				
I	6A	Excavation and Additional Associated Items.				
	I.6A.001	Mobilization for open cut	EA	\$33,000.00	10.00%	\$30,000.00
	I.6A.002	Construction Entrance/Exit, Installation and Removal	EA	\$10,725.00	10.00%	\$9,750.00
	I.6A.003	Construction Entrance/Exit, Install Only	EA	\$7,425.00	10.00%	\$6,750.00
	I.6A.004	Easement Access Road-14'Width, Install and Removal	LF	\$288.75	10.00%	\$262.50
	I.6A.005	Easement Access Road-14'Width, Install only	LF	\$247.50	10.00%	\$225.00
	I.6A.006	Temporary Creek Crossing (12" / 15" Diameter Pipes Installed)	LF	\$1,072.50	10.00%	\$975.00
	I.6A.007	Temporary Creek Crossing (18" / 24" Diameter Pipes Installed)	LF	\$1,237.50	10.00%	\$1,125.00
	I.6A.008	Temporary Creek Crossing (36" Diameter Pipes Installed)	LF	\$1,567.50	10.00%	\$1,425.00

	I.6A.009	Temporary Creek Crossing (42" Diameter Pipes Installed)	LF	\$1,980.00	10.00%	\$1,800.00
	I.6A.010	6" - 8" Point repair (max 12' deep) 5 LF	EA	\$24,750.00	10.00%	\$22,500.00
	I.6A.011	10" - 12" Point repair (0 - 12' deep) 5 LF	EA	\$29,700.00	10.00%	\$27,000.00
	I.6A.012	15" - 18" Point repair (0 - 12' deep) 5 LF	EA	\$41,250.00	10.00%	\$37,500.00
	I.6A.013	21" - 24" Point repair (0 - 12' deep) 5 LF	EA	\$49,500.00	10.00%	\$45,000.00
	I.6A.014	30" Point repair (0 - 12' deep) 5 LF	EA	\$82,500.00	10.00%	\$75,000.00
	I.6A.015	36" Point repair (0 - 12' deep) 5 LF	EA	\$99,000.00	10.00%	\$90,000.00
	I.6A.016	42" Point repair (0 - 12' deep) 5 LF	EA	\$115,500.00	10.00%	\$105,000.00
	I.6A.017	48" Point repair (0 - 12' deep) 5 LF	EA	\$123,750.00	10.00%	\$112,500.00
	I.6A.018	54" Point repair (0 - 12' deep) 5 LF	EA	\$132,000.00	10.00%	\$120,000.00
	I.6A.019	60" Point repair (0 - 12' deep) 5 LF	EA	\$140,250.00	10.00%	\$127,500.00
	I.6A.020	66" Point repair (0 - 12' deep) 5 LF	EA	\$148,500.00	10.00%	\$135,000.00
	I.6A.021	72" Point repair (0 - 12' deep) 5 LF	EA	\$156,750.00	10.00%	\$142,500.00
	I.6A.022	78" Point repair (0 - 12' deep) 5 LF	EA	\$165,000.00	10.00%	\$150,000.00
	I.6A.023	84" Point repair (0 - 12' deep) 5 LF	EA	\$173,250.00	10.00%	\$157,500.00
	I.6A.024	96" Point repair (0 - 12' deep) 5 LF	EA	\$181,500.00	10.00%	\$165,000.00
	I.6A.025	108" Point repair (0 - 12' deep) 5 LF	EA	\$189,750.00	10.00%	\$172,500.00
	I.6A.026	Point Repair >5 LF and / or Open Cut - 6" - 8" (0 - 12' deep)	LF	\$742.50	10.00%	\$675.00
	I.6A.027	Point Repair >5 LF and / or Open Cut - 10" - 12" (0 - 12' deep)	LF	\$891.00	10.00%	\$810.00
	I.6A.028	Point Repair >5 LF and / or Open Cut - 15" - 18" (0 - 12' deep)	LF	\$1,237.50	10.00%	\$1,125.00
	I.6A.029	Point Repair >5 LF and / or Open Cut - 21" - 24" (0 - 12' deep)	LF	\$1,485.00	10.00%	\$1,350.00
	I.6A.030	Point Repair >5 LF and / or Open Cut - 30" (0 - 12' deep)	LF	\$2,475.00	10.00%	\$2,250.00
	I.6A.031	Point Repair >5 LF and / or Open Cut - 36" (0 - 12' deep)	LF	\$2,970.00	10.00%	\$2,700.00
	I.6A.032	Point Repair >5 LF and / or Open Cut - 42" (0 - 12' deep)	LF	\$3,465.00	10.00%	\$3,150.00
	I.6A.033	Point Repair >5 LF and / or Open Cut - 48" (0 - 12' deep)	LF	\$3,712.50	10.00%	\$3,375.00
	I.6A.034	Point Repair >5 LF and / or Open Cut - 54" (0 - 12' deep)	LF	\$3,960.00	10.00%	\$3,600.00
	I.6A.035	Point Repair >5 LF and / or Open Cut - 60" (0 - 12' deep)	LF	\$4,207.50	10.00%	\$3,825.00
	I.6A.036	Point Repair >5 LF and / or Open Cut - 66" (0 - 12' deep)	LF	\$4,455.00	10.00%	\$4,050.00
	I.6A.037	Point Repair >5 LF and / or Open Cut - 72" (0 - 12' deep)	LF	\$4,702.50	10.00%	\$4,275.00
	I.6A.038	Point Repair >5 LF and / or Open Cut - 78" (0 - 12' deep)	LF	\$4,950.00	10.00%	\$4,500.00
	I.6A.039	Point Repair >5 LF and / or Open Cut - 84" (0 - 12' deep)	LF	\$5,197.50	10.00%	\$4,725.00
	I.6A.040	Point Repair >5 LF and / or Open Cut - 96" (0 - 12' deep)	LF	\$5,445.00	10.00%	\$4,950.00
	I.6A.041	Point Repair >5 LF and / or Open Cut - 108" (0 - 12' deep)	LF	\$5,692.50	10.00%	\$5,175.00
	I.6A.042	Point Repair adder for any diameter pipe over 12' deep	LF	\$3,300.00	10.00%	\$3,000.00
	I.6A.043	Connection to existing manhole for open cut installation	EA	\$4,950.00	10.00%	\$4,500.00
	I.6A.044	Add/Deduct cost for providing 6" DIP in lieu of PVC pipe	LF	\$74.25	10.00%	\$67.50
	I.6A.045	Add/Deduct cost for providing 8" DIP in lieu of PVC pipe	LF	\$82.50	10.00%	\$75.00
	I.6A.046	Add/Deduct cost for providing 10" DIP in lieu of PVC pipe	LF	\$99.00	10.00%	\$90.00
	I.6A.047	Add/Deduct cost for providing 12" DIP in lieu of PVC pipe	LF	\$107.25	10.00%	\$97.50
	I.6A.048	Add/Deduct cost for providing 15" DIP in lieu of PVC pipe	LF	\$156.75	10.00%	\$142.50

	I.6A.049	Add/Deduct cost for providing 18" DIP in lieu of PVC pipe	LF	\$189.75	10.00%	\$172.50
	I.6A.050	Add/Deduct cost for providing 20" DIP in lieu of PVC pipe	LF	\$214.50	10.00%	\$195.00
	I.6A.051	Add/Deduct cost for providing 24" DIP in lieu of PVC pipe	LF	\$297.00	10.00%	\$270.00
	I.6A.052	Access Pit (0'-8' deep)	EA	\$7,095.00	10.00%	\$6,450.00
	I.6A.053	Access Pit (8'-12' deep)	EA	\$9,900.00	10.00%	\$9,000.00
	I.6A.054	Access Pit (12'-16' deep)	EA	\$18,480.00	10.00%	\$16,800.00
	I.6A.055	Access Pit (16'-20' deep)	EA	\$24,090.00	10.00%	\$21,900.00
	I.6A.056	Access Pit (over 20' deep)	EA	\$37,125.00	10.00%	\$33,750.00
	I.6A.057	Trench safety (0-8' deep)	LF	\$24.75	10.00%	\$22.50
	I.6A.058	Trench safety (8-12' deep)	LF	\$41.25	10.00%	\$37.50
	I.6A.059	Trench safety (12-16' deep)	LF	\$82.50	10.00%	\$75.00
	I.6A.060	Trench safety (16-20' deep)	LF	\$165.00	10.00%	\$150.00
	I.6A.061	Trench safety over 20' deep)	LF	\$412.50	10.00%	\$375.00
	I.6A.062	Obstruction Removal (0'- 12' deep)	EA	\$8,250.00	10.00%	\$7,500.00
	I.6A.063	Obstruction Removal (12'- 15' deep)	EA	\$13,200.00	10.00%	\$12,000.00
	I.6A.064	External reconnect (0'- 8' deep) up to 5 linear feet	EA	\$4,125.00	10.00%	\$3,750.00
	I.6A.065	External reconnect (8'- 12' deep) up to 5 linear feet	EA	\$7,425.00	10.00%	\$6,750.00
	I.6A.066	External reconnect (12'- 16' deep) up to 5 linear feet	EA	\$9,900.00	10.00%	\$9,000.00
	I.6A.067	External reconnect (16-20' deep) up to 5 linear feet	EA	\$19,800.00	10.00%	\$18,000.00
	I.6A.068	External reconnect (over 20' deep) up to 5 linear feet	EA	\$27,225.00	10.00%	\$24,750.00
	I.6A.069	Extra length service connection over 5 linear feet	LF	\$330.00	10.00%	\$300.00
	I.6A.070	Remove and replace or install service line cleanout	EA	\$1,072.50	10.00%	\$975.00
	I.6A.071	Remove and replace or install cleanout	EA	\$5,775.00	10.00%	\$5,250.00
	I.6A.072	Lid Removal / Replacement / Modification	EA	\$41,250.00	10.00%	\$37,500.00
	I.6A.073	Pipe Seal Fix (8" Diameter)-Stainless Steel with EDPM	EA	\$8,662.50	10.00%	\$7,875.00
	I.6A.074	Pipe Seal Fix (10" Diameter)-Stainless Steel with EDPM	EA	\$9,009.00	10.00%	\$8,190.00
	I.6A.075	Pipe Seal Fix (12" Diameter)-Stainless Steel with EDPM	EA	\$9,355.50	10.00%	\$8,505.00
	I.6A.076	Pipe Seal Fix (15" Diameter)-Stainless Steel with EDPM	EA	\$10,048.50	10.00%	\$9,135.00
	I.6A.077	Pipe Seal Fix (18" Diameter)-Stainless Steel with EDPM	EA	\$10,741.50	10.00%	\$9,765.00
	I.6A.078	Pipe Seal Fix (21" Diameter)-Stainless Steel with EDPM	EA	\$11,781.00	10.00%	\$10,710.00
	I.6A.079	Pipe Seal Fix (24" Diameter)-Stainless Steel with EDPM	EA	\$13,167.00	10.00%	\$11,970.00
	I.6A.080	Unsuitable Soil Replacement (Crusher Run)	CY	\$247.50	10.00%	\$225.00
	I.6A.081	Unsuitable Soil Replacement (Imported fill)	CY	\$330.00	10.00%	\$300.00
	I.6A.082	Potholing for Nearby Utility Location or Obstruction Removal (0'-8' deep)	EA	\$7,095.00	10.00%	\$6,450.00
	I.6A.083	Potholing for Nearby Utility Location or Obstruction Removal (8'-12' deep)	EA	\$9,900.00	10.00%	\$9,000.00
	I.6A.084	Potholing for Nearby Utility Location or Obstruction Removal (12'-16' deep)	EA	\$18,480.00	10.00%	\$16,800.00
	I.6A.085	Potholing for Nearby Utility Location or Obstruction Removal (16'-20' deep)	EA	\$24,090.00	10.00%	\$21,900.00
	I.6A.086	Insert 24-32" Plastic Manhole Dish Insert	EA	\$412.50	10.00%	\$375.00
	I.6A.087	Insert 24-32" Stainless Manhole Dish Insert	EA	\$825.00	10.00%	\$750.00
	I.6A.088	Install New Manhole Frame and Cover - 24 or 32"	EA	\$5,775.00	10.00%	\$5,250.00

	I.6A.089	Adjust existing Manhole Frame and Cover	EA	\$4,950.00	10.00%	\$4,500.00
	I.6A.090	Install New 4' DIA precast manhole 0' - 6' deep	EA	\$14,850.00	10.00%	\$13,500.00
	I.6A.091	Extra depth 4' DIA precast manhole over 6' deep	VF	\$1,567.50	10.00%	\$1,425.00
	I.6A.092	Install New 5' DIA precast manhole 0' - 6' deep	EA	\$19,800.00	10.00%	\$18,000.00
	I.6A.093	Extra depth 5' DIA precast manhole over 6' deep	VF	\$2,475.00	10.00%	\$2,250.00
	I.6A.094	Install New 6' DIA precast manhole 0' - 6' deep	EA	\$33,000.00	10.00%	\$30,000.00
	I.6A.095	Extra depth 6' DIA precast manhole over 6' deep	VF	\$4,125.00	10.00%	\$3,750.00
	I.6A.096	Install New 4' DIA fiberglass manhole 0' - 6' deep	EA	\$15,675.00	10.00%	\$14,250.00
	I.6A.097	Extra depth 4' DIA fiberglass manhole over 6' deep	VF	\$1,567.50	10.00%	\$1,425.00
	I.6A.098	Install New 5' DIA fiberglass manhole 0' - 6' deep	EA	\$20,625.00	10.00%	\$18,750.00
	I.6A.099	Extra depth 5' DIA fiberglass manhole over 6' deep	VF	\$2,475.00	10.00%	\$2,250.00
	I.6A.100	Install New 6' DIA fiberglass manhole 0' - 6' deep	EA	\$41,250.00	10.00%	\$37,500.00
	I.6A.101	Extra depth 6' DIA fiberglass manhole over 6' deep	VF	\$4,950.00	10.00%	\$4,500.00
	I.6A.102	Sanitary Sewer Structure, Type B Structure, Up to 6' deep	EA	\$27,225.00	10.00%	\$24,750.00
	I.6A.103	Extra Depth Type B Structure, greater than 6' depth	VF	\$2,145.00	10.00%	\$1,950.00
	I.6A.104	Sanitary Sewer Structure, Type C Structure, Up to 6' deep	EA	\$27,225.00	10.00%	\$24,750.00
	I.6A.105	Extra Depth Type C Structure, greater than 6' depth	VF	\$2,145.00	10.00%	\$1,950.00
	I.6A.106	Cement stabilized sand	TON	\$198.00	10.00%	\$180.00
	I.6A.107	Granular backfill/Crushed Rock	TON	\$181.50	10.00%	\$165.00
	I.6A.108	Flowable Fill	CY	\$495.00	10.00%	\$450.00
	I.6A.109	Dewatering setup (well pointing) maximum 25' deep, includes 20 linear feet setup	EA	\$19,800.00	10.00%	\$18,000.00
	I.6A.110	Extra length dewatering over 20 linear feet	LF	\$330.00	10.00%	\$300.00
	I.6A.111	Operation Maintain Well Points by the Day	DY	\$4,125.00	10.00%	\$3,750.00
	I.6A.112	Extra hand excavation	CF	\$412.50	10.00%	\$375.00
	I.6A.113	Timber Matting for Large Diameter Setup	SY	\$189.75	10.00%	\$172.50
	I.6A.114	Channel Excavation	CY	\$123.75	10.00%	\$112.50
	I.6A.115	Debris Removal	CY	\$412.50	10.00%	\$375.00
	I.6A.116	Clearing and Grubbing	ACRE	\$11,137.50	10.00%	\$10,125.00
	I.6A.117	Tree Protection Fence	LF	\$247.50	10.00%	\$225.00
	I.6A.118	Tree Removal (6" – 12")	EA	\$4,950.00	10.00%	\$4,500.00
	I.6A.119	Tree Removal (13" – 23")	EA	\$7,425.00	10.00%	\$6,750.00
	I.6A.120	Tree Removal (> 24")	EA	\$12,375.00	10.00%	\$11,250.00
	I.6A.121	Rework Catch basin Cover to Accept New Manhole Covers	EA	\$4,125.00	10.00%	\$3,750.00
	I.6A.122	Seismic Monitoring	EA	\$33,000.00	10.00%	\$30,000.00
I	6B	Restoration and Additional Items:				
	I.6B.001	Saw Cutting up to 8" depth	LF	\$24.75	10.00%	\$22.50
	I.6B.002	Saw Cutting over 8" depth	LF	\$41.25	10.00%	\$37.50
	I.6B.003	Specialty Brick Paver/Sidewalk Replacement	SF	\$495.00	10.00%	\$450.00
	I.6B.004	Repair/Rehab 2" Asphalt pavement	SF	\$288.75	10.00%	\$262.50
	I.6B.005	Repair/Rehab 8" Flex base	SF	\$247.50	10.00%	\$225.00
	I.6B.006	Repair/Rehab 8" Concrete	SF	\$577.50	10.00%	\$525.00
	I.6B.007	Repair/Rehab 6" Concrete	SF	\$495.00	10.00%	\$450.00
	I.6B.008	Repair/Rehab 4" Concrete	SF	\$453.75	10.00%	\$412.50
	I.6B.009	Repair/Rehab Concrete curb and gutter	LF	\$107.25	10.00%	\$97.50
	I.6B.010	Granite Curb, Remove and Reset	LF	\$165.00	10.00%	\$150.00

	I.6B.011	Seeding	SF	\$8.25	10.00%	\$7.50
	I.6B.012	Sodding	SF	\$47.85	10.00%	\$43.50
	I.6B.013	Repair/Rehab chain link fence with new	LF	\$74.25	10.00%	\$67.50
	I.6B.014	Repair/Rehab wooden fence with new	LF	\$90.75	10.00%	\$82.50
	I.6B.015	Topsoil Complete	CY	\$107.25	10.00%	\$97.50
	I.6B.016	Sanding Complete	CY	\$107.25	10.00%	\$97.50
	I.6B.017	Mulch Complete	CY	\$107.25	10.00%	\$97.50
	I.6B.018	Straw Bale Barrier	LF	\$49.50	10.00%	\$45.00
	I.6B.019	Tree Replacement: Hardwoods, 2"	EA	\$2,145.00	10.00%	\$1,950.00
	I.6B.020	Tree Replacement: Pines, 2"	EA	\$2,145.00	10.00%	\$1,950.00
	I.6B.021	Shrub Replacement: 1 Gallon	EA	\$123.75	10.00%	\$112.50
	I.6B.022	Shrub Replacement: 3 Gallon	EA	\$165.00	10.00%	\$150.00
	I.6B.023	Shrub Replacement: 5 Gallon	EA	\$206.25	10.00%	\$187.50
	I.6B.024	Shrub Replacement: 7 Gallon	EA	\$305.25	10.00%	\$277.50
	I.6B.025	Bedding Flowers: Per Flat of 18"	EA	\$1,072.50	10.00%	\$975.00
	I.6B.026	Stone Rip Rap Type I, 24" In Place Complete	SY	\$660.00	10.00%	\$600.00
	I.6B.027	Riprap, Type II (Installed)	SY	\$660.00	10.00%	\$600.00
	I.6B.028	Stone Rip Rap Type III, 12" In Place Complete	SY	\$660.00	10.00%	\$600.00
	I.6B.029	Stone Grouted Rip Rap - 12" Installed	SY	\$742.50	10.00%	\$675.00
	I.6B.030	Silt Fence Type A, Complete	LF	\$29.70	10.00%	\$27.00
	I.6B.031	Silt Fence Type C, Complete	LF	\$19.80	10.00%	\$18.00
	I.6B.032	Silt Fence - Type C, Double Row	LF	\$33.00	10.00%	\$30.00
	I.6B.033	Inlet Sediment Trap	EA	\$412.50	10.00%	\$375.00
	I.6B.034	Orange Barrier Fence	LF	\$14.85	10.00%	\$13.50
	I.6B.035	Hay Bales Complete	EA	\$412.50	10.00%	\$375.00
	I.6B.036	Plastic Filter Fabric Installed	SY	\$24.75	10.00%	\$22.50
	I.6B.037	Permanent Soil Reinforced Mat Installed	SF	\$313.50	10.00%	\$285.00
I	7	HDPE Tight Fitting Liner (IPS diameters) and Related Items				
I	7A	Sliplining With HDPE or FRP Rehabilitation:				
	I.7A.001	6" HDPE IPS SDR 21 (0'- 8' deep)	LF	\$82.50	10.00%	\$75.00
	I.7A.002	6" HDPE IPS SDR 21 (8'- 12' deep)	LF	\$93.50	10.00%	\$85.00
	I.7A.003	6" HDPE IPS SDR 21 (12'- 16' deep)	LF	\$99.00	10.00%	\$90.00
	I.7A.004	8" HDPE IPS SDR 21 (0'- 8' deep)	LF	\$88.00	10.00%	\$80.00
	I.7A.005	8" HDPE IPS SDR 21 (8'- 12' deep)	LF	\$99.00	10.00%	\$90.00
	I.7A.006	8" HDPE IPS SDR 21 (12'- 16' deep)	LF	\$104.50	10.00%	\$95.00
	I.7A.007	10" HDPE IPS SDR 21 (0'- 8' deep)	LF	\$93.50	10.00%	\$85.00
	I.7A.008	10" HDPE IPS SDR 21 (8'- 12' deep)	LF	\$104.50	10.00%	\$95.00
	I.7A.009	10" HDPE IPS SDR 21 (12'- 16' deep)	LF	\$110.00	10.00%	\$100.00
	I.7A.010	12" HDPE IPS SDR 21 (0'- 8' deep)	LF	\$99.00	10.00%	\$90.00
	I.7A.011	12" HDPE IPS SDR 21 (8'- 12' deep)	LF	\$110.00	10.00%	\$100.00
	I.7A.012	12" HDPE IPS SDR 21 (12'- 16' deep)	LF	\$115.50	10.00%	\$105.00
	I.7A.013	16" HDPE IPS SDR 21 (0'- 8' deep)	LF	\$121.00	10.00%	\$110.00
	I.7A.014	16" HDPE IPS SDR 21 (8'- 12' deep)	LF	\$132.00	10.00%	\$120.00
	I.7A.015	16" HDPE IPS SDR 21 (12'- 16' deep)	LF	\$148.50	10.00%	\$135.00
	I.7A.016	18" HDPE IPS SDR 21 (0'- 8' deep)	LF	\$143.00	10.00%	\$130.00
	I.7A.017	18" HDPE IPS SDR 21 (8'- 12' deep)	LF	\$154.00	10.00%	\$140.00
	I.7A.018	18" HDPE IPS SDR 21 (12'- 16' deep)	LF	\$181.50	10.00%	\$165.00
	I.7A.019	20" HDPE IPS SDR 21 (0'- 8' deep)	LF	\$181.50	10.00%	\$165.00
	I.7A.020	20" HDPE IPS SDR 21 (8'- 12' deep)	LF	\$192.50	10.00%	\$175.00
	I.7A.021	20" HDPE IPS SDR 21 (12'- 16' deep)	LF	\$220.00	10.00%	\$200.00
	I.7A.022	24" HDPE IPS SDR 21 (0'- 8' deep)	LF	\$220.00	10.00%	\$200.00
	I.7A.023	24" HDPE IPS SDR 21 (8'- 12' deep)	LF	\$231.00	10.00%	\$210.00
	I.7A.024	24" HDPE IPS SDR 21 (12'- 16' deep)	LF	\$258.50	10.00%	\$235.00
	I.7A.025	27" Installation of FRP or SRPCP segments (20 lf std. Segments)	LF	\$418.00	10.00%	\$380.00
	I.7A.026	30" Installation of FRP or SRPCP segments (20 lf std. Segments)	LF	\$456.50	10.00%	\$415.00
	I.7A.027	36" Installation of FRP or SRPCP segments (20 lf std. Segments)	LF	\$533.50	10.00%	\$485.00
	I.7A.028	42" Installation of FRP or SRPCP segments (20 lf std. Segments)	LF	\$610.50	10.00%	\$555.00

	I.7A.029	48" Installation of FRP or SRPCP segments (20 lf std. Segments)	LF	\$836.00	10.00%	\$760.00
	I.7A.030	54" Installation of FRP or SRPCP segments (20 lf std. Segments)	LF	\$913.00	10.00%	\$830.00
	I.7A.031	60" Installation of FRP or SRPCP segments (20 lf std. Segments)	LF	\$1,210.00	10.00%	\$1,100.00
	I.7A.032	72" Installation of FRP or SRPCP segments (20 lf std. Segments)	LF	\$1,518.00	10.00%	\$1,380.00
	I.7A.033	27" Installation of FRP or SRPCP segments <10lf joints	LF	\$500.50	10.00%	\$455.00
	I.7A.034	30" Installation of FRP or SRPCP segments <10lf joints	LF	\$550.00	10.00%	\$500.00
	I.7A.035	36" Installation of FRP or SRPCP segments <10lf joints	LF	\$638.00	10.00%	\$580.00
	I.7A.036	42" Installation of FRP or SRPCP segments <10lf joints	LF	\$731.50	10.00%	\$665.00
	I.7A.037	48" Installation of FRP or SRPCP segments <10lf joints	LF	\$1,001.00	10.00%	\$910.00
	I.7A.038	54" Installation of FRP or SRPCP segments <10lf joints	LF	\$1,094.50	10.00%	\$995.00
	I.7A.039	60" Installation of FRP or SRPCP segments <10lf joints	LF	\$1,457.50	10.00%	\$1,325.00
	I.7A.040	72" Installation of FRP or SRPCP segments <10lf joints	LF	\$1,820.50	10.00%	\$1,655.00
	I.7A.041	27" Set-up for contiguous installations < 150 lf	LS	\$1,650.00	10.00%	\$1,500.00
	I.7A.042	30" Set-up for contiguous installations < 150 lf	LS	\$1,980.00	10.00%	\$1,800.00
	I.7A.043	36" Set-up for contiguous installations < 150 lf	LS	\$2,200.00	10.00%	\$2,000.00
	I.7A.044	42" Set-up for contiguous installations < 150 lf	LS	\$2,475.00	10.00%	\$2,250.00
	I.7A.045	48" Set-up for contiguous installations < 150 lf	LS	\$2,750.00	10.00%	\$2,500.00
	I.7A.046	54" Set-up for contiguous installations < 150 lf	LS	\$3,025.00	10.00%	\$2,750.00
	I.7A.047	60" Set-up for contiguous installations < 150 lf	LS	\$3,300.00	10.00%	\$3,000.00
	I.7A.048	72" Set-up for contiguous installations < 150 lf	LS	\$3,575.00	10.00%	\$3,250.00
I	9	CIPP Pressure Pipe Lining for Potable and Non-Potable Pressure Pipelines and Related Items				
I	9A	CIPP Pressure Pipe Lining:				
	I.9A.001	6" Installation of Pressure Pipe Lining (Potable)	LF	\$594.00	10.00%	\$540.00
	I.9A.002	8" Installation of Pressure Pipe Lining (Potable)	LF	\$668.80	10.00%	\$608.00
	I.9A.003	10" Installation of Pressure Pipe Lining (Potable)	LF	\$767.80	10.00%	\$698.00
	I.9A.004	12" Installation of Pressure Pipe Lining (Potable)	LF	\$851.40	10.00%	\$774.00
	I.9A.005	15" Installation of Pressure Pipe Lining (Potable)	LF	\$965.80	10.00%	\$878.00
	I.9A.006	18" Installation of Pressure Pipe Lining (Potable)	LF	\$1,163.80	10.00%	\$1,058.00
	I.9A.007	21" Installation of Pressure Pipe Lining (Potable)	LF	\$1,296.90	10.00%	\$1,179.00
	I.9A.008	24" Installation of Pressure Pipe Lining (Potable)	LF	\$1,450.90	10.00%	\$1,319.00
	I.9A.009	27" Installation of Pressure Pipe Lining (Potable)	LF	\$1,584.00	10.00%	\$1,440.00
	I.9A.010	30" Installation of Pressure Pipe Lining (Potable)	LF	\$1,955.80	10.00%	\$1,778.00
	I.9A.011	33" Installation of Pressure Pipe Lining (Potable)	LF	\$2,277.00	10.00%	\$2,070.00

	I.9A.012	36" Installation of Pressure Pipe Lining (Potable)	LF	\$2,504.70	10.00%	\$2,277.00
	I.9A.013	39" Installation of Pressure Pipe Lining (Potable)	LF	\$2,880.90	10.00%	\$2,619.00
	I.9A.014	42" Installation of Pressure Pipe Lining (Potable)	LF	\$3,415.50	10.00%	\$3,105.00
	I.9A.015	48" Installation of Pressure Pipe Lining (Potable)	LF	\$4,554.00	10.00%	\$4,140.00
	I.9A.016	54" Installation of Pressure Pipe Lining (Potable)	LF	\$5,445.00	10.00%	\$4,950.00
	I.9A.017	6" Reinforced Pressure Pipe Lining (Non-Potable)	LF	\$445.50	10.00%	\$405.00
	I.9A.018	8" Reinforced Pressure Pipe Lining (Non-Potable)	LF	\$544.50	10.00%	\$495.00
	I.9A.019	10" Reinforced Pressure Pipe Lining (Non-Potable)	LF	\$643.50	10.00%	\$585.00
	I.9A.020	12" Reinforced Pressure Pipe Lining (Non-Potable)	LF	\$742.50	10.00%	\$675.00
	I.9A.021	15" Reinforced Pressure Pipe Lining (Non-Potable)	LF	\$841.50	10.00%	\$765.00
	I.9A.022	18" Reinforced Pressure Pipe Lining (Non-Potable)	LF	\$1,039.50	10.00%	\$945.00
	I.9A.023	21" Reinforced Pressure Pipe Lining (Non-Potable)	LF	\$1,148.40	10.00%	\$1,044.00
	I.9A.024	24" Reinforced Pressure Pipe Lining (Non-Potable)	LF	\$1,411.30	10.00%	\$1,283.00
	I.9A.025	27" Reinforced Pressure Pipe Lining (Non-Potable)	LF	\$1,584.00	10.00%	\$1,440.00
	I.9A.026	30" Reinforced Pressure Pipe Lining (Non-Potable)	LF	\$1,807.30	10.00%	\$1,643.00
	I.9A.027	33" Reinforced Pressure Pipe Lining (Non-Potable)	LF	\$2,128.50	10.00%	\$1,935.00
	I.9A.028	36" Reinforced Pressure Pipe Lining (Non-Potable)	LF	\$2,504.70	10.00%	\$2,277.00
	I.9A.029	39" Reinforced Pressure Pipe Lining (Non-Potable)	LF	\$2,747.80	10.00%	\$2,498.00
	I.9A.030	42" Reinforced Pressure Pipe Lining (Non-Potable)	LF	\$3,316.50	10.00%	\$3,015.00
	I.9A.031	48" Reinforced Pressure Pipe Lining (Non-Potable)	LF	\$4,455.00	10.00%	\$4,050.00
	I.9A.032	54" Reinforced Pressure Pipe Lining (Non-Potable)	LF	\$4,950.00	10.00%	\$4,500.00
	I.9A.033	6" Installation of End Seal	EA	\$6,831.00	10.00%	\$6,210.00
	I.9A.034	8" Installation of End Seal	EA	\$6,831.00	10.00%	\$6,210.00
	I.9A.035	10" Installation of End Seal	EA	\$6,831.00	10.00%	\$6,210.00
	I.9A.036	12" Installation of End Seal	EA	\$6,831.00	10.00%	\$6,210.00
	I.9A.037	15" Installation of End Seal	EA	\$9,108.00	10.00%	\$8,280.00
	I.9A.038	18" Installation of End Seal	EA	\$11,385.00	10.00%	\$10,350.00
	I.9A.039	21" Installation of End Seal	EA	\$11,385.00	10.00%	\$10,350.00
	I.9A.040	24" Installation of End Seal	EA	\$13,662.00	10.00%	\$12,420.00
	I.9A.041	27" Installation of End Seal	EA	\$13,662.00	10.00%	\$12,420.00
	I.9A.042	30" Installation of End Seal	EA	\$13,662.00	10.00%	\$12,420.00
	I.9A.043	33" Installation of End Seal	EA	\$15,939.00	10.00%	\$14,490.00
	I.9A.044	36" Installation of End Seal	EA	\$15,939.00	10.00%	\$14,490.00
	I.9A.045	39" Installation of End Seal	EA	\$18,216.00	10.00%	\$16,560.00
	I.9A.046	42" Installation of End Seal	EA	\$18,216.00	10.00%	\$16,560.00
	I.9A.047	48" Installation of End Seal	EA	\$22,770.00	10.00%	\$20,700.00
	I.9A.048	54" Installation of End Seal	EA	\$22,770.00	10.00%	\$20,700.00
	I.9A.049	6"to 12" System set-up charge (<150 lf)	EA	\$6,831.00	10.00%	\$6,210.00
	I.9A.050	15" to 21" System set-up charge (<150 lf)	EA	\$6,831.00	10.00%	\$6,210.00
	I.9A.051	24" to 33" System set-up charge (<150 lf)	EA	\$6,831.00	10.00%	\$6,210.00
	I.9A.052	36" to 54" System set-up charge (<150 lf)	EA	\$6,831.00	10.00%	\$6,210.00
I	10	Pressure Pipeline Bypass and Related Items				
I	10A	Bypass for Pressure CIPP Lines:				

	I.10A.001	Set up bypass of mainlines sizes 2" - 4" AWWA approved bypass	LF	\$194.70	10.00%	\$177.00
	I.10A.002	Connection of each service from 2" - 4" AWWA approved bypass	EA	\$2,235.20	10.00%	\$2,032.00
	I.10A.003	Operation of 2" - 4" AWWA approved bypass	Day	\$4,857.60	10.00%	\$4,416.00
	I.10A.004	Set up bypass of mainlines sizes 6" - 8" AWWA approved bypass	LF	\$243.10	10.00%	\$221.00
	I.10A.005	Connection of each service from 6" - 8" AWWA approved bypass	EA	\$2,478.30	10.00%	\$2,253.00
	I.10A.006	Operation of 6" - 8" AWWA approved bypass	Day	\$5,830.00	10.00%	\$5,300.00
	I.10A.007	Set up bypass of mainlines sizes 10" - 12" AWWA approved bypass	LF	\$291.50	10.00%	\$265.00
	I.10A.008	Connection of each service from 10" - 12" AWWA approved bypass	EA	\$3,036.00	10.00%	\$2,760.00
	I.10A.009	Operation of 10" - 12" AWWA approved bypass	Day	\$9,715.20	10.00%	\$8,832.00
	I.10A.010	Set up bypass of mainlines sizes 13" - 19" AWWA approved bypass	LF	\$729.30	10.00%	\$663.00
	I.10A.011	Connection of each service from 13" - 19" AWWA approved bypass	EA	\$3,158.10	10.00%	\$2,871.00
	I.10A.012	Operation of 13" - 19" AWWA approved bypass	Day	\$12,144.00	10.00%	\$11,040.00
	I.10A.013	Set up bypass of mainlines sizes 20" - 24" AWWA approved bypass	EA	\$972.40	10.00%	\$884.00
	I.10A.014	Connection of each service from 20" - 24" AWWA approved bypass	EA	\$4,857.60	10.00%	\$4,416.00
	I.10A.015	Operation of 20" - 24" AWWA approved bypass	Day	\$12,144.00	10.00%	\$11,040.00
	I.10A.016	Set up bypass of mainlines sizes 25" - 30" AWWA approved bypass	LF	\$1,700.60	10.00%	\$1,546.00
	I.10A.017	Connection of each service from 25" - 30" AWWA approved bypass	EA	\$4,857.60	10.00%	\$4,416.00
	I.10A.018	Operation of 25" - 30" AWWA approved bypass	Day	\$14,572.80	10.00%	\$13,248.00
	I.10A.019	Set up bypass of mainlines sizes 31" - 37" AWWA approved bypass	LF	\$2,186.80	10.00%	\$1,988.00
	I.10A.020	Connection of each service from 31" - 37" AWWA approved bypass	EA	\$4,857.60	10.00%	\$4,416.00
	I.10A.021	Operation of 31" - 37" AWWA approved bypass	Day	\$14,572.80	10.00%	\$13,248.00
	I.10A.022	Set up bypass of mainlines sizes 38" - 48" AWWA approved bypass	LF	\$2,915.00	10.00%	\$2,650.00
	I.10A.023	Connection of each service from 38" - 48" AWWA approved bypass	EA	\$4,857.60	10.00%	\$4,416.00
	I.10A.024	Operation of 38" - 48" AWWA approved bypass	Day	\$14,572.80	10.00%	\$13,248.00
I	11	Line Cleaning and Inspection for Pressure Pipelines and Mechanical Cleaning and Related Items				
I	11A	Line Cleaning and Inspection for Pressure Pipelines and Mechanical Cleaning and Additional Associated Items.				
	I.11A.001	6" Cleaning with pressure propelled pigs	LF	\$49.50	10.00%	\$45.00
	I.11A.002	8" Cleaning with pressure propelled pigs	LF	\$49.50	10.00%	\$45.00
	I.11A.003	10" Cleaning with pressure propelled pigs	LF	\$49.50	10.00%	\$45.00
	I.11A.004	12" Cleaning with pressure propelled pigs	LF	\$49.50	10.00%	\$45.00
	I.11A.005	15" Cleaning with pressure propelled pigs	LF	\$73.70	10.00%	\$67.00
	I.11A.006	18" Cleaning with pressure propelled pigs	LF	\$73.70	10.00%	\$67.00
	I.11A.007	21" Cleaning with pressure propelled pigs	LF	\$73.70	10.00%	\$67.00
	I.11A.008	24" Cleaning with pressure propelled pigs	LF	\$97.90	10.00%	\$89.00
	I.11A.009	27" Cleaning with pressure propelled pigs	LF	\$97.90	10.00%	\$89.00
	I.11A.010	30" Cleaning with pressure propelled pigs	LF	\$97.90	10.00%	\$89.00
	I.11A.011	33" Cleaning with pressure propelled pigs	LF	\$97.90	10.00%	\$89.00
	I.11A.012	36" Cleaning with pressure propelled pigs	LF	\$194.70	10.00%	\$177.00

	I.11A.013	42" Cleaning with pressure propelled pigs	LF	\$194.70	10.00%	\$177.00
	I.11A.014	48" Cleaning with pressure propelled pigs	LF	\$194.70	10.00%	\$177.00
	I.11A.015	54" Cleaning with pressure propelled pigs	LF	\$194.70	10.00%	\$177.00
	I.11A.016	6" Cleaning with scrapers or other attached tools	LF	\$73.70	10.00%	\$67.00
	I.11A.017	8" Cleaning with scrapers or other attached tools	LF	\$73.70	10.00%	\$67.00
	I.11A.018	10" Cleaning with scrapers or other attached tools	LF	\$73.70	10.00%	\$67.00
	I.11A.019	12" Cleaning with scrapers or other attached tools	LF	\$73.70	10.00%	\$67.00
	I.11A.020	15" Cleaning with scrapers or other attached tools	LF	\$97.90	10.00%	\$89.00
	I.11A.021	18" Cleaning with scrapers or other attached tools	LF	\$97.90	10.00%	\$89.00
	I.11A.022	21" Cleaning with scrapers or other attached tools	LF	\$97.90	10.00%	\$89.00
	I.11A.023	24" Cleaning with scrapers or other attached tools	LF	\$122.10	10.00%	\$111.00
	I.11A.024	27" Cleaning with scrapers or other attached tools	LF	\$122.10	10.00%	\$111.00
	I.11A.025	30" Cleaning with scrapers or other attached tools	LF	\$122.10	10.00%	\$111.00
	I.11A.026	33" Cleaning with scrapers or other attached tools	LF	\$170.50	10.00%	\$155.00
	I.11A.027	36" Cleaning with scrapers or other attached tools	LF	\$170.50	10.00%	\$155.00
	I.11A.028	42" Cleaning with scrapers or other attached tools	LF	\$194.70	10.00%	\$177.00
	I.11A.029	48" Cleaning with scrapers or other attached tools	LF	\$243.10	10.00%	\$221.00
	I.11A.030	54" Cleaning with scrapers or other attached tools	LF	\$291.50	10.00%	\$265.00
	I.11A.031	6" Pressure pipe inspection	LF	\$19.80	10.00%	\$18.00
	I.11A.032	8" Pressure pipe inspection	LF	\$19.80	10.00%	\$18.00
	I.11A.033	10" Pressure pipe inspection	LF	\$25.30	10.00%	\$23.00
	I.11A.034	12" Pressure pipe inspection	LF	\$25.30	10.00%	\$23.00
	I.11A.035	15" Pressure pipe inspection	LF	\$25.30	10.00%	\$23.00
	I.11A.036	18" Pressure pipe inspection	LF	\$34.10	10.00%	\$31.00
	I.11A.037	21" Pressure pipe inspection	LF	\$34.10	10.00%	\$31.00
	I.11A.038	24" Pressure pipe inspection	LF	\$34.10	10.00%	\$31.00
	I.11A.039	27" Pressure pipe inspection	LF	\$34.10	10.00%	\$31.00
	I.11A.040	30" Pressure pipe inspection	LF	\$34.10	10.00%	\$31.00
	I.11A.041	33" Pressure pipe inspection	LF	\$34.10	10.00%	\$31.00
	I.11A.042	36" Pressure pipe inspection	LF	\$39.60	10.00%	\$36.00
	I.11A.043	42" Pressure pipe inspection	LF	\$39.60	10.00%	\$36.00
	I.11A.044	48" Pressure pipe inspection	LF	\$49.50	10.00%	\$45.00
	I.11A.045	54" Pressure pipe inspection	LF	\$73.70	10.00%	\$67.00
	I.11A.046	Tuberculation Removal (Pressure & Gravity Pipelines)	LF	\$70.40	10.00%	\$64.00
I	14	Gravity Sewer Lateral Renewal Systems and Related Items				
I	14A	Lateral Rehabilitation				
	I.14A.001	4"-6" Installation and cure of lateral liner in <12" dia. Main (up to 10')	EA	\$7,562.50	10.00%	\$6,875.00
	I.14A.002	4"-6" Installation and cure of lateral liner in >12" dia. Main (up to 10')	EA	\$8,937.50	10.00%	\$8,125.00
	I.14A.003	4"-6" lateral liner per linear foot > 10'	LF	\$481.25	10.00%	\$437.50
	I.14A.004	4"-6" Set-up for installations	EA	\$27,500.00	10.00%	\$25,000.00
	I.14A.005	Clean & CCTV Laterals (up to 10')	EA	\$1,031.25	10.00%	\$937.50
	I.14A.006	Clean & CCTV Laterals > 10'	LF	\$20.63	10.00%	\$18.75
	I.14A.007	4" Wye Top Hat PipePatch Lateral Kit INSTALLED	EA	\$5,500.00	10.00%	\$5,000.00
	I.14A.008	5" Wye Top Hat PipePatch Lateral Kit INSTALLED	EA	\$5,843.75	10.00%	\$5,312.50

	I.14A.009	6" Wye Top Hat PipePatch Lateral Kit INSTALLED	EA	\$6,187.50	10.00%	\$5,625.00
	I.14A.010	4" Tee Top Hat PipePatch Lateral Kit INSTALLED	EA	\$6,496.88	10.00%	\$5,906.25
	I.14A.011	5" Tee Top Hat PipePatch Lateral Kit INSTALLED	EA	\$6,875.00	10.00%	\$6,250.00
	I.14A.012	6" Tee Top Hat PipePatch Lateral Kit INSTALLED	EA	\$7,218.75	10.00%	\$6,562.50
I	16	Horizontal Directional Drilling (HDD) and Related Items				
I	16A	Horizontal Directional Drilling (HDD):				
	I.16A.001	2"-4" Installation of pipe clay ground conditions (pipe cost excluded)	IN/DIA	\$66.00	10.00%	\$60.00
	I.16A.002	2"-4" Installation of pipe loose sand ground conditions (pipe cost excluded)	IN/DIA	\$66.00	10.00%	\$60.00
	I.16A.003	2"-4" Installation of pipe rock ground conditions<3000 psi (pipe cost excluded)	IN/DIA	\$77.00	10.00%	\$70.00
	I.16A.004	2"-4" Installation of pipe rock ground conditions 3-8000 psi (pipe cost excluded)	IN/DIA	\$77.00	10.00%	\$70.00
	I.16A.005	2"-4" Installation of pipe ground conditions per 1000 psi increase over 8000 psi	IN/DIA	\$9.90	10.00%	\$9.00
	I.16A.006	6"-8" Installation of pipe clay ground conditions (pipe cost excluded)	IN/DIA	\$71.50	10.00%	\$65.00
	I.16A.007	6"-8" Installation of pipe loose sand ground conditions (pipe cost excluded)	IN/DIA	\$71.50	10.00%	\$65.00
	I.16A.008	6"-8" Installation of pipe rock ground conditions<3000 psi (pipe cost excluded)	IN/DIA	\$82.50	10.00%	\$75.00
	I.16A.009	6"-8" Installation of pipe rock ground conditions 3-8000 psi (pipe cost excluded)	IN/DIA	\$99.00	10.00%	\$90.00
	I.16A.010	6"-8" Installation of pipe ground conditions per 1000 psi increase over 8000 psi	IN/DIA	\$14.30	10.00%	\$13.00
	I.16A.011	10"-12" Installation of pipe clay ground conditions (pipe cost excluded)	IN/DIA	\$77.00	10.00%	\$70.00
	I.16A.012	10"-12" Installation of pipe loose sand ground conditions (pipe cost excluded)	IN/DIA	\$77.00	10.00%	\$70.00
	I.16A.013	10"-12" Installation of pipe rock ground conditions<3000 psi (pipe cost excluded)	IN/DIA	\$82.50	10.00%	\$75.00
	I.16A.014	10"-12" Installation of pipe rock ground conditions 3-8000 psi (pipe cost excluded)	IN/DIA/LF	\$115.50	10.00%	\$105.00
	I.16A.015	10"-12" Installation of pipe ground conditions per 1000 psi increase over 8000 psi	IN/DIA/LF	\$24.20	10.00%	\$22.00
	I.16A.016	15"-18" Installation of pipe clay ground conditions (pipe cost excluded)	IN/DIA	\$264.00	10.00%	\$240.00
	I.16A.017	15"-18" Installation of pipe loose sand ground conditions (pipe cost excluded)	IN/DIA	\$264.00	10.00%	\$240.00
	I.16A.018	15"-18" Installation of pipe rock ground conditions<3000 psi (pipe cost excluded)	IN/DIA	\$346.50	10.00%	\$315.00
	I.16A.019	15"-18" Installation of pipe rock ground conditions 3-8000 psi (pipe cost excluded)	IN/DIA/ LF	\$374.00	10.00%	\$340.00
	I.16A.020	15"-18" Installation of pipe ground conditions per 1000 psi increase over 8000 psi	IN/DIA/LF	\$44.00	10.00%	\$40.00
	I.16A.021	21"-24" Installation of pipe clay ground conditions (pipe cost excluded)	IN/DIA	\$308.00	10.00%	\$280.00
	I.16A.022	21"-24" Installation of pipe loose sand ground conditions (pipe cost excluded)	IN/DIA	\$308.00	10.00%	\$280.00
	I.16A.023	21"-24" Installation of pipe rock ground conditions<3000 psi (pipe cost excluded)	IN/DIA	\$423.50	10.00%	\$385.00
	I.16A.024	21"-24" Installation of pipe rock ground conditions 3-8000 psi (pipe cost excluded)	IN/DIA/LF	\$522.50	10.00%	\$475.00
	I.16A.025	21"-24" Installation of pipe ground conditions per 1000 psi increase over 8000 psi	IN/DIA/LF	\$52.80	10.00%	\$48.00

	I.16A.026	Access Pit for Directional Drill (0'-8' deep)	EA	\$4,730.00	10.00%	\$4,300.00
	I.16A.027	Access Pit for Directional Drill (8'-12' deep)	EA	\$6,600.00	10.00%	\$6,000.00
	I.16A.028	Access Pit for Directional Drill (12'-16' deep)	EA	\$12,320.00	10.00%	\$11,200.00
	I.16A.029	Access Pit for Directional Drill (16'-20' deep)	EA	\$16,060.00	10.00%	\$14,600.00
	I.16A.030	2"-4" Set-up for contiguous lengths <150 lf	LS	\$5,775.00	10.00%	\$5,250.00
	I.16A.031	6"-8" Set-up for contiguous lengths <150 lf	LS	\$6,050.00	10.00%	\$5,500.00
	I.16A.032	10"-12" Set-up for contiguous lengths <150 lf	LS	\$6,325.00	10.00%	\$5,750.00
	I.16A.033	15"-18" Set-up for contiguous lengths <150 lf	LS	\$6,600.00	10.00%	\$6,000.00
	I.16A.034	21"-24" Set-up for contiguous lengths <150 lf	LS	\$6,875.00	10.00%	\$6,250.00
	I.16A.035	27"-36" Set-up for contiguous lengths <150 lf	LS	\$7,150.00	10.00%	\$6,500.00
I	19	Concrete Clearing and Removal from Sewer Lines and Related Items				
I	19A	Specialty Cleaning:				
	I.19A.001	Specialty Pipe Cleaning (all Diameters)	LF	\$550.00	10.00%	\$500.00
I	20	All Other Underground Construction and Supplemental Items and Related Items				
I	20A	Mobilization:				
	I.20A.001	Mobilization - Emergency Mobilization	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.002	Mobilization - Rehab of Less Than 100 Ft	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.003	Mobilization - Rehab of 101 Ft to 300 Ft	EA	\$33,000.00	10.00%	\$30,000.00
	I.20A.004	Mobilization - Rehab of 301 Ft to 500 Ft	EA	\$27,500.00	10.00%	\$25,000.00
	I.20A.005	Mobilization - Rehab of 501 Ft to 1000 Ft	EA	\$22,000.00	10.00%	\$20,000.00
	I.20A.006	Mobilization - Alabama	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.007	Mobilization - Alaska	EA	\$110,000.00	10.00%	\$100,000.00
	I.20A.008	Mobilization - Arizona	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.009	Mobilization - Arkansas	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.010	Mobilization - California	EA	\$49,500.00	10.00%	\$45,000.00
	I.20A.011	Mobilization - Colorado	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.012	Mobilization - Connecticut	EA	\$55,000.00	10.00%	\$50,000.00
	I.20A.013	Mobilization - Delaware	EA	\$55,000.00	10.00%	\$50,000.00
	I.20A.014	Mobilization - Florida	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.015	Mobilization - Georgia	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.016	Mobilization - Hawaii	EA	\$330,000.00	10.00%	\$300,000.00
	I.20A.017	Mobilization - Idaho	EA	\$49,500.00	10.00%	\$45,000.00
	I.20A.018	Mobilization - Illinois	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.019	Mobilization - Indiana	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.020	Mobilization - Iowa	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.021	Mobilization - Kansas	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.022	Mobilization - Kentucky	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.023	Mobilization - Louisiana	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.024	Mobilization - Maine	EA	\$55,000.00	10.00%	\$50,000.00
	I.20A.025	Mobilization - Maryland	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.026	Mobilization - Massachusetts	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.027	Mobilization - Michigan	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.028	Mobilization - Minnesota	EA	\$44,000.00	10.00%	\$40,000.00
	I.20A.029	Mobilization - Mississippi	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.030	Mobilization - Missouri	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.031	Mobilization - Montana	EA	\$44,000.00	10.00%	\$40,000.00
	I.20A.032	Mobilization - Nebraska	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.033	Mobilization - Nevada	EA	\$49,500.00	10.00%	\$45,000.00
	I.20A.034	Mobilization - New Hampshire	EA	\$49,500.00	10.00%	\$45,000.00
	I.20A.035	Mobilization - New Jersey	EA	\$55,000.00	10.00%	\$50,000.00
	I.20A.036	Mobilization - New Mexico	EA	\$44,000.00	10.00%	\$40,000.00
	I.20A.037	Mobilization - New York	EA	\$49,500.00	10.00%	\$45,000.00
	I.20A.038	Mobilization - North Carolina	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.039	Mobilization - North Dakota	EA	\$44,000.00	10.00%	\$40,000.00
	I.20A.040	Mobilization - Ohio	EA	\$44,000.00	10.00%	\$40,000.00
	I.20A.041	Mobilization - Oklahoma	EA	\$38,500.00	10.00%	\$35,000.00

	I.20A.042	Mobilization - Oregon	EA	\$49,500.00	10.00%	\$45,000.00
	I.20A.043	Mobilization - Pennsylvania	EA	\$44,000.00	10.00%	\$40,000.00
	I.20A.044	Mobilization - Rhode Island	EA	\$49,500.00	10.00%	\$45,000.00
	I.20A.045	Mobilization - South Carolina	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.046	Mobilization - South Dakota	EA	\$44,000.00	10.00%	\$40,000.00
	I.20A.047	Mobilization - Tennessee	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.048	Mobilization - Texas	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.049	Mobilization - Utah	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.050	Mobilization - Vermont	EA	\$44,000.00	10.00%	\$40,000.00
	I.20A.051	Mobilization - Virginia	EA	\$44,000.00	10.00%	\$40,000.00
	I.20A.052	Mobilization - Washington	EA	\$55,000.00	10.00%	\$50,000.00
	I.20A.053	Mobilization - West Virginia	EA	\$38,500.00	10.00%	\$35,000.00
	I.20A.054	Mobilization - Wisconsin	EA	\$44,000.00	10.00%	\$40,000.00
	I.20A.055	Mobilization - Wyoming	EA	\$44,000.00	10.00%	\$40,000.00
I	20B	Traffic Control:				
	I.20B.001	Single Lane Closure	EA	\$2,750.00	10.00%	\$2,500.00
	I.20B.002	Double Lane Closure	EA	\$3,300.00	10.00%	\$3,000.00
	I.20B.003	Multi Lane Closure	EA	\$3,850.00	10.00%	\$3,500.00
	I.20B.004	Intersection Closure	EA	\$4,400.00	10.00%	\$4,000.00
	I.20B.005	Road Closure	EA	\$5,500.00	10.00%	\$5,000.00
	I.20B.006	Sidewalk Closure	EA	\$1,650.00	10.00%	\$1,500.00
	I.20B.007	Traffic Control Plan (per setup)	EA	\$5,500.00	10.00%	\$5,000.00
	I.20B.008	Flagmen	HR	\$165.00	10.00%	\$150.00
	I.20B.009	Uniformed Officers	HR	\$247.50	10.00%	\$225.00
	I.20B.010	Light Plant	DY	\$192.50	10.00%	\$175.00
	I.20B.011	Arrow Board	DY	\$198.00	10.00%	\$180.00
	I.20B.012	Message Board	DY	\$495.00	10.00%	\$450.00
	I.20B.013	Attenuator Truck	DY	\$880.00	10.00%	\$800.00
	I.20B.014	Sign (min qty 10, will bill at groupings of 10 EA per day)	DY	\$55.00	10.00%	\$50.00
	I.20B.015	Cone (min qty 10, will bill at groupings of 10 EA per day)	DY	\$55.00	10.00%	\$50.00
	I.20B.016	Barricade (min qty 5)	DY	\$82.50	10.00%	\$75.00
I	20C	Additional Labor Rates:				
	I.20C.001	Superintendent - Regular	HR	\$110.00	10.00%	\$100.00
	I.20C.002	Superintendent - Overtime	HR	\$165.00	10.00%	\$150.00
	I.20C.003	Foreman - Regular	HR	\$88.00	10.00%	\$80.00
	I.20C.004	Foreman - Overtime	HR	\$121.00	10.00%	\$110.00
	I.20C.005	Laborer - Regular	HR	\$66.00	10.00%	\$60.00
	I.20C.006	Laborer - Overtime	HR	\$88.00	10.00%	\$80.00
	I.20C.007	Truck Drive - Regular	HR	\$82.50	10.00%	\$75.00
	I.20C.008	Truck Drive - Overtime	HR	\$115.50	10.00%	\$105.00
	I.20C.009	Utility - Regular	HR	\$66.00	10.00%	\$60.00
	I.20C.010	Utility - Overtime	HR	\$88.00	10.00%	\$80.00
	I.20C.011	Engineering Support	HR	\$440.00	10.00%	\$400.00
	I.20C.012	Engineering Design	EA	\$16,500.00	10.00%	\$15,000.00
I	20D	Robots and Cameras:				
	I.20D.001	MINI MILLER ROBOT G8/17 110v (PICOTE)	EA	\$5,692.50	10.00%	\$5,175.00
	I.20D.002	MAXI MILLER ROBOT KK12/30 110v (PICOTE)	EA	\$13,915.00	10.00%	\$12,650.00
	I.20D.003	MAXI MILLER POWER PLUS ROBOT 18/20 400v (PICOTE)	EA	\$22,715.00	10.00%	\$20,650.00
	I.20D.004	Coating Pump U.S., UK 110v (includes 3 hose connectors and 2 brush stoppers) (PICOTE)	EA	\$9,790.00	10.00%	\$8,900.00
	I.20D.005	1330 Robot (SCHWALM)	EA	\$96,772.50	10.00%	\$87,975.00
	I.20D.006	2060 Robot F (SCHWALM)	EA	\$126,390.00	10.00%	\$114,900.00
	I.20D.007	2060 Robot Z (SCHWALM)	EA	\$126,390.00	10.00%	\$114,900.00
	I.20D.008	Focus Camera (SCHWALM)	EA	\$11,082.50	10.00%	\$10,075.00
	I.20D.009	Zoom Camera (SCHWALM)	EA	\$13,915.00	10.00%	\$12,650.00
	I.20D.010	12000 Air Motor (SCHWALM)	EA	\$3,850.00	10.00%	\$3,500.00
	I.20D.011	13000 Air Motor (SCHWALM)	EA	\$3,575.00	10.00%	\$3,250.00
	I.20D.012	Digital Box (SCHWALM)	EA	\$7,287.50	10.00%	\$6,625.00
	I.20D.013	Control Unit Schwalm (SCHWALM)	EA	\$30,085.00	10.00%	\$27,350.00

	I.20D.014	Control Unit Cues (SCHWALM)	EA	\$30,085.00	10.00%	\$27,350.00
	I.20D.015	Remote (SCHWALM)	EA	\$951.50	10.00%	\$865.00
	I.20D.016	Cable Drum (SCHWALM)	EA	\$30,360.00	10.00%	\$27,600.00
	I.20D.017	Twin Hose Reel (SCHWALM)	EA	\$24,695.00	10.00%	\$22,450.00
	I.20D.018	6" Schwalm non-flow-through packer (SCHWALM)	EA	\$4,301.00	10.00%	\$3,910.00
	I.20D.019	7" Schwalm non-flow-through packer (SCHWALM)	EA	\$4,301.00	10.00%	\$3,910.00
	I.20D.020	8" Schwalm non-flow-through packer (SCHWALM)	EA	\$4,301.00	10.00%	\$3,910.00
	I.20D.021	8" Schwalm flow-through packer (SCHWALM)	EA	\$6,957.50	10.00%	\$6,325.00
	I.20D.022	10"-12" Schwalm flow-through packer (SCHWALM)	EA	\$7,232.50	10.00%	\$6,575.00
	I.20D.023	4" Schwalm rubber lateral insertion device (lid) (SCHWALM)	EA	\$731.50	10.00%	\$665.00
	I.20D.024	6" Schwalm rubber lateral insertion device (lid) (SCHWALM)	EA	\$825.00	10.00%	\$750.00
	I.20D.025	Deep Trekker DTG3	EA	\$10,752.50	10.00%	\$9,775.00
	I.20D.026	Deep Trekker Photon	EA	\$15,180.00	10.00%	\$13,800.00
	I.20D.027	Deep Trekker Pivot Base	EA	\$22,275.00	10.00%	\$20,250.00
	I.20D.028	Deep Trekker Pivot Expert	EA	\$30,635.00	10.00%	\$27,850.00
	I.20D.029	Deep Trekker Pivot Nav	EA	\$72,132.50	10.00%	\$65,575.00
	I.20D.030	Deep Trekker Revolution Base	EA	\$50,600.00	10.00%	\$46,000.00
	I.20D.031	Deep Trekker Revolution Nav	EA	\$92,345.00	10.00%	\$83,950.00
	I.20D.032	Deep Trekker Vac Utility Crawler	EA	\$41,745.00	10.00%	\$37,950.00
	I.20D.033	Deep Trekker Utility Mag	EA	\$32,890.00	10.00%	\$29,900.00
	I.20D.034	Pipe Trekker A-150S	EA	\$50,490.00	10.00%	\$45,900.00
	I.20D.035	Pipe Trekker A-150X	EA	\$88,440.00	10.00%	\$80,400.00
	I.20D.036	Pipe Trekker A-200S	EA	\$56,815.00	10.00%	\$51,650.00
	I.20D.037	Pipe Trekker A-200X	EA	\$94,875.00	10.00%	\$86,250.00
	I.20D.038	Pipe Trekker Ford Transit with A-200X	EA	\$316,250.00	10.00%	\$287,500.00
	I.20D.039	SUPER MIDI MILLER 110v (PICOTE)	EA	\$11,550.00	10.00%	\$10,500.00
	I.20D.040	MAXI MILLER 240v 33% more power than 110v (PICOTE)	EA	\$13,915.00	10.00%	\$12,650.00
	I.20D.041	Picote Generator 400v (includes a 3.3kVA portable tool transformer w/ 110v 15A & 30A socket.(PICOTE)	EA	\$20,460.00	10.00%	\$18,600.00
	I.20D.042	Picote Starter Kit	EA	\$1,188.00	10.00%	\$1,080.00
	I.20D.043	Picote Pro Cutting	EA	\$3,960.00	10.00%	\$3,600.00
	I.20D.044	Picote Pro Cleaning Kit	EA	\$3,916.00	10.00%	\$3,560.00
	I.20D.045	Midi Roller US - Compact impregnation unit with battery and foot pedal (2-9" Liners)	EA	\$6,270.00	10.00%	\$5,700.00
	I.20D.046	Midi Roller Wet-Out Station Foldable wet out table to be used with Midi Roller.	EA	\$5,995.00	10.00%	\$5,450.00
	I.20D.047	Midi Roller & Wet-Out Station Package US	EA	\$11,550.00	10.00%	\$10,500.00
	I.20D.048	Picote Original Cannon	EA	\$3,036.00	10.00%	\$2,760.00
	I.20D.049	Twister Express 2" - 1/3" Shaft	EA	\$929.50	10.00%	\$845.00
	I.20D.050	Twister Mini Flexi	EA	\$973.50	10.00%	\$885.00
	I.20D.051	Twister Express	EA	\$1,331.00	10.00%	\$1,210.00
	I.20D.052	Tiger Twister Lateral Cutter	EA	\$1,661.00	10.00%	\$1,510.00
	I.20D.053	Twister for Unlined Pipe	EA	\$1,705.00	10.00%	\$1,550.00
	I.20D.054	Twister for Lined Pipe	EA	\$1,881.00	10.00%	\$1,710.00
	I.20D.055	Twister Concrete Remover	EA	\$1,727.00	10.00%	\$1,570.00
	I.20D.056	Picote Grabber	EA	\$4,675.00	10.00%	\$4,250.00
	I.20D.057	Grabber Jaw Set	EA	\$489.50	10.00%	\$445.00
	I.20D.058	Large Grabber Jaw Set 1	EA	\$3,685.00	10.00%	\$3,350.00
	I.20D.059	Large Grabber Extension 32.8ft.	EA	\$550.00	10.00%	\$500.00
	I.20D.060	Spare Grabber Head with Jaws	EA	\$1,375.00	10.00%	\$1,250.00
	I.20D.061	Spare Grabber Steering Unit	EA	\$2,145.00	10.00%	\$1,950.00
	I.20D.062	Smart Crusher	EA	\$4,785.00	10.00%	\$4,350.00
	I.20D.063	Smart Crusher Front Drill Head	EA	\$2,090.00	10.00%	\$1,900.00
	I.20D.064	Smart Sweeper	EA	\$4,702.50	10.00%	\$4,275.00

	I.20D.065	Twister+ 6" - 12" - 3/4" Shaft	EA	\$3,850.00	10.00%	\$3,500.00
	I.20D.066	Smart Spider	EA	\$2,887.50	10.00%	\$2,625.00
	I.20D.067	Twister Concrete Remover	EA	\$3,850.00	10.00%	\$3,500.00
	I.20D.068	Maxi Coating Pump U.S. 110v	EA	\$15,372.50	10.00%	\$13,975.00
	I.20D.069	Xpress Coating Pump 1 1/4"-12" pipes	EA	\$52,717.50	10.00%	\$47,925.00
	I.20D.070	Test Box for Talpa	EA	\$1,155.00	10.00%	\$1,050.00
	I.20D.071	Test Box for Mina Camera	EA	\$1,331.00	10.00%	\$1,210.00
	I.20D.072	1500 Air motor for Picote Robo Tools (SCHWALM)	EA	\$5,186.50	10.00%	\$4,715.00
	I.20D.073	Carbide Wheel Talpa 1330	EA	\$605.00	10.00%	\$550.00
	I.20D.074	Carbide Wheel Talpa 2060	EA	\$671.00	10.00%	\$610.00
	I.20D.075	Large Wheels for 16-24" Pipe Talpa 2060	EA	\$1,078.00	10.00%	\$980.00
	I.20D.076	Power Boom Crane with Lights	EA	\$10,120.00	10.00%	\$9,200.00
	I.20D.077	Large BlackLine Milling Ball	EA	\$1,732.50	10.00%	\$1,575.00
	I.20D.078	Small BlackLine Milling Ball	EA	\$1,265.00	10.00%	\$1,150.00
	I.20D.079	Large N-TEC II Mushroom Milling Cutter Head	EA	\$605.00	10.00%	\$550.00
	I.20D.080	Small N-TEC II Mushroom Milling Cutter Head	EA	\$544.50	10.00%	\$495.00
	I.20D.081	Robo Grabber (PICOTE)	EA	\$2,117.50	10.00%	\$1,925.00
	I.20D.082	Impact Wrench for Compression Plugs	EA	\$1,842.50	10.00%	\$1,675.00
	I.20D.083	Compression Plug - 4"	EA	\$330.00	10.00%	\$300.00
	I.20D.084	Compression Plug - 5"	EA	\$357.50	10.00%	\$325.00
	I.20D.085	Compression Plug - 6"	EA	\$374.00	10.00%	\$340.00
	I.20D.086	Compression Plug - 8"	EA	\$539.00	10.00%	\$490.00
	I.20D.087	Air Chisel Talpa 2060	EA	\$2,090.00	10.00%	\$1,900.00
	I.20D.088	Chisel	EA	\$66.00	10.00%	\$60.00
	I.20D.089	AccuPower 1330 Base Package (20k PSI, 3 days of training required but included)	EA	\$24,750.00	10.00%	\$22,500.00
	I.20D.090	5mm x 100' Hose, 20,000 PSI 9/16" w/ manual hose reel (For 1330 Arm)	EA	\$2,860.00	10.00%	\$2,600.00
	I.20D.091	5mm x 200' Hose, 40,000 PSI 9/16" w/ manual hose reel (For 1330 Arm)	EA	\$4,075.50	10.00%	\$3,705.00
	I.20D.092	High Pressure, 20,000 PSI Automatic Reel w/ 300' Hose & Swivels (1330)	EA	\$39,875.00	10.00%	\$36,250.00
	I.20D.093	AccuPower 2060 Base Package (40k PSI, 3 days of training required but included)	EA	\$27,500.00	10.00%	\$25,000.00
	I.20D.094	High Pressure, 40,000 PSI Automatic Reel w/ 300' Hose & Swivels (2060)	EA	\$39,875.00	10.00%	\$36,250.00
	I.20D.095	5mm x 100' Hose, 40,000 PSI 9/16" w/ manual hose reel (For 2060 Arm)	EA	\$5,390.00	10.00%	\$4,900.00
	I.20D.096	5mm x 200' Hose, 40,000 PSI 9/16" w/ manual hose reel (For 2060 Arm)	EA	\$10,120.00	10.00%	\$9,200.00
	I.20D.097	M9xM9 Hose Connector 40,000 PSI (2060 & 1330 Hoses)	EA	\$88.00	10.00%	\$80.00
	I.20D.098	M14xM9 Hose Adapter 40,000 PSI (2060 & 1330 Hoses)	EA	\$137.50	10.00%	\$125.00
	I.20D.099	Air Grinder w/ Mounting Ring (Angle Grinder) (SCHWALM)	EA	\$1,732.50	10.00%	\$1,575.00
	I.20D.100	Diamond Blade Cutting Disc 125mm (SCHWALM)	EA	\$159.50	10.00%	\$145.00
	I.20D.101	10-12" Schwalm flow-through packer long (SCHWALM)	EA	\$7,590.00	10.00%	\$6,900.00
	I.20D.102	12"-16" Schwalm Flow-through packer (SCHWALM)	EA	\$7,722.00	10.00%	\$7,020.00
	I.20D.103	16-20" Schwalm Packer (SCHWALM)	EA	\$8,222.50	10.00%	\$7,475.00
	I.20D.104	16-24" Schwalm flow-through packer (SCHWALM)	EA	\$8,855.00	10.00%	\$8,050.00
	I.20D.105	20-28" Schwalm flow-through packer (SCHWALM)	EA	\$9,762.50	10.00%	\$8,875.00
	I.20D.106	6" Schwalm rubber lateral insertion device LONG (lid) (SCHWALM)	EA	\$858.00	10.00%	\$780.00
	I.20D.107	8" Schwalm rubber lateral insertion device (lid) (SCHWALM)	EA	\$797.50	10.00%	\$725.00

	I.20D.108	8" Schwalm rubber lateral insertion device LONG (lid) (SCHWALM)	EA	\$1,606.00	10.00%	\$1,460.00
	I.20D.109	F-550 Schwalm Turn Key Truck Build	EA	\$566,500.00	10.00%	\$515,000.00
I	20E	Material:				
	I.20E.001	(CMS-1022-HS) - Vericure CMS w/WiFi, Cables A&B	EA	\$56,672.00	10.00%	\$51,520.00
	I.20E.002	(VCURE-SS) - Vericure Software Subscription	EA	\$12,012.00	10.00%	\$10,920.00
	I.20E.003	(AS-1007) - Cable Spool Roller	EA	\$364.36	10.00%	\$331.24
	I.20E.004	(OSC-2001) - FlatTemp Cable	EA	\$14,400.54	10.00%	\$13,091.40
	I.20E.005	(RTC-350) - RoundTemp ArmourCable SX3mm 350'	EA	\$808.50	10.00%	\$735.00
	I.20E.006	(RTC-500) - RoundTemp ArmourCable SX3mm 500'	EA	\$1,155.00	10.00%	\$1,050.00
	I.20E.007	(RTC-600) - RoundTemp ArmourCable SX3mm 600'	EA	\$1,386.00	10.00%	\$1,260.00
	I.20E.008	(RTC-700) - RoundTemp ArmourCable SX3mm 700'	EA	\$1,617.00	10.00%	\$1,470.00
	I.20E.009	(RTC-800) - RoundTemp ArmourCable SX3mm 800'	EA	\$1,848.00	10.00%	\$1,680.00
	I.20E.010	(RTC-1000) - RoundTemp ArmourCable SX3mm 1000'	EA	\$2,310.00	10.00%	\$2,100.00
	I.20E.011	(046 02 000) - IMS MicroCure LED CIPP Curing System - 3" - 10"	EA	\$222,745.26	10.00%	\$202,495.69
	I.20E.012	(OL-6-2.4) - UV Liner - 6" x 2.4mm	LF	\$23.98	10.00%	\$21.80
	I.20E.013	(OL-6-3.6) - UV Liner - 6" x 3.6mm	LF	\$24.66	10.00%	\$22.41
	I.20E.014	(OL-8-2.4) - UV Liner - 8" x 2.4mm	LF	\$22.61	10.00%	\$20.55
	I.20E.015	(OL-8-3.6) - UV Liner - 8" x 3.6mm	LF	\$28.32	10.00%	\$25.75
	I.20E.016	(OL-8-4.8) - UV Liner - 8" x 4.8mm	LF	\$36.45	10.00%	\$33.14
	I.20E.017	(OL-9-2.4) - UV Liner - 9" x 2.4mm	LF	\$30.40	10.00%	\$27.64
	I.20E.018	(OL-9-3.6) - UV Liner - 9" x 3.6mm	LF	\$32.19	10.00%	\$29.26
	I.20E.019	(OL-9-4.8) - UV Liner - 9" x 4.8mm	LF	\$40.06	10.00%	\$36.41
	I.20E.020	(OL-10-2.4) - UV Liner - 10" x 2.4mm	LF	\$25.84	10.00%	\$23.49
	I.20E.021	(OL-10-3.6) - UV Liner - 10" x 3.6mm	LF	\$32.82	10.00%	\$29.83
	I.20E.022	(OL-10-4.8) - UV Liner - 10" x 4.8mm	LF	\$40.84	10.00%	\$37.13
	I.20E.023	(OL-12-2.4) - UV Liner - 12" x 2.4mm	LF	\$32.49	10.00%	\$29.54
	I.20E.024	(OL-12-3.6) - UV Liner - 12" x 3.6mm	LF	\$40.16	10.00%	\$36.51
	I.20E.025	(OL-12-4.8) - UV Liner - 12" x 4.8mm	LF	\$46.52	10.00%	\$42.29
	I.20E.026	(OL-12-6.0) - UV Liner - 12" x 6.0mm	LF	\$53.52	10.00%	\$48.65
	I.20E.027	(OL-14-2.4) - UV Liner - 14" x 2.4mm	LF	\$36.67	10.00%	\$33.33
	I.20E.028	(OL-14-3.6) - UV Liner - 14" x 3.6mm	LF	\$44.46	10.00%	\$40.42
	I.20E.029	(OL-14-4.8) - UV Liner - 14" x 4.8mm	LF	\$48.03	10.00%	\$43.67
	I.20E.030	(OL-15-2.4) - UV Liner - 15" x 2.4mm	LF	\$41.47	10.00%	\$37.70
	I.20E.031	(OL-15-3.6) - UV Liner - 15" x 3.6mm	LF	\$44.06	10.00%	\$40.05
	I.20E.032	(OL-15-4.8) - UV Liner - 15" x 4.8mm	LF	\$55.19	10.00%	\$50.18
	I.20E.033	(OL-15-6.0) - UV Liner - 15" x 6.0mm	LF	\$61.65	10.00%	\$56.04
	I.20E.034	(OL-15-7.2) - UV Liner - 15" x 7.2mm	LF	\$71.98	10.00%	\$65.44
	I.20E.035	(OL-16-3.6) - UV Liner - 16" x 3.6mm	LF	\$49.34	10.00%	\$44.86
	I.20E.036	(OL-16-4.8) - UV Liner - 16" x 4.8mm	LF	\$57.53	10.00%	\$52.30
	I.20E.037	(OL-16-6.0) - UV Liner - 16" x 6.0mm	LF	\$67.59	10.00%	\$61.45
	I.20E.038	(OL-16-7.2) - UV Liner - 16" x 7.2mm	LF	\$78.77	10.00%	\$71.61
	I.20E.039	(OL-18-3.6) - UV Liner - 18" x 3.6mm	LF	\$62.22	10.00%	\$56.56
	I.20E.040	(OL-18-4.8) - UV Liner - 18" x 4.8mm	LF	\$68.13	10.00%	\$61.94
	I.20E.041	(OL-18-6.0) - UV Liner - 18" x 6.0mm	LF	\$76.49	10.00%	\$69.54
	I.20E.042	(OL-18-7.2) - UV Liner - 18" x 7.2mm	LF	\$89.35	10.00%	\$81.23
	I.20E.043	(OL-18-8.4) - UV Liner - 18" x 8.4mm	LF	\$100.93	10.00%	\$91.76
	I.20E.044	(OL-18-9.6) - UV Liner - 18" x 9.6mm	LF	\$115.53	10.00%	\$105.03
	I.20E.045	(OL-18-10.8) - UV Liner - 18" x 10.8mm	LF	\$138.22	10.00%	\$125.65
	I.20E.046	(OL-20-3.6) - UV Liner - 20" x 3.6mm	LF	\$67.73	10.00%	\$61.57
	I.20E.047	(OL-20-4.8) - UV Liner - 20" x 4.8mm	LF	\$83.25	10.00%	\$75.68
	I.20E.048	(OL-20-6.0) - UV Liner - 20" x 6.0mm	LF	\$100.56	10.00%	\$91.42
	I.20E.049	(OL-21-3.6) - UV Liner - 21" x 3.6mm	LF	\$69.05	10.00%	\$62.78
	I.20E.050	(OL-21-4.8) - UV Liner - 21" x 4.8mm	LF	\$73.17	10.00%	\$66.51
	I.20E.051	(OL-21-6.0) - UV Liner - 21" x 6.0mm	LF	\$90.71	10.00%	\$82.46
	I.20E.052	(OL-21-7.2) - UV Liner - 21" x 7.2mm	LF	\$101.19	10.00%	\$91.99

I.20E.053	(OL-21-8.4) - UV Liner - 21" x 8.4mm	LF	\$122.20	10.00%	\$111.09
I.20E.054	(OL-21-9.6) - UV Liner - 21" x 9.6mm	LF	\$149.01	10.00%	\$135.46
I.20E.055	(OL-24-3.6) - UV Liner - 24" x 3.6mm	LF	\$84.50	10.00%	\$76.82
I.20E.056	(OL-24-4.8) - UV Liner - 24" x 4.8mm	LF	\$98.68	10.00%	\$89.71
I.20E.057	(OL-24-6.0) - UV Liner - 24" x 6.0mm	LF	\$107.75	10.00%	\$97.96
I.20E.058	(OL-24-7.2) - UV Liner - 24" x 7.2mm	LF	\$123.38	10.00%	\$112.17
I.20E.059	(OL-24-8.4) - UV Liner - 24" x 8.4mm	LF	\$144.01	10.00%	\$130.91
I.20E.060	(OL-24-9.6) - UV Liner - 24" x 9.6mm	LF	\$163.07	10.00%	\$148.25
I.20E.061	(OL-24-10.8) - UV Liner - 24" x 10.8mm	LF	\$175.33	10.00%	\$159.39
I.20E.062	(OL-27-3.6) - UV Liner - 27" x 3.6mm	LF	\$87.04	10.00%	\$79.13
I.20E.063	(OL-27-4.8) - UV Liner - 27" x 4.8mm	LF	\$102.64	10.00%	\$93.31
I.20E.064	(OL-27-6.0) - UV Liner - 27" x 6.0mm	LF	\$121.48	10.00%	\$110.43
I.20E.065	(OL-27-7.2) - UV Liner - 27" x 7.2mm	LF	\$136.27	10.00%	\$123.89
I.20E.066	(OL-27-8.4) - UV Liner - 27" x 8.4mm	LF	\$152.72	10.00%	\$138.84
I.20E.067	(OL-27-9.6) - UV Liner - 27" x 9.6mm	LF	\$169.88	10.00%	\$154.43
I.20E.068	(OL-30-3.6) - UV Liner - 30" x 3.6mm	LF	\$95.10	10.00%	\$86.45
I.20E.069	(OL-30-4.8) - UV Liner - 30" x 4.8mm	LF	\$109.20	10.00%	\$99.27
I.20E.070	(OL-30-6.0) - UV Liner - 30" x 6.0mm	LF	\$130.55	10.00%	\$118.68
I.20E.071	(OL-30-7.2) - UV Liner - 30" x 7.2mm	LF	\$143.99	10.00%	\$130.90
I.20E.072	(OL-30-8.4) - UV Liner - 30" x 8.4mm	LF	\$161.82	10.00%	\$147.11
I.20E.073	(OL-30-9.6) - UV Liner - 30" x 9.6mm	LF	\$177.92	10.00%	\$161.74
I.20E.074	(OL-30-10.8) - UV Liner - 30" x 10.8mm	LF	\$207.92	10.00%	\$189.01
I.20E.075	(OL-30-12.0) - UV Liner - 30" x 12.0mm	LF	\$225.59	10.00%	\$205.09
I.20E.076	(OL-30-13.2) - UV Liner - 30" x 13.2mm	LF	\$244.06	10.00%	\$221.87
I.20E.077	(OL-30-14.4) - UV Liner - 30" x 14.4mm	LF	\$267.99	10.00%	\$243.63
I.20E.078	(OL-32-4.8) - UV Liner - 32" x 4.8mm	LF	\$128.74	10.00%	\$117.04
I.20E.079	(OL-32-6.0) - UV Liner - 32" x 6.0mm	LF	\$138.37	10.00%	\$125.79
I.20E.080	(OL-32-7.2) - UV Liner - 32" x 7.2mm	LF	\$156.63	10.00%	\$142.39
I.20E.081	(OL-32-8.4) - UV Liner - 32" x 8.4mm	LF	\$181.77	10.00%	\$165.24
I.20E.082	(OL-32-9.6) - UV Liner - 32" x 9.6mm	LF	\$192.67	10.00%	\$175.15
I.20E.083	(OL-32-10.8) - UV Liner - 32" x 10.8mm	LF	\$208.01	10.00%	\$189.10
I.20E.084	(OL-34-6.0) - UV Liner - 34" x 6.0mm	LF	\$152.32	10.00%	\$138.47
I.20E.085	(OL-34-7.2) - UV Liner - 34" x 7.2mm	LF	\$166.04	10.00%	\$150.95
I.20E.086	(OL-34-8.4) - UV Liner - 34" x 8.4mm	LF	\$190.31	10.00%	\$173.01
I.20E.087	(OL-34-9.6) - UV Liner - 34" x 9.6mm	LF	\$199.82	10.00%	\$181.65
I.20E.088	(OL-34-10.8) - UV Liner - 34" x 10.8mm	LF	\$216.02	10.00%	\$196.38
I.20E.089	(OL-34-12.0) - UV Liner - 34" x 12.0mm	LF	\$222.35	10.00%	\$202.13
I.20E.090	(OL-34-13.2) - UV Liner - 34" x 13.2mm	LF	\$238.42	10.00%	\$216.75
I.20E.091	(OL-36-3.6) - UV Liner - 36" x 3.6mm	LF	\$138.00	10.00%	\$125.45
I.20E.092	(OL-36-4.8) - UV Liner - 36" x 4.8mm	LF	\$147.04	10.00%	\$133.67
I.20E.093	(OL-36-6.0) - UV Liner - 36" x 6.0mm	LF	\$156.33	10.00%	\$142.11
I.20E.094	(OL-36-7.2) - UV Liner - 36" x 7.2mm	LF	\$168.03	10.00%	\$152.75
I.20E.095	(OL-36-8.4) - UV Liner - 36" x 8.4mm	LF	\$197.29	10.00%	\$179.35
I.20E.096	(OL-36-9.6) - UV Liner - 36" x 9.6mm	LF	\$210.06	10.00%	\$190.96
I.20E.097	(OL-36-10.8) - UV Liner - 36" x 10.8mm	LF	\$222.50	10.00%	\$202.27
I.20E.098	(OL-36-12.0) - UV Liner - 36" x 12.0mm	LF	\$253.61	10.00%	\$230.55
I.20E.099	(OL-36-13.2) - UV Liner - 36" x 13.2mm	LF	\$275.69	10.00%	\$250.63
I.20E.100	(OL-38-6.0) - UV Liner - 38" x 6.0mm	LF	\$169.69	10.00%	\$154.27
I.20E.101	(OL-38-7.2) - UV Liner - 38" x 7.2mm	LF	\$189.53	10.00%	\$172.30
I.20E.102	(OL-38-8.4) - UV Liner - 38" x 8.4mm	LF	\$201.72	10.00%	\$183.39
I.20E.103	(OL-38-9.6) - UV Liner - 38" x 9.6mm	LF	\$220.02	10.00%	\$200.02
I.20E.104	(OL-38-10.8) - UV Liner - 38" x 10.8mm	LF	\$233.06	10.00%	\$211.88
I.20E.105	(OL-38-12.0) - UV Liner - 38" x 12.0mm	LF	\$256.92	10.00%	\$233.56
I.20E.106	(OL-38-13.2) - UV Liner - 38" x 13.2mm	LF	\$269.96	10.00%	\$245.42
I.20E.107	(OL-40-8.4) - UV Liner - 40" x 8.4mm	LF	\$203.56	10.00%	\$185.05
I.20E.108	(OL-40-9.6) - UV Liner - 40" x 9.6mm	LF	\$232.48	10.00%	\$211.34
I.20E.109	(OL-40-10.8) - UV Liner - 40" x 10.8mm	LF	\$239.30	10.00%	\$217.55
I.20E.110	(OL-40-12.0) - UV Liner - 40" x 12.0mm	LF	\$283.04	10.00%	\$257.31
I.20E.111	(OL-40-13.2) - UV Liner - 40" x 13.2mm	LF	\$300.44	10.00%	\$273.13
I.20E.112	(OL-42-6.0) - UV Liner - 42" x 6.0mm	LF	\$204.47	10.00%	\$185.88
I.20E.113	(OL-42-7.2) - UV Liner - 42" x 7.2mm	LF	\$215.23	10.00%	\$195.66
I.20E.114	(OL-42-8.4) - UV Liner - 42" x 8.4mm	LF	\$226.58	10.00%	\$205.98
I.20E.115	(OL-42-9.6) - UV Liner - 42" x 9.6mm	LF	\$240.50	10.00%	\$218.64
I.20E.116	(OL-42-10.8) - UV Liner - 42" x 10.8mm	LF	\$258.29	10.00%	\$234.81
I.20E.117	(OL-42-12.0) - UV Liner - 42" x 12.0mm	LF	\$286.58	10.00%	\$260.53

	I.20E.118	(OL-42-13.2) - UV Liner - 42" x 13.2mm	LF	\$309.59	10.00%	\$281.44
	I.20E.119	(OL-44-13.2) - UV Liner - 44" x 13.2mm	LF	\$346.96	10.00%	\$315.42
	I.20E.120	(OL-44-14.4) - UV Liner - 44" x 14.4mm	LF	\$353.23	10.00%	\$321.12
	I.20E.121	(OL-46-8.4) - UV Liner - 46" x 8.4mm	LF	\$240.26	10.00%	\$218.41
	I.20E.122	(OL-46-9.6) - UV Liner - 46" x 9.6mm	LF	\$261.03	10.00%	\$237.30
	I.20E.123	(OL-46-10.8) - UV Liner - 46" x 10.8mm	LF	\$274.98	10.00%	\$249.98
	I.20E.124	(OL-46-12.0) - UV Liner - 46" x 12.0mm	LF	\$299.99	10.00%	\$272.72
	I.20E.125	(OL-46-13.2) - UV Liner - 46" x 13.2mm	LF	\$319.77	10.00%	\$290.70
	I.20E.126	(OL-48-7.2) - UV Liner - 48" x 7.2mm	LF	\$274.20	10.00%	\$249.27
	I.20E.127	(OL-48-8.4) - UV Liner - 48" x 8.4mm	LF	\$283.79	10.00%	\$257.99
	I.20E.128	(OL-48-9.6) - UV Liner - 48" x 9.6mm	LF	\$292.54	10.00%	\$265.94
	I.20E.129	(OL-48-10.8) - UV Liner - 48" x 10.8mm	LF	\$307.55	10.00%	\$279.59
	I.20E.130	(OL-48-12.0) - UV Liner - 48" x 12.0mm	LF	\$343.19	10.00%	\$311.99
	I.20E.131	(OL-48-13.2) - UV Liner - 48" x 13.2mm	LF	\$371.96	10.00%	\$338.14
	I.20E.132	(OL-48-14.4) - UV Liner - 48" x 14.4mm	LF	\$427.38	10.00%	\$388.53
	I.20E.133	(OL-48-15.6) - UV Liner - 48" x 15.6mm	LF	\$482.97	10.00%	\$439.07
	I.20E.134	(OL-54-8.4) - UV Liner - 54" x 8.4mm	LF	\$402.11	10.00%	\$365.55
	I.20E.135	(OL-54-9.6) - UV Liner - 54" x 9.6mm	LF	\$453.58	10.00%	\$412.34
	I.20E.136	(OL-54-10.8) - UV Liner - 54" x 10.8mm	LF	\$503.70	10.00%	\$457.91
	I.20E.137	(OL-54-12.0) - UV Liner - 54" x 12.0mm	LF	\$551.06	10.00%	\$500.96
	I.20E.138	(OL-54-13.2) - UV Liner - 54" x 13.2mm	LF	\$594.49	10.00%	\$540.44
	I.20E.139	(OL-54-14.4) - UV Liner - 54" x 14.4mm	LF	\$661.54	10.00%	\$601.40
	I.20E.140	(OL-54-15.6) - UV Liner - 54" x 15.6mm	LF	\$730.61	10.00%	\$664.19
	I.20E.141	(OL-63-15.6) - UV Liner - 63" x 15.6mm	LF	\$964.06	10.00%	\$876.41
	I.20E.142	(OL-60-7.2) - UV Liner - 60" x 7.2mm	LF	\$494.77	10.00%	\$449.79
	I.20E.143	(OL-60-8.4) - UV Liner - 60" x 8.4mm	LF	\$522.18	10.00%	\$474.71
	I.20E.144	(OL-60-9.6) - UV Liner - 60" x 9.6mm	LF	\$549.43	10.00%	\$499.48
	I.20E.145	(OL-60-10.8) - UV Liner - 60" x 10.8mm	LF	\$578.35	10.00%	\$525.77
	I.20E.146	(OL-60-12.0) - UV Liner - 60" x 12.0mm	LF	\$608.79	10.00%	\$553.45
	I.20E.147	(OL-60-13.2) - UV Liner - 60" x 13.2mm	LF	\$670.75	10.00%	\$609.77
	I.20E.148	(OL-60-14.4) - UV Liner - 60" x 14.4mm	LF	\$785.46	10.00%	\$714.06
	I.20E.149	(OL-60-15.6) - UV Liner - 60" x 15.6mm	LF	\$913.88	10.00%	\$830.80
	I.20E.150	(OL-66-13.2) - UV Liner - 66" x 13.2mm	LF	\$858.43	10.00%	\$780.39
	I.20E.151	(OL-66-14.4) - UV Liner - 66" x 14.4mm	LF	\$936.74	10.00%	\$851.58
	I.20E.152	(OL-66-15.6) - UV Liner - 66" x 15.6mm	LF	\$1,014.37	10.00%	\$922.15
	I.20E.153	(OL-72-13.2) - UV Liner - 72" x 13.2mm	LF	\$1,139.63	10.00%	\$1,036.03
	I.20E.154	(OL-72-14.4) - UV Liner - 72" x 14.4mm	LF	\$1,243.21	10.00%	\$1,130.19
	I.20E.155	(OL-72-15.6) - UV Liner - 72" x 15.6mm	LF	\$1,346.79	10.00%	\$1,224.36
	I.20E.156	(SS6) - 6" Safety Sleeve	EA	\$40.93	10.00%	\$37.21
	I.20E.157	(SS8) - 8" Safety Sleeve	EA	\$40.93	10.00%	\$37.21
	I.20E.158	(SS9) - 9" Safety Sleeve	EA	\$46.23	10.00%	\$42.03
	I.20E.159	(SS10) - 10" Safety Sleeve	EA	\$46.23	10.00%	\$42.03
	I.20E.160	(SS12) - 12" Safety Sleeve	EA	\$52.75	10.00%	\$47.95
	I.20E.161	(SS14) - 14" Safety Sleeve	EA	\$56.67	10.00%	\$51.52
	I.20E.162	(SS15) - 15" Safety Sleeve	EA	\$68.84	10.00%	\$62.58
	I.20E.163	(SS16) - 16" Safety Sleeve	EA	\$69.93	10.00%	\$63.57
	I.20E.164	(SS18) - 18" Safety Sleeve	EA	\$66.24	10.00%	\$60.21
	I.20E.165	(SS20) - 20" Safety Sleeve	EA	\$73.86	10.00%	\$67.14
	I.20E.166	(SS21) - 21" Safety Sleeve	EA	\$74.92	10.00%	\$68.11
	I.20E.167	(SS24) - 24" Safety Sleeve	EA	\$78.28	10.00%	\$71.16
	I.20E.168	(SS27) - 27" Safety Sleeve	EA	\$86.07	10.00%	\$78.25
	I.20E.169	(SS30) - 30" Safety Sleeve	EA	\$87.32	10.00%	\$79.38
	I.20E.170	(SS32) - 32" Safety Sleeve	EA	\$91.03	10.00%	\$82.75
	I.20E.171	(SS34) - 34" Safety Sleeve	EA	\$103.73	10.00%	\$94.30
	I.20E.172	(SS36) - 36" Safety Sleeve	EA	\$114.76	10.00%	\$104.33
	I.20E.173	(SS38) - 38" Safety Sleeve	EA	\$119.58	10.00%	\$108.71
	I.20E.174	(SS40) - 40" Safety Sleeve	EA	\$123.80	10.00%	\$112.55
	I.20E.175	(SS42) - 42" Safety Sleeve	EA	\$127.51	10.00%	\$115.92
	I.20E.176	(SS44) - 44" Safety Sleeve	EA	\$129.28	10.00%	\$117.53
	I.20E.177	(SS46) - 46" Safety Sleeve	EA	\$134.60	10.00%	\$122.36
	I.20E.178	(SS48) - 48" Safety Sleeve	EA	\$138.14	10.00%	\$125.58
	I.20E.179	(SS54) - 54" Safety Sleeve	EA	\$242.12	10.00%	\$220.11
	I.20E.180	(SS60) - 60" Safety Sleeve	EA	\$269.04	10.00%	\$244.58
	I.20E.181	(SS63) - 63" Safety Sleeve	EA	\$279.82	10.00%	\$254.38
	I.20E.182	(SS66) - 66" Safety Sleeve	EA	\$308.86	10.00%	\$280.78

	I.20E.183	(SS72) - 72" Safety Sleeve	EA	\$317.72	10.00%	\$288.83
	I.20E.184	(GF6) - 6" Glide Film - 1125' per roll	RL	\$472.93	10.00%	\$429.94
	I.20E.185	(GF8) - 8" Glide Film - 1100' per roll	RL	\$485.10	10.00%	\$441.00
	I.20E.186	(GF10) - 10" Glide Film - 1500' per roll	RL	\$1,316.70	10.00%	\$1,197.00
	I.20E.187	(GF12) - 12" Glide Film - 1100' per roll	RL	\$1,101.10	10.00%	\$1,001.00
	I.20E.188	(GF15) - 15" Glide Film - 1500' per roll	RL	\$1,755.60	10.00%	\$1,596.00
	I.20E.189	(GF18) - 18" Glide Film - 1125' per roll	RL	\$1,472.63	10.00%	\$1,338.75
	I.20E.190	(GF24) - 24" Glide Film - 1100' per roll	RL	\$1,575.42	10.00%	\$1,432.20
	I.20E.191	(GF30) - 30" Glide Film - 1100' per roll	RL	\$1,626.24	10.00%	\$1,478.40
	I.20E.192	(GF36) - 36" Glide Film - 1100' per roll	RL	\$1,643.18	10.00%	\$1,493.80
	I.20E.193	(GF48) - 48" Glide Film - 1100' per roll	RL	\$1,914.22	10.00%	\$1,740.20
	I.20E.194	(GF60) - 60" Glide Film - 1125' per roll	RL	\$2,754.68	10.00%	\$2,504.25
	I.20E.195	(CRATE36-STD) - 6" - 12", up to 3.2mm Liner - UV Shipping Crate - 36" Standard	EA	\$916.30	10.00%	\$833.00
	I.20E.196	(CRATE72) - 12" - 24", over 3.2mm Liner - UV Shipping Crate - 72"	EA	\$1,178.10	10.00%	\$1,071.00
	I.20E.197	(CRATEJUMBO) - 24" - 28" Liner - UV Shipping Crate	EA	\$1,650.00	10.00%	\$1,500.00
	I.20E.198	UV Truck Build - Hurricane System 6" - 48"	EA	\$1,925,000.00	10.00%	\$1,750,000.00
	I.20E.199	UV Truck Build UV8000 System 6" - 48"	EA	\$1,650,000.00	10.00%	\$1,500,000.00
	I.20E.200	UV Rental Truck	WK	\$16,500.00	10.00%	\$15,000.00
Section II: Polymer Injection Products						
II	21	Pipe Sealing of Sanitary Sewer Pipes and Related Items				
II	21A	Geopolymer Pipe Rehab:				
	II.21A.001	36" Pipe - Geopolymer Rehabilitation - 1" Thickness	LF	\$825.00	10.00%	\$750.00
	II.21A.002	42" Pipe - Geopolymer Rehabilitation - 1" Thickness	LF	\$715.00	10.00%	\$650.00
	II.21A.003	48" Pipe - Geopolymer Rehabilitation - 1" Thickness	LF	\$790.63	10.00%	\$718.75
	II.21A.004	54" Pipe - Geopolymer Rehabilitation - 1" Thickness	LF	\$907.50	10.00%	\$825.00
	II.21A.005	60" Pipe - Geopolymer Rehabilitation - 1.5" Thickness	LF	\$1,031.25	10.00%	\$937.50
	II.21A.006	66" Pipe - Geopolymer Rehabilitation - 1.5" Thickness	LF	\$1,134.38	10.00%	\$1,031.25
	II.21A.007	72" Pipe - Geopolymer Rehabilitation - 1.5" Thickness	LF	\$1,340.63	10.00%	\$1,218.75
	II.21A.008	78" Pipe - Geopolymer Rehabilitation - 1.5" Thickness	LF	\$1,464.38	10.00%	\$1,331.25
	II.21A.009	84" Pipe - Geopolymer Rehabilitation - 1.5" Thickness	LF	\$1,698.13	10.00%	\$1,543.75
	II.21A.010	90" Pipe - Geopolymer Rehabilitation - 1.5" Thickness	LF	\$1,897.50	10.00%	\$1,725.00
	II.21A.011	96" Pipe - Geopolymer Rehabilitation - 1.5" Thickness	LF	\$2,371.88	10.00%	\$2,156.25
	II.21A.012	102" Pipe - Geopolymer Rehabilitation - 1.5" Thickness	LF	\$2,846.25	10.00%	\$2,587.50
	II.21A.013	108" Pipe - Geopolymer Rehabilitation - 1.5" Thickness	LF	\$3,636.88	10.00%	\$3,306.25
	II.21A.014	Greater than 108" Pipe - Geopolymer Rehabilitation - 1.5" Thickness	SF	\$192.50	10.00%	\$175.00
	II.21A.015	Non Round Sewer Pipe 1" Thickness	SF	\$75.63	10.00%	\$68.75
	II.21A.016	Each Additional .5" Thickness	SF	\$38.50	10.00%	\$35.00
	II.21A.017	Infiltration Control - Chemical Grout	GAL	\$577.50	10.00%	\$525.00
	II.21A.018	Infiltration Control - Quad-Plug (5 Gallon)	EA	\$110.00	10.00%	\$100.00
	II.21A.019	Rebuilt Invert - Flowable Fill	CF	\$192.50	10.00%	\$175.00
	II.21A.020	Rebuilt Invert - Quadflow	CF	\$220.00	10.00%	\$200.00
	II.21A.021	Rebuilt Invert - GeoKrete	CF	\$240.63	10.00%	\$218.75
	II.21A.022	Joint Preparation	LF	\$34.38	10.00%	\$31.25
	II.21A.023	Reinforcement with Carbon Fiber	SF	\$6.88	10.00%	\$6.25
	II.21A.024	Reinforcement with Welded Wire	SF	\$27.50	10.00%	\$25.00
	II.21A.025	Reinforcement with Rebar	LF	\$61.88	10.00%	\$56.25
	II.21A.026	Antimicrobial Application	SF	\$8.25	10.00%	\$7.50

	II.21A.027	Service Lateral	EACH	\$1,375.00	10.00%	\$1,250.00
II	21B	Grouting:				
	II.21B.001	Set up - Ground Penetrating Radar (GPR)	EA	\$27,500.00	10.00%	\$25,000.00
	II.21B.002	Ground Penetrating Radar (GPR) Study	LF	\$55.00	10.00%	\$50.00
	II.21B.003	Set up - Grouting	EA	\$27,500.00	10.00%	\$25,000.00
	II.21B.004	Grout Injection Chemical Grouting	LB	\$33.00	10.00%	\$30.00
	II.21B.005	High Density Urethane for grouting, slab lifting, void filling, pipe sealing etc.(500lb.min)	LB	\$126.50	10.00%	\$115.00
	II.21B.006	All Sizes Annular space grouting cement slurry base	CUFT	\$82.50	10.00%	\$75.00
	II.21B.007	All Sizes Set-up for annular space grouting <100 cubic feet	LS	\$6,875.00	10.00%	\$6,250.00
	II.21B.008	Set up Fee for Lateral or Mainline Grouting	EA	\$16,500.00	10.00%	\$15,000.00
	II.21B.009	Lateral Grouting (4-8" laterals, in 8-18" mains)	EA	\$2,200.00	10.00%	\$2,000.00
	II.21B.010	Mainline Joint Grouting (8-48")	EA	\$7,150.00	10.00%	\$6,500.00
II	22	f RCP or CMP Storm Sewer Joints and Related Items				
II	22A	Internal Pipe Seals:				
	II.22A.001	8"-Stainless steel with EPDM	EA	\$3,118.50	10.00%	\$2,835.00
	II.22A.002	10"-Stainless steel with EPDM	EA	\$3,242.80	10.00%	\$2,948.00
	II.22A.003	12"-Stainless steel with EPDM	EA	\$3,379.20	10.00%	\$3,072.00
	II.22A.004	15"-Stainless steel with EPDM	EA	\$3,911.60	10.00%	\$3,556.00
	II.22A.005	18"-Stainless steel with EPDM	EA	\$4,298.80	10.00%	\$3,908.00
	II.22A.006	21"-Stainless steel with EPDM	EA	\$4,912.60	10.00%	\$4,466.00
	II.22A.007	24"-Stainless steel with EPDM	EA	\$5,795.90	10.00%	\$5,269.00
II	22B	Installation Packer for Internal Pipe Seals:				
	II.22B.001	8'-12" Packer with coupling rod	EA	\$11,192.50	10.00%	\$10,175.00
	II.22B.002	15"-18" Packer with coupling rod	EA	\$14,041.50	10.00%	\$12,765.00
	II.22B.003	21"-24" Packer with coupling rod	EA	\$16,483.50	10.00%	\$14,985.00
II	22C	Liner End Seal-mechanical, stainless steel sleeve with EPDM rubber:				
	II.22C.001	8"-Stainless steel with EPDM	EA	\$2,794.00	10.00%	\$2,540.00
	II.22C.002	10"-Stainless steel with EPDM	EA	\$2,846.80	10.00%	\$2,588.00
	II.22C.003	12"-Stainless steel with EPDM	EA	\$2,923.80	10.00%	\$2,658.00
	II.22C.004	15"-Stainless steel with EPDM	EA	\$3,703.70	10.00%	\$3,367.00
	II.22C.005	18"-Stainless steel with EPDM	EA	\$4,105.20	10.00%	\$3,732.00
	II.22C.006	21"-Stainless steel with EPDM	EA	\$4,613.40	10.00%	\$4,194.00
	II.22C.007	24"-Stainless steel with EPDM	EA	\$5,132.60	10.00%	\$4,666.00
II	22D	Vortex Lining System Equipment:				
	II.22D.001	Vortex Lining System Rig	EA	\$935,000.00	10.00%	\$850,000.00
	II.22D.002	Vortex Spray Master Manhole Lining Equipment	EA	\$187,000.00	10.00%	\$170,000.00
	II.22D.003	Vortex Spin Master Robotic Spin Casting Equipment	EA	\$22,000.00	10.00%	\$20,000.00
	II.22D.004	SMI Non-CDL Truck	EA	\$33,000.00	10.00%	\$30,000.00
	II.22D.005	QM-1s Restore Pallet (56 bags) 60# bags	EA	\$2,530.00	10.00%	\$2,300.00
	II.22D.006	Alumina liner Pallet (56 bags) 60# bags	EA	\$3,795.00	10.00%	\$3,450.00
	II.22D.007	Quad Plug Pallet (36 pails) 50# pail	EA	\$2,832.50	10.00%	\$2,575.00
	II.22D.008	Hyperform Pallet (56 bags) 60# bags	EA	\$3,795.00	10.00%	\$3,450.00
	II.22D.009	GeoKrete Pallet (56 bags) 60# bags	EA	\$3,921.50	10.00%	\$3,565.00
II	23	Sealing of Box Culvert Storm Sewer Joints and Related Items				
II	23A	See items 22D above				
Section IV:						
IV	32	Installation and Repair Service - Standard Hourly Labor Rate for Installation / Repair Service of Equipment and Products	Hrly rate	\$247.50	10.00%	\$225.00
IV	33	Installation and Repair Service - Non-Standard Hourly Labor Rate for Installation / Repair Service of Equipment and Products	Hrly rate	\$330.00	10.00%	\$300.00

IV	34	Installation and Repair Service - Standard Hours for Installation/Repair Service of Equipment and Products	factors	\$1.10	10.00%	\$1.00
IV	35	Installation and Repair Service - Non-Standard Hours for Installation/Repair Service of Equipment and Products	factors	\$1.10	10.00%	\$1.00
	10.D.185	(GF8) - 8" Glide Film - 1100' per roll	RL	\$485.10	10.00%	\$441.00
	10.D.186	(GF10) - 10" Glide Film - 1500' per roll	RL	\$1,316.70	10.00%	\$1,197.00
	10.D.187	(GF12) - 12" Glide Film - 1100' per roll	RL	\$1,101.10	10.00%	\$1,001.00
	10.D.188	(GF15) - 15" Glide Film - 1500' per roll	RL	\$1,755.60	10.00%	\$1,596.00
	10.D.189	(GF18) - 18" Glide Film - 1125' per roll	RL	\$1,472.63	10.00%	\$1,338.75
	10.D.190	(GF24) - 24" Glide Film - 1100' per roll	RL	\$1,575.42	10.00%	\$1,432.20
	10.D.191	(GF30) - 30" Glide Film - 1100' per roll	RL	\$1,626.24	10.00%	\$1,478.40
	10.D.192	(GF36) - 36" Glide Film - 1100' per roll	RL	\$1,643.18	10.00%	\$1,493.80
	10.D.193	(GF48) - 48" Glide Film - 1100' per roll	RL	\$1,914.22	10.00%	\$1,740.20
	10.D.194	(GF60) - 60" Glide Film - 1125' per roll	RL	\$2,754.68	10.00%	\$2,504.25
	10.D.195	(CRATE36-STD) - 6" - 12", up to 3.2mm Liner - UV Shipping Crate - 36" Standard	EA	\$916.30	10.00%	\$833.00
	10.D.196	(CRATE72) - 12" - 24", over 3.2mm Liner - UV Shipping Crate - 72"	EA	\$1,178.10	10.00%	\$1,071.00
	10.D.197	(CRATEJUMBO) - 24" - 28" Liner - UV Shipping Crate	EA	\$1,650.00	10.00%	\$1,500.00
	10.D.198	UV Truck Build - Hurricane System 6" - 48"	EA	\$1,925,000.00	10.00%	\$1,750,000.00
	10.D.199	UV Truck Build UV8000 System 6" - 48"	EA	\$1,650,000.0	10.00%	\$1,500,000.00
	10.D.200	UV Rental Truck	WK	\$16,500.00	10.00%	\$15,000.00

SECTION "B" - Alternative Methods of Providing "Catalog Pricing"

<u>Alternative Method of Providing Catalog</u>	<u>Description of Alternative Method of Providing Catalog</u>	<u>Vendor's Selection of Alternative Method of Providing Catalog - Mark the option that Vendor Selects</u>
1. Catalog Pricing is Included in Proposal	If Vendor already has "Catalog Pricing" documents or files compiled, Vendor may check the cell to the right and include a note directing TIPS to please view those documents/files. (Ex. X – Please see "Catalog Pricing" in uploaded document entitled "2022-2023 Vendor Catalog.") Please note that if you are awarded with this type of pricing submission, you will be able to	X
2. Link to Catalog Pricing	If Vendor already has "Catalog Pricing" published at an online location, Vendor may check the cell to the right and include the link to their online "Catalog Pricing." If a login is required to access the "Catalog Pricing" located at that link, please provide that login information in the neighboring cell. (Ex. X – Please see "Catalog Pricing" at www.tips-usa.com, login information is Username: TIPS Password: 123456.) Please note that if you are	
3. Vendor Shall Provide "Catalog Pricing" Upon Request	If Vendor does not have comprehensive "Catalog Pricing" documents or links readily available, Vendor may check the cell to the right ensuring that such required "Catalog Pricing" will be provided to TIPS upon request. Per the following example, this option is viable but may slow down the TIPS Sale process as follows. (Ex. Vendor is awarded and is making its first TIPS Sale to Sunny ISD, Sunny ISD sends its TIPS PO to TIPS for pricing compliance review. TIPS will then request that Vendor provide documentation of	

Option 2 - Cost-Plus Markup Method

This goods/items pricing proposal method **is not recommended** because many TIPS Members are prohibited from utilizing Vendors with a Cost-Plus Markup Pricing submission, especially when using federal funds. Vendor cannot be listed as federally compliant for TIPS purposes if Vendor utilizes this method. If Vendor has read through the entirety of the "Discount-Off Catalog Method" description above and has determined that none of those options are a possibility, then Vendor may use this method which requires that Vendor propose a maximum mark-up percentage in this proposal and then provide TIPS with proof of cost for each item at the time of each TIPS Sale.

<u>Cost-Plus Markup Method</u>	If Vendor desires to utilize this method, Vendor may enter its maximum markup percentage the cell provided to the right. Please note that this is a maximum percentage and you may always have a lesser markup on a TIPS Sale. You will be required to provide proof of cost to TIPS for every item sold under the TIPS Contract. (Ex. Vendor is awarded and is making its first TIPS Sale to Sunny ISD, Sunny ISD sends its TIPS PO to TIPS for pricing compliance review. TIPS will then request that Vendor provide documentation	<u>Vendor's Percentage Markup:</u>	Place Vendor's proposed percentage markup in this cell if utilizing the "Cost-Plus Markup Method.
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CITY COMMISSION OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY

SUBJECT: Replacement Gearbox for Kruger Rotor for the Amount of \$52,231.94

REQUESTED ACTION: Staff Recommends Approval

CONTRACT: Vendor/Entity: Veolia Water Technologies (dba Kruger)

Effective Date: 07/16/2024

Termination Date:

Managing Division/Department: Utility Department / Wastewater Division

BUDGET IMPACT: Funds for this part are available in account 401-535-30-4600 (Repair and Maintenance).

HISTORY/FACTS/ISSUES:

The gearbox for the North Kruger Ditch rotor has failed. Staff replaced the gearbox with the spare kept on hand. As this is a critical piece of equipment to keep the rotors for the ditch turning, staff is requesting approval to purchase a new gearbox from Veolia Water Technologies, Inc. (dba Kruger) for the amount of \$52,231.94 to replace the spare. Attached is a letter from DESMI stating that the UNI-MAX gearbox, which was originally installed, is no longer a supported piece of equipment, so a rebuild of the broken gearbox is not an option. Staff contacted Kruger and were supplied with a quote for a Nord gearbox supported by Kruger. Lastly, attached is the sole source letter from Kruger.



QUOTE

QUOTE NO. 071024

DATE: 07.10.24

Veolia Water Technologies, Inc. (dba Kruger)
1500 Garner Road, Suite C
Raleigh, North Carolina 27610 USA
PHONE 888-578-4378 FAX 919-661-4568
EMAIL: usmunicipalsupport@veolia.com

EXPIRATION DATE: 08.10.24
THIS QUOTE IS VALID FOR 30 DAYS

To Wayne Bouchard
City of Wildwood
Wastewater Manager
Office # 352-330-1349
Cell # 352-303-4680
wbouchard@wildwood-fl.gov

FROM: Tony Cook
Customer Solutions Manager
Mobile: 919.931.9044
Email: tony.cook@veolia.com

SALES PERSON	JOB	PAYMENT TERMS	DELIVERY TERMS	DELIVERY SCHEDULE
AAC	Brooksville, FL WWTP	Net 30 Days	DDP Prepaid & Add Destination	IN STOCK; ARIZONA
QTY	PART NUMBER AND DESCRIPTION		UNIT PRICE	LINE TOTAL
1	VEOLIA PARTS SCOPE OF SUPPLY: NORD SK49320 GEARBOX, RIGHT SIDE OUTPUT SHAFT MPN CMSPGU334348 REPLACEMENT FOR OBSOLETE DESMI MANUFACTURED DRIVE. INCLUDES (1) BOGE COUPLING MPN FXFAGU202626 (1) TAPER LOCK BUSHING MPN FPRDSS310387 (1) FASTENERS, SET OF 12, MPN FXFAGU202412 ***SCOTT GEOGHEGAN REQUESTED SAME OUTPUT SHAFT SIDE AS MARCH 2024 PURCHASE ORDER***			\$45,499.62
1	SPLASH GUARD PROTECTANT BARRIER BARRIER WITH NEW ALUMINIUM BRACKET MPN CMABRT331927 + MPN FABKGU363250 WARRANTY NOT INCLUDED WITHOUT KRUGER SERVICE TEAM INSTALLATION OR WITNESS. OTHERWISE BUYER ASSUMES ALL RESPONSIBILITY AFTER STARTUP. *Confidential, Do not share with third parties*			\$2,953.15
			SUBTOTAL	\$ 48,452.77
			ESTIMATED FREIGHT	\$3,779.17
			SALES TAX	If applicable
			TOTAL	\$52,231.94

ALL PRICES SUBJECT TO COST AND AVAILABILITY AT TIME OF ORDER.

PRICES QUOTED ABOVE DO NOT INCLUDE SHIPPING, BROKERAGE,

ALL PRICES SUBJECT TO COST AND AVAILABILITY AT TIME OF ORDER.
PRICES QUOTED ABOVE DO NOT INCLUDE SHIPPING, BROKERAGE,
CUSTOMS DUTIES & FEES, START UP SERVICES, APPLICABLE TAXES.
MINIMUM ORDER \$50.00.

401-535-30-4600
Space North + South Ditch
[Signature]

[Signature]
7-15-24

KRUGER 1500 Garner Road Suite C, Raleigh NC 27610 · (888) 578-4378 · FAX # (919) 661-4568

Quotation prepared by: Tony Cook

To accept, sign here and return*: _____

Purchase Order Number to reference (Optional): _____

Preferred email address to receive invoice (Optional): _____

PLEASE NOTE:

A signed Quotation is required to process order.
If you submit a PO, please reference Veolia Water Technologies, Inc. (dba Kruger) Quotation number to process order.

Veolia Water Technologies, Inc (dba Kruger) - The Quote is for Parts Only. The pricing is expressly contingent upon the items in this quotation & are subject the attached Veolia Water Technologies, Inc. (dba Kruger) Standard Terms of Sale for Parts Orders as detailed herein. No additional terms contained within Owner's and/or Engineer's Plans & Specifications shall apply to nor become a part of this Quote.

VEOLIA WATER TECHNOLOGIES, INC. (DBA KRUGER) - STANDARD TERMS OF SALE - PARTS ORDERS

1. **APPLICABLE TERMS.** These terms govern the purchase and sale of the equipment and related services, if any (collectively, "Equipment"), referred to in Seller's purchase order, quotation, proposal or acknowledgment, as the case may be ("Seller's Documentation"). Whether these terms are included in an offer or an acceptance by Seller, such offer or acceptance is conditioned on Buyer's assent to these terms. Seller rejects all additional or different terms in any of Buyer's forms or documents.
2. **PAYMENT.** Buyer shall pay Seller the full purchase price as set forth in Seller's Documentation. Unless Seller's Documentation provides otherwise, freight, storage, insurance and all taxes, duties or other governmental charges relating to the Equipment shall be paid by Buyer. If Seller is required to pay any such charges, Buyer shall immediately reimburse Seller. All payments are due within 30 days after receipt of invoice. Buyer shall be charged the lower of 1 ½% interest per month or the maximum legal rate on all amounts not received by the due date and shall pay all of Seller's reasonable costs (including attorneys' fees) of collecting amounts due but unpaid. All orders are subject to credit approval.
3. **DELIVERY.** Delivery of the Equipment shall be in material compliance with the schedule in Seller's Documentation. Unless Seller's Documentation provides otherwise, Delivery terms are DDP, Prepaid & Add Destination
4. **OWNERSHIP OF MATERIALS.** All devices, designs (including drawings, plans and specifications), estimates, prices, notes, electronic data and other documents or information prepared or disclosed by Seller, and all related intellectual property rights, shall remain Seller's property. Seller grants Buyer a non-exclusive, non-transferable license to use any such material solely for Buyer's use of the Equipment. Buyer shall not disclose any such material to third parties without Seller's prior written consent.
5. **CHANGES.** Seller shall not implement any changes in the scope of work described in Seller's Documentation unless Buyer and Seller agree in writing to the details of the change and any resulting price, schedule or other contractual modifications. This includes any changes necessitated by a change in applicable law occurring after the effective date of any contract including these terms.
6. **WARRANTY.** Subject to the following sentence, "Supplier warrants to Purchaser that the Equipment shall materially conform to the description in Supplier's RFP and shall be free from defects in material and workmanship. Supplier shall have no other liability to Purchaser under warranty, tort or any other legal theory. If Purchaser gives Supplier prompt written notice of breach of this warranty within ninety days (90) on electrical supplies, one (1) year on mechanical supplies from delivery, (the "Warranty Period"). Supplier shall, at its sole option and as Purchaser's sole remedy, repair or replace the subject parts or refund the purchase price thereof. If Supplier determines that any claimed breach is not, in fact, covered by this warranty, Purchaser shall pay Supplier its then customary charges for any repair or replacement made by Supplier and there shall be a thirty-five percent (35%) re-stocking charge. Supplier's warranty is conditioned on Purchaser's (a) operating and maintaining the Equipment in accordance with Supplier's instructions, (b) not making any unauthorized repairs or alterations, and (c) not being in default of any payment obligation to Supplier. Supplier's warranty does not cover damage caused by chemical action or abrasive material, misuse or improper installation. THE WARRANTIES SET FORTH IN THIS SECTION ARE SUPPLIER'S SOLE AND EXCLUSIVE WARRANTIES AND ARE SUBJECT TO THE LIMITATION OF LIABILITY BELOW. SUPPLIER MAKES NO OTHER WARRANTIES OF ANY KIND, EXPRESS OR IMPLIED, INCLUDING WITHOUT LIMITATION, ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR PURPOSE."
7. **INDEMNITY.** Seller shall indemnify, defend and hold Buyer harmless from any claim, cause of action or liability incurred by Buyer as a result of third party claims for personal injury, death or damage to tangible property, to the extent caused by Seller's negligence. Seller shall have the sole authority to direct the defense of and settle any indemnified claim. Seller's indemnification is conditioned on Buyer (a) promptly, within the Warranty Period, notifying Seller of any claim, and (b) providing reasonable cooperation in the defense of any claim.
8. **FORCE MAJEURE.** Neither Seller nor Buyer shall have any liability for any breach (except for breach of payment obligations) caused by extreme weather or other act of God, strike or other labor shortage or disturbance, fire, accident, war or civil disturbance, delay of carriers, failure of normal sources of supply, act of government or any other cause beyond such party's reasonable control.
9. **CANCELLATION.** If Buyer cancels or suspends its order for any reason other than Seller's breach, Buyer shall promptly pay Seller for work performed prior to cancellation or suspension and any other direct costs incurred by Seller as a result of such cancellation or suspension.
10. **LIMITATION OF LIABILITY.** NOTWITHSTANDING ANYTHING ELSE TO THE CONTRARY, SELLER SHALL NOT BE LIABLE FOR ANY CONSEQUENTIAL, INCIDENTAL, SPECIAL, PUNITIVE OR OTHER INDIRECT DAMAGES, AND SELLER'S TOTAL LIABILITY ARISING AT ANY TIME FROM THE SALE OR USE OF THE EQUIPMENT SHALL NOT EXCEED THE PURCHASE PRICE PAID FOR THE EQUIPMENT. THESE LIMITATIONS APPLY WHETHER THE LIABILITY IS BASED ON CONTRACT, TORT, STRICT LIABILITY OR ANY OTHER THEORY.
11. **MISCELLANEOUS.** If these terms are issued in connection with a government contract, they shall be deemed to include those federal acquisition regulations that are required by law to be included. These terms, together with any quotation, purchase order or acknowledgement issued or signed by the Seller, comprise the complete and exclusive statement of the agreement between the parties (the "Agreement") and supersede any terms contained in Buyer's documents, unless separately signed by Seller. No part of the Agreement may be changed or cancelled except by a written document signed by Seller and Buyer. No course of dealing or performance, usage of trade or failure to enforce

any term shall be used to modify the Agreement. If any of these terms is unenforceable, such term shall be limited only to the extent necessary to make it enforceable, and all other terms shall remain in full force and effect. Buyer may not assign or permit any other transfer of the Agreement without Seller's prior written consent. The Agreement shall be governed by the laws of the State of North Carolina without regard to its conflict of laws provisions.

12. Veolia takes all issues surrounding probity and confidentiality very seriously in all of its dealings with competitors and stakeholders. In this spirit and for the sake of transparency, we inform you that the publicly traded parent company Veolia Environnement S.A., recently acquired a 29.9% interest in Suez S.A ("Suez") and launched a public bid for the remainder of Suez' share capital. Consistent with our commitment to competition law compliance, Veolia will continue to act entirely independent of Suez until all relevant antitrust approvals of Veolia's acquisition of Suez have been obtained and we will of course let you know if this would change before the end of the tender proceedings. Specifically, none of Veolia's representatives sit on the board of Suez, Veolia has no influence over the strategy or operations of Suez, and Veolia has no access to competitively sensitive information about Suez's operations. Accordingly, Veolia's ongoing project to acquire Suez will have no effect on our participation in, or response to, this tender.

11 September 2023

Discontinuing of the DESMI UNI-MAX gearbox product range

To whom it may concern

The product range of DESMI UNI-MAX gearboxes and related products for mainly sewage plants has been a part of the DESMI product portfolio for many years and has served the market with reliable solutions.

However, over time we have observed changes in customer preferences and market demands that have led to decreased demand for these products. This change in demand has made it increasingly challenging to maintain the dedicated production facilities and to retain the supply of parts and items from our sub-suppliers.

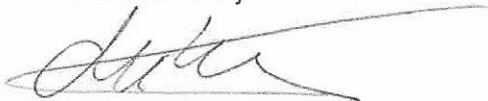
Consequently, it has been decided to discontinue this product line as follows:

- New orders can be placed until the 1st October 2023
- Production of the products will be discontinued by the end of 2023.
- After this period, it will only be possible to order spare parts for existing installations, limited to parts that are still obtainable from sub-suppliers. In this respect you have to expect longer lead times for available spare parts.

While we understand that discontinuing the UNI-MAX products may impact your operations, we are committed to working closely with you to ensure a smooth transition.

We will continue to provide support, maintenance, and service for existing units according to the terms of our warranty and service agreements. Our customer service team will be available to answer any questions you might have and to provide assistance.

Yours sincerely



Michael Wøhlk
Head of Product management

MARINE & OFFSHORE

DESMI Danmark A/S
Tagholm 1
DK-9400 Nørresundby
Denmark

INDUSTRY

Tlf. salg: +45 7244 0250
Tlf. service: +45 7023 6363
Web: www.desmi.com
www.pumpeservice.dk

ENVIRO. CLEAN

DEFENCE & FUEL

CVR-nr.: 29798362
VAT-nr.: 29798362
Bank: Danske Bank SWIFT/BIC (DABADKKK)
DKK: 3100-3110277369, IBAN DK7430003110277369
EUR: 3100-3110277466, IBAN DK7430003110277466

UTILITY



Veolia Water Technologies, Inc. (dba Kruger)

4001 Weston Parkway
Cary, NC 27513

TELEPHONE 919-677-8310
FACSIMILE 919-677-0082

Prepared for: City of Wildwood

2/15/2024

Attention: Mr. Wayne Bouchard, Wastewater Director

Veolia Water Technologies doing business as Kruger is the sole engineering design proprietor of the Kruger Oxidation Ditch system. All parts associated with the Kruger Oxidation Ditch system have been engineered based on Kruger's specifications and recommendations which include the following:

Kruger Inlet Distributors/Weir Gates and Drive Components

Kruger Nord Rotor Drive Systems

Kruger Ditch Aluminum Decking

Kruger Proprietary Software/Programming for SCADA and PLC on Kruger Installations

Installation services will be performed by a contractor authorized by Kruger to perform services on its proprietary Ditch equipment.

Veolia Water Technologies is the sole source of sales, distribution and service provider of Kruger equipment for the US municipal market.

If you have any questions or concerns, please feel free to contact me.
Thank you,

PLEASE NOTE:
This Letter is valid through
December 31, 2024.

Tony Cook
Customer Solutions Manager
WATER TECHNOLOGIES
office : +1 919 653-4557 / cell : +1 919 931-9044 / fax : +1 919 661-4568
Kruger Inc. / 1500 Garner Road, Suite C / Raleigh, NC 27610 / USA
Tony.Cook@Veolia.com

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: Continental Wastewater Treatment Plant Decommissioning and SR 44 Force Main Pay App No. 7 in the Amount of \$120,993.16

REQUESTED ACTION: Staff Recommends Approval

CONTRACT: Vendor/Entity: DB Civil Construction LLC
Effective Date: 07/16/2024 Termination Date:
Managing Division/Department: Utility Department / Wastewater Division

BUDGET IMPACT: This is a budgeted project in the 23/24 fiscal year budget. Funds are available in account 401-535-60-6770 (SR 44 FM / CCC Decommissioning).

HISTORY/FACTS/ISSUES:

On June 26, 2023, the City awarded the Continental WWTF Decommissioning and SR 44 Force Main project to DB Civil Construction LLC. Attached is Pay Application No. 7 for this project in the amount of \$120,993.16. The project engineer, Kimley-Horn and Associates, and City staff have reviewed the pay application, confirmed its accuracy, and recommend approval to pay DB Civil Construction LLC the amount of \$120,993.16.

CONTRACTOR APPLICATION FOR PAYMENT

CONTRACTOR:

DB Civil Construction LLC
4475 US 1 South, Suite 502
St. Augustine, FL 32086
(386) 256-7460

ENGINEER:

Kimley-Horn and Associates, Inc.
1700 SE 17th Street, Suite 200
Ocala, Florida 34471

PROJECT:

Continental Country Club WWTF

OWNER:

City of Wildwood, Florida
100 N. Main Street
Wildwood, FL 34785

APPLICATION NO:

7

DBCC PROJECT NO:

2309

APPLICATION DATE:

07/12/24

PERIOD FROM:

06/01/24

PERIOD TO:

06/30/24

Distribution to:

☒ OWNER

☐ CONTRACTOR

☒ ENGINEER

☐ OTHER

CONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Contract Continuation and Stored Materials Sheets which are attached.

1. ORIGINAL CONTRACT SUM	\$ 3,434,899.00
2. NET CHANGE BY CHANGE ORDERS	\$ (536,970.84)
3. CONTRACT SUM TO DATE (Line 1 + 2)	\$ 2,897,928.16
4. TOTAL COMPLETED & STORED TO DATE	\$ 2,229,785.14
(Page 2, Revised Total Completed to Date + Page 3, Total for Reimbursement)	
5. RETAINAGE:	
5 % of Completed Work & Stored Material (5% x Line 4)	\$ 111,489.26
6. TOTAL EARNED LESS RETAINAGE (Line 4 Less Line 5 Total)	\$ 2,118,295.88
7. LESS PREVIOUS CERTIFICATES FOR PAYMENT (Line 6 from previous G702)	\$ 1,997,302.72
8. CURRENT PAYMENT DUE (Line 6 less Line 7)	\$ 120,993.16
9. BALANCE TO FINISH, INCLUDING RETAINAGE (Line 3 less Line 6)	\$ 779,632.28

CONTRACTOR'S Certification:

The undersigned CONTRACTOR certifies that (1) all previous progress payments received from OWNER an account of Work done under the Contract referred to above have been applied to discharge in full all obligations of CONTRACTOR incurred in connection with Work covered by prior Applications for Payment numbered 1 through 7 inclusive; and (2) title to all materials and equipment incorporated in said work or otherwise listed in or covered by this Application for Payment will pass to OWNER at time of payment free and clear of all liens, claims, security interests and encumbrances (except such as covered by Bond acceptable to OWNER).

Contractor Affidavit - all previous progress payments received by Contractor have been applied to discharge Contractor's legitimate obligations associated with prior Applications for Payment.

CONTRACTOR: DB CIVIL CONSTRUCTION LLC

By: _____, SrManager Date: 7/12/2024

ENGINEER'S APPROVAL FOR PAYMENT

By: _____ Date: _____

Kimley»Horn

- ☒ NO EXCEPTIONS TAKEN
- ☐ CORRECTIONS NOTED
- ☐ REJECTED
- ☐ VERIFY & MAKE CORRECTIONS
- ☐ RESUBMIT
- ☐ FOR INFORMATION ONLY

Our limited review is only for conformance with the design concept of the project and general compliance with the information given in our Plans and Specifications. Contractor is responsible for: dimensions to be confirmed and correlated at the job site, information that pertains to the fabrication processes or to techniques of construction, quantities, safety, coordination with other work, and for conformance to the requirements of the plans and specifications. Review does not authorize changes to contract unless stated specifically in separate letter or change order.

Reviewed By: HEATH.SMITH Date: 7/16/24

Pay Application #		7		Project Name:		Continental Country Club WWTF		PERIOD ENDING		6/30/2024		
No.	PAY ITEMS	QTY	UNIT	UNIT PRICE	AMOUNT	PREVIOUS APPLICATION		THIS APPLICATION		TOTAL TO DATE		% COMP
						QTY COMPLETED	AMOUNT COMPLETED	QTY COMPLETED	AMOUNT COMPLETED	QTY COMPLETED	AMOUNT COMPLETED	
	GENERAL											
1	MOBILIZATION	1	LS	\$ 233,000.00	\$ 233,000.00	1.00	\$ 233,000.00		\$ -	1.00	\$ 233,000.00	100.0%
2	MAINTENANCE OF TRAFFIC	1	LS	\$ 20,000.00	\$ 20,000.00	0.75	\$ 15,000.00	0.10	\$ 2,000.00	0.85	\$ 17,000.00	85.0%
3	ENVIRONMENTAL PROTECTION	1	LS	\$ 25,000.00	\$ 25,000.00	0.75	\$ 18,750.00	0.10	\$ 2,500.00	0.85	\$ 21,250.00	85.0%
4	SURVEY LAYOUT AND RECORD DRAWINGS	1	LS	\$ 45,000.00	\$ 45,000.00	0.85	\$ 38,250.00		\$ -	0.85	\$ 38,250.00	85.0%
5	PROFESSIONAL SITE VIDEO	1	LS	\$ 1,939.00	\$ 1,939.00	1.00	\$ 1,939.00		\$ -	1.00	\$ 1,939.00	100.0%
6	RESTORATION, COMPLETE	1	LS	\$ 80,000.00	\$ 80,000.00	0.50	\$ 40,000.00		\$ -	0.50	\$ 40,000.00	50.0%
7	DEWATERING	1	LS	\$ 40,000.00	\$ 40,000.00	0.90	\$ 36,000.00		\$ -	0.90	\$ 36,000.00	90.0%
	CCC LIFT STATION											
8	LIFT STATION SITE WORK	1	LS	\$ 100,000.00	\$ 100,000.00	0.95	\$ 95,000.00		\$ -	0.95	\$ 95,000.00	95.0%
9	CCC LIFT STATION	1	LS	\$ 540,000.00	\$ 540,000.00	0.80	\$ 432,000.00		\$ -	0.80	\$ 432,000.00	80.0%
10	CAST IN PLACE SCREENING STRUCT	1	LS	\$ 65,000.00	\$ 65,000.00	0.95	\$ 61,750.00		\$ -	0.95	\$ 61,750.00	95.0%
11	CCC PARKSON FLOW THROUGH SCREEN	1	EA	\$ 330,000.00	\$ 330,000.00	-	\$ -		\$ -	-	\$ -	0.0%
12	LIFT STATION ELECT/ INSTRUMENTATION	1	LS	\$ 260,000.00	\$ 260,000.00	0.55	\$ 143,000.00		\$ -	0.55	\$ 143,000.00	55.0%
13	8" SDR-26 PVC GRAVITY MAIN	74	LF	\$ 240.00	\$ 17,760.00	-	\$ -		\$ -	-	\$ -	0.0%
14	ELECTRICAL SERVICE ALLOWANCE	1	AL	\$ 10,000.00	\$ 10,000.00	-	\$ -		\$ -	-	\$ -	0.0%
	FORCE MAIN											
15	8" DR 18 C900 PVC FORCE MAIN (INCLUDING FITTINGS AND RESTRAINTS, COMPLETE)	12,350	LF	\$ 62.00	\$ 765,700.00	5,810.00	\$ 360,220.00	3,470.00	\$ 215,140.00	9,280	\$ 575,360.00	75.1%
16	8" GATE VALVE	23	EA	\$ 3,500.00	\$ 80,500.00	7.00	\$ 24,500.00		\$ -	7.00	\$ 24,500.00	30.4%
17	ABOVE GROUND AIR RELEASE VALVE	18	EA	\$ 6,000.00	\$ 108,000.00	14.00	\$ 84,000.00		\$ -	14.00	\$ 84,000.00	77.8%
18	8" RESTRAINED PLUG	1	EA	\$ 800.00	\$ 800.00	-	\$ -		\$ -	-	\$ -	0.0%
19	8" DR 18 C900 FUSIBLE PVC DIRECTIONAL DRILL (INCLUDING FITTINGS AND RESTRAINTS, COMPLETE)	6,400	LF	\$ 98.00	\$ 627,200.00	3,836.00	\$ 375,928.00	800.00	\$ 78,400.00	4,636.00	\$ 454,328.00	72.4%
20	REMOVE TIE IN TO EXISTING 8" FM	1	EA	\$ 4,400.00	\$ 4,400.00	-	\$ -		\$ -	-	\$ -	0.0%
21	OPEN CUT ROADWAY RESTORATION ASPH PAVT, 2"	57	SY	\$ 160.00	\$ 9,120.00	57.00	\$ 9,120.00		\$ -	57.00	\$ 9,120.00	100.0%
22	OVERLAY ASPH CONC, 1" AVERAGE DEPTH, TRAFFIC C (MARKINGS PER PLANS AND SPECIFICATIONS, COMPLETE)	4	TON	\$ 1,200.00	\$ 4,800.00	4.00	\$ 4,800.00		\$ -	4.00	\$ 4,800.00	100.0%
23	TRANSITION TAPER	283	SY	\$ 50.00	\$ 14,150.00	283.00	\$ 14,150.00		\$ -	283.00	\$ 14,150.00	100.0%
24	DRIVEWAY RESTORATION (ASPHALT)	48	SY	\$ 110.00	\$ 5,280.00	48.00	\$ 5,280.00		\$ -	48.00	\$ 5,280.00	100.0%
25	DRIVEWAY RESTORATION (CONCRETE)	140	SY	\$ 90.00	\$ 12,600.00	140.00	\$ 12,600.00		\$ -	140.00	\$ 12,600.00	100.0%
26	DRIVEWAY RESTORATION (OTHER)	62	SY	\$ 40.00	\$ 2,480.00	62.00	\$ 2,480.00		\$ -	62.00	\$ 2,480.00	100.0%
27	SIDEWALK RESTORATION	38	SY	\$ 90.00	\$ 3,420.00	-	\$ -		\$ -	-	\$ -	0.0%
28	PAYMENT AND PERFORMANCE BONDE	1	LS	\$ 28,750.00	\$ 28,750.00	1	\$ 28,750.00		\$ -	1	\$ 28,750.00	100.0%
	SUMMARY OF CONTRACT ITEMS				\$ 3,434,899.00		\$ 2,036,517.00		\$ 298,040.00		\$ 2,334,557.00	68.0%
	CHANGE ORDER											
CO1 a	Lift Station Wet Well revision performed by C&R Technical	1	LS	\$ 39,010.45	\$ 39,010.45	1	\$ 39,010.45		\$ -	1	\$ 39,010.45	100.0%
CO2	Owner Purchased Materials	1	LS	\$ (575,981.29)	\$ (575,981.29)	0	\$ (263,799.43)		\$ -	0.458	\$ (263,799.43)	45.8%
				\$ -	\$ -	0	\$ -		\$ -	-	\$ -	#DIV/0!
				\$ -	\$ -	0	\$ -		\$ -	-	\$ -	#DIV/0!
				\$ -	\$ -	0	\$ -		\$ -	-	\$ -	#DIV/0!
	SUMMARY OF CO				\$ (536,970.84)		\$ (224,788.98)		\$ -		\$ (224,788.98)	
	SUMMARY OF ALL CHANGE ORDERS				\$ (536,970.84)		\$ (224,788.98)		\$ -		\$ (224,788.98)	
	REVISED CONTRACT TOTAL				\$ 2,897,928.16		\$ 1,811,728.02		\$ 298,040.00		\$ 2,109,768.02	72.8%

Pay Application # 7
Project Name: Continental Country Club WWTF
Period Ending: 6/30/24

STORED MATERIALS

DESCRIPTION	AMOUNTS				UNIT	UNIT PRICE	QUANTITIES			
	ON HAND LAST PERIOD	RECV'D THIS PERIOD	INSTALLED THIS PERIOD	BALANCE THIS PERIOD			ON HAND LAST PERIOD	RECV'D THIS PERIOD	INSTALLED THIS PERIOD	BALANCE THIS PERIOD
HAYES PIPE SUPPLY, INC.	\$ -	\$ -	\$ -	\$ -						-
INV# 1029100	\$ 28,964.89	\$ -	\$ (28,964.89)	\$ -						-
	\$ -	\$ -	\$ -	\$ -						-
	\$ -	\$ -	\$ -	\$ -						-
HAYES PIPE SUPPLY, INC.	\$ 9,995.52	\$ -	\$ (9,995.52)	\$ -						-
INV# 1030	\$ -	\$ -	\$ -	\$ -						-
	\$ -	\$ -	\$ -	\$ -						-
HAYES PIPE SUPPLY, INC.	\$ 87,321.00	\$ -	\$ (19,479.30)	\$ 67,841.70						-
INV# 1058078	\$ -	\$ -	\$ -	\$ -						-
	\$ -	\$ -	\$ -	\$ -						-
HAYES PIPE SUPPLY, INC.	\$ 147,960.00	\$ -	\$ (147,960.00)	\$ -						-
INV# 1060014	\$ -	\$ -	\$ -	\$ -						-
	\$ -	\$ -	\$ -	\$ -						-
HAYES PIPE SUPPLY, INC.	\$ -	\$ 33,021.00	\$ -	\$ 33,021.00						-
INV# 1069063	\$ -	\$ -	\$ -	\$ -						-
	\$ -	\$ -	\$ -	\$ -						-
HAYES PIPE SUPPLY, INC.	\$ -	\$ 12,361.00	\$ -	\$ 12,361.00						-
INV# 1069064	\$ -	\$ -	\$ -	\$ -						-
	\$ -	\$ -	\$ -	\$ -						-
	\$ -	\$ -	\$ -	\$ -						-
	\$ -	\$ -	\$ -	\$ -						-
	\$ -	\$ -	\$ -	\$ -						-
	\$ -	\$ -	\$ -	\$ -						-
	\$ -	\$ -	\$ -	\$ -						-
SUBTOTAL	\$ 274,241.41	\$ 45,382.00	\$ (206,399.71)	\$ 113,223.70						
SALES TAX 6%	\$ 16,454.48	\$ 2,722.92	\$ (12,383.98)	\$ 6,793.42						
TOTAL	\$ 290,695.89	\$ 48,104.92	\$ (218,783.69)	\$ 120,017.12						
TOTAL FOR REIMBURSEMENT THIS PERIOD				\$ 120,017.12						



INVOICE

HAYES PIPE SUPPLY, INC.

☐ Corporate: 950 Fiber Glass Rd. • P.O. Box 101550 • Nashville, TN 37224
 (615) 255-4040 • (800) 342-1973 • Fax (615) 256-8836
 www.hayespipe.com

☐ Murfreesboro, TN • (615) 217-3040

☐ Lexington, KY • (859) 231-8323

☐ Tampa, FL • (813) 241-4040

☐ Acworth, GA • (770) 529-8883

☐ Columbia, SC • (803) 695-2424

Knoxville, TN • (865) 525-1717 ☐

Louisville, KY • (502) 454-8500 ☐

Lake Helen, FL • (386) 228-9819 ☐

Longview, TX • (903) 753-5533 ☐

Mains - Main Line Accessories - Service Materials - Casing Pipe

Bill To:

DB CIVIL CONSTRUCTION, LLC
4475 US HWY 1 SOUTH STE 707
ST.AUGUSTINE FL 32086

Ship To:

DB CIVIL CONSTRUCTION, LLC
CONTINENTAL COUNTRY CLUB SR44
50 CONTINENTAL BLVD
H1005BT
WILDWOOD

1058078

Invoice

Date

04/24/24

16:13:13

Co/Cust. No.

Order No.

Customer P.O. #

1/00000004059 AG8Y3/02 2309-01

Ter.

Sls.#

FL 34785

REPRINT FROM HISTORY

10 100

2309-01

Ship Via DIRECT

Terms

Net 30 Days

Ref #

Pay Type Accounts Receivable

Item Number / Description	U / M	Ordered	Shipped	Sell Price	Total
---------------------------	-------	---------	---------	------------	-------

FOB Description: DELIVERED

1008024	FT	3900.000	3900.000	22.39000 FT	T
8IN C900 DR-18 GREEN PVC PIPE					87,321.00

INVOICE DUE: 05/24/24

870 LF INSTALLED @ 22.39 = \$19,479.30

REMIT TO: P.O. BOX 101550, NASHVILLE, TN 37224

ALL PRODUCTS ARE WARRANTED ONLY TO THE EXTENT OF THE WARRANTIES PROVIDED BY THE RESPECTIVE MANUFACTURERS OF THESE PRODUCTS, AND PRODUCTS ARE INTENDED FOR USAGE AND INSTALLATIONS AS STATED IN THE MANUFACTURERS WRITTEN RECOMMENDATIONS. ANY PRIOR WRITTEN OR IMPLIED WARRANTIES OR SERVICE / INSTALLATION INSTRUCTIONS ARE SUPERSEDED BY THIS STATEMENT. THIS ENTIRE TRANSACTION IS EXPRESSLY LIMITED TO THE TERMS AND CONDITIONS OF SALE AS STATED ON THE REVERSE SIDE OF THIS PAGE. INTEREST AT THE MAXIMUM LEGAL RATE WILL BE CHARGED IN THE EVENT PAYMENT IS NOT MADE WITHIN THE TERMS OF THIS INVOICE.

SUBTOTAL:	87,321.00
SALES TAX:	5,239.26
TOTAL:	92,560.26

DEPOSIT:	
AMT DUE:	92,560.26

**INVOICE****HAYES PIPE SUPPLY, INC.**

□ Corporate: 950 Fiber Glass Rd. • P.O. Box 101550 • Nashville, TN 37224

(615) 255-4040 • (800) 342-1973 • Fax (615) 256-8836

www.hayespipe.com

□ Murfreesboro, TN • (615) 217-3040

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□ Tampa, FL • (813) 241-4040

□ Acworth, GA • (770) 529-8883

□ Columbia, SC • (803) 695-2424

Knoxville, TN • (865) 525-1717 □

Louisville, KY • (502) 454-8500 □

Lake Helen, FL • (386) 228-9819 □

Longview, TX • (903) 753-5533 □

Mains - Main Line Accessories - Service Materials - Casing Pipe

Bill To:

DB CIVIL CONSTRUCTION, LLC

4475 US HWY 1 SOUTH STE 707

ST.AUGUSTINE

FL 32086

Ship To:

DB CIVIL CONSTRUCTION, LLC

CONTINENTAL COUNTRY CLUB SR44

50 CONTINENTAL BLVD

H1005BT

Invoice

1069064

Date

06/28/24

Co/Cust. No.

Order No.

Customer P.O. #

Ter.

Sls.#

1/0000004059 A3880/00 CHANGE ORDER f/2309-01 10 100 2309-01

Ship Via

DIRECT

Terms

Net 30 Days

Ref #

85633

Pay Type

Accounts Receivable

Item Number / Description	U / M	Ordered	Shipped	Sell Price	Total
S1008999	FT	360.000	360.000	32.88000 FT	T
8IN FUSIBLE C900 DR-18 GREEN					11,836.80
HOT SHOT DELIVERY FROM					
		KESSIMMEE, FL TO WILDWOOD, FL			525.00

INVOICE DUE: 07/28/24

REMIT TO: P.O. BOX 101550, NASHVILLE, TN 37224

ALL PRODUCTS ARE WARRANTED ONLY TO THE EXTENT OF THE WARRANTIES PROVIDED BY THE RESPECTIVE MANUFACTURERS OF THESE PRODUCTS. AND PRODUCTS ARE INTENDED FOR USAGE AND INSTALLATIONS AS STATED IN THE MANUFACTURERS WRITTEN RECOMMENDATIONS. ANY PRIOR WRITTEN OR IMPLIED WARRANTIES OR SERVICE / INSTALLATION INSTRUCTIONS ARE SUPERSEDED BY THIS STATEMENT. THIS ENTIRE TRANSACTION IS EXPRESSLY LIMITED TO THE TERMS AND CONDITIONS OF SALE AS STATED ON THE REVERSE SIDE OF THIS PAGE. INTEREST AT THE MAXIMUM LEGAL RATE WILL BE CHARGED IN THE EVENT PAYMENT IS NOT MADE WITHIN THE TERMS OF THIS INVOICE.

SUBTOTAL:	12,361.80
SALES TAX:	710.21
TOTAL:	13,072.01



INVOICE

HAYES PIPE SUPPLY, INC.

□ Corporate: 950 Fiber Glass Rd. • P.O. Box 101550 • Nashville, TN 37224

(615) 255-4040 • (800) 342-1973 • Fax (615) 256-8836

www.hayespipe.com

□ Murfreesboro, TN • (615) 217-3040

□ Lexington, KY • (859) 231-8323

□ Tampa, FL • (813) 241-4040

□ Acworth, GA • (770) 529-8883

□ Columbia, SC • (803) 695-2424

Knoxville, TN • (865) 525-1717 □

Louisville, KY • (502) 454-8500 □

Lake Helen, FL • (386) 228-9819 □

Longview, TX • (903) 753-5533 □

Mains - Main Line Accessories - Service Materials - Casing Pipe

Bill To:

DB CIVIL CONSTRUCTION, LLC

4475 US HWY 1 SOUTH STE 707

ST.AUGUSTINE

FL 32086

Ship To:

DB CIVIL CONSTRUCTION, LLC

CONTINENTAL COUNTRY CLUB SR44

50 CONTINENTAL BLVD

H1005BT

Invoice

1069063

Date

06/28/24

Co/Cust. No.

Order No.

Customer P.O. #

Ter.

Sls.#

1/0000004059 A3881/00 CHANGE ORDER f/2309-01 10 100 2309-01

Ship Via

DIRECT

Terms

Net 30 Days

Ref #

85633

Pay Type

Accounts Receivable

Item Number / Description	U / M	Ordered	Shipped	Sell Price	Total
S1008999	FT	945.000	945.000	32.88000 FT	T
8IN FUSIBLE C900 DR-18 GREEN					31,071.60
HOT SHOT DELIVERY FROM WALTERBORO, SC TO WILDWOOD, FL					1,950.00

INVOICE DUE: 07/28/24

REMIT TO: P.O. BOX 101550, NASHVILLE, TN 37224

ALL PRODUCTS ARE WARRANTED ONLY TO THE EXTENT OF THE WARRANTIES PROVIDED BY THE RESPECTIVE MANUFACTURERS OF THESE PRODUCTS. AND PRODUCTS ARE INTENDED FOR USAGE AND INSTALLATIONS AS STATED IN THE MANUFACTURERS WRITTEN RECOMMENDATIONS. ANY PRIOR WRITTEN OR IMPLIED WARRANTIES OR SERVICE / INSTALLATION INSTRUCTIONS ARE SUPERSEDED BY THIS STATEMENT. THIS ENTIRE TRANSACTION IS EXPRESSLY LIMITED TO THE TERMS AND CONDITIONS OF SALE AS STATED ON THE REVERSE SIDE OF THIS PAGE. INTEREST AT THE MAXIMUM LEGAL RATE WILL BE CHARGED IN THE EVENT PAYMENT IS NOT MADE WITHIN THE TERMS OF THIS INVOICE.

SUBTOTAL:	33,021.60
SALES TAX:	1,864.30
TOTAL:	34,885.90

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: Extension of Site Plan Approval for SP 2201-002 Oxford Villages RV Resort

REQUESTED ACTION: Staff recommends denial.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The SP 2201-002 Oxford Village RV Resort Site Plan approval is due to expire on August 8, 2024. The applicant seeks an extension from the City Commission of an approved Site Plan, on parcels D18-082 & D18-139, for an RV resort. The site will consist of 268 rental spaces, an 8,250 square foot recreation center with a pool, and pickleball and bocce ball courts.

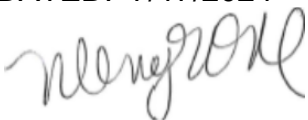
Case SP 2201-002 was originally considered by the City Commission on Monday, August 8, 2022, and was approved. In 2023, the applicant requested a one-year extension at the 07/10 regular City Commission Meeting, and it was approved. As of the writing of this report, the applicant has not paid impact fees; therefore, a Development Permit has not been issued for the project.

At the time of the first extension, the applicant was advised that the extension request received in 2023 would be the last extension that the City could grant for the following reasons:

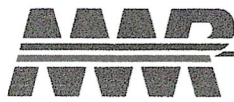
- An extension has already been granted for the project and
- Since the approval of the project, changes to the Code have taken place where the development would not be allowed in a C-3 zoned parcel. The applicant would then have to rezone the property and commence the site plan process once again.

As a last resort, the applicant has submitted a Development Permit extension based on a provision by the Florida Statute for emergency declarations made during Hurricane Nicole in September 2022; however, City Staff believes that these provisions by Florida Statutes are not for Site Plan approval extensions but only for extensions to Development Permits. Please see the documentation attached.

DATED: 7/17/2024



Wendy Then, AICP, CFM
Assistant Director Development Services



July 9, 2024

Melanie Strickland
Development Services Director
City Hall
100 N. Main Street
Wildwood, FL 34785

**RE: Oxford Village RV Resort
City of Wildwood Project #SP 2201-002**

Dear Melanie:

We are requesting an extension of the expiration date for the above Site Plan. This extension relies upon provisions of Florida Statute 252.363 and the various Executive Orders issued by the Governor related to Hurricane Nicole.

The following Executive Orders cover Sumter County and are included in this request:

- Executive Order 22-253 (Subtropical Storm Nicole) – issued 11/7/2022 for 60 days
- Executive Order 22-255 (Tropical Storm Nicole) – issued 11/9/2022 for 60 days
- Executive Order 22-256 (Hurricane Nicole) – issued 11/10/2022 for 60 days
- Executive Order 23-02 (Hurricane Nicole Extension) – issued 1/5/2023 for 60 days
- Executive Order 23-48 (Hurricane Nicole Extension) – issued 1/19/2023 for 60 days
- Executive Order 23-87 (Hurricane Nicole Extension) – issued 5/1/2023 for 60 days
- Executive Order 23-133 (Hurricane Nicole Extension) – issued 6/29/2023 for 60 days
- Executive Order 23-170 (Hurricane Nicole Extension) – issued 8/25/2023 for 60 days
- Executive Order 23-211 (Hurricane Nicole Extension) – issued 10/23/2023 for 60 days
- Executive Order 23-243 (Hurricane Nicole Extension) – issued 12/19/2023 for 60 days
- Executive Order 24-32 (Hurricane Nicole Extension) – issued 2/19/2024 for 60 days
- Executive Order 24-72 (Hurricane Nicole Extension) – issued 4/18/2024 for 60 days
- Executive Order 24-116 (Hurricane Nicole Extension) – issued 6/14/2024 for 60 days

These Executive Orders would add a total of 780 tolling days in addition to the 24 months outlined in Florida Statute 252.363(1)(a) for a total extension of 1,510 days. However, the statute limits the extended period to 48 months or a total of 1,460 days.

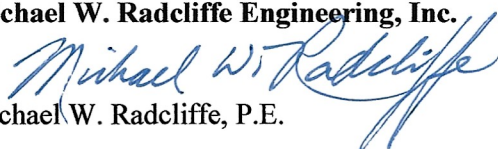
Therefore, the total extension would be 1,460 days from the Site Plan's expiration date of August 8, 2024. The new expiration date would be August 7, 2028.

A copy of the previously granted extension for this Site Plan is included for reference. A copy of Florida Statute 252.363 and applicable Executive Orders are also included.

Please confirm this extension in writing as necessary.

Sincerely,

Michael W. Radcliffe Engineering, Inc.


Michael W. Radcliffe, P.E.

cc: Joe Brown, Oxford Village RV Resort, LLC
file

252.363 Tolling and extension of permits and other authorizations.—

(1)(a) The declaration of a state of emergency issued by the Governor for a natural emergency tolls the period remaining to exercise the rights under a permit or other authorization for the duration of the emergency declaration. Further, the emergency declaration extends the period remaining to exercise the rights under a permit or other authorization for 24 months in addition to the tolled period. The extended period to exercise the rights under a permit or other authorization may not exceed 48 months in total in the event of multiple natural emergencies for which the Governor declares a state of emergency. The tolling and extension of permits and other authorizations under this paragraph shall apply retroactively to September 28, 2022. This paragraph applies to the following:

1. The expiration of a development order issued by a local government.
2. The expiration of a building permit.
3. The expiration of a permit issued by the Department of Environmental Protection or a water management district pursuant to part IV of chapter 373.
4. Permits issued by the Department of Environmental Protection or a water management district pursuant to part II of chapter 373 for land subject to a development agreement under ss. [163.3220-163.3243](#) in which the permittee and the developer are the same or a related entity.
5. The buildout date of a development of regional impact, including any extension of a buildout date that was previously granted as specified in s. [380.06\(7\)\(c\)](#).
6. The expiration of a development permit or development agreement authorized by Florida Statutes, including those authorized under the Florida Local Government Development Agreement Act, or issued by a local government or other governmental agency.

(b) Within 90 days after the termination of the emergency declaration, the holder of the permit or other authorization shall notify the issuing authority of the intent to exercise the tolling and extension granted under paragraph (a). The notice must be in writing and identify the specific permit or other authorization qualifying for extension.

(c) If the permit or other authorization for a phased construction project is extended, the commencement and completion dates for any required mitigation are extended such that the mitigation activities occur in the same timeframe relative to the phase as originally permitted.

(d) This subsection does not apply to:

1. A permit or other authorization for a building, improvement, or development located outside the geographic area for which the declaration of a state of emergency applies.
2. A permit or other authorization under any programmatic or regional general permit issued by the Army Corps of Engineers.
3. The holder of a permit or other authorization who is determined by the authorizing agency to be in significant noncompliance with the conditions of the permit or other authorization through the issuance of a warning letter or notice of violation, the initiation of formal enforcement, or an equivalent action.
4. A permit or other authorization that is subject to a court order specifying an expiration date or buildout date that would be in conflict with the extensions granted in this section.

(2) A permit or other authorization that is extended shall be governed by the laws, administrative rules, and ordinances in effect when the permit was issued, unless any party or the issuing authority demonstrates that operating under those laws, administrative rules, or ordinances will create an immediate threat to the public health or safety.

(3) This section does not restrict a county or municipality from requiring property to be maintained and secured in a safe and sanitary condition in compliance with applicable laws, administrative rules, or ordinances.

History.—s. 494, ch. 2011-142; s. 12, ch. 2018-158; s. 13, ch. 2019-165; s. 1, ch. 2021-179; s. 4, ch. 2023-304.

STATE OF FLORIDA

OFFICE OF THE GOVERNOR

EXECUTIVE ORDER NUMBER 22-255

(Amending Executive Order 22-253, Emergency Management – Tropical Storm Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253 and declared a state of emergency exists for thirty-four counties in Florida's Peninsula due to then-Subtropical Storm Nicole; and

WHEREAS, as of 10:00 AM EST on November 9, 2022, Nicole had strengthened into a tropical storm and was approximately 210 miles east of West Palm Beach, Florida, moving west with maximum sustained winds of 70 mph; and

WHEREAS, Tropical Storm Nicole is forecast to be a hurricane before making landfall along Florida's East Coast tonight; and

WHEREAS, there is an increasing wind and flood threat to coastal and inland counties in Florida; and

WHEREAS, the Florida Division of Emergency Management, working together with the National Hurricane Center to evaluate weather predictions, has determined there is a continuing risk of dangerous storm surge, heavy rainfall, flash flooding, strong winds, hazardous seas, and isolated tornadic activity for much of Florida's Peninsula and portions of the Florida Big Bend; and

WHEREAS, the threat posed by Tropical Storm Nicole requires that timely precautions are taken to protect the communities, critical infrastructure, and general welfare of Florida; and

WHEREAS, as Governor, I am responsible to meet the dangers presented to Florida and its people by this emergency.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

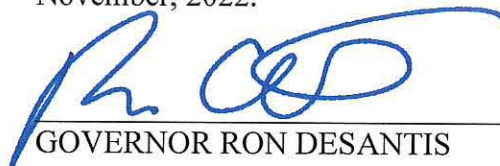
Section 1. Section 1 of Executive Order 22-253 is amended to include the following counties in the state of emergency: Alachua, Bradford, Dixie, Gilchrist, Hernando, Jefferson, Levy, Marion, Pinellas, Taylor, and Wakulla.

Section 2. Except as amended herein, Executive Order 22-253 is ratified and reaffirmed.

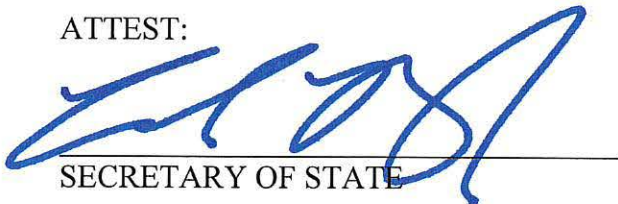
Section 3. This Order is effective immediately.



IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 9th day of November, 2022.


GOVERNOR RON DESANTIS

ATTEST:


SECRETARY OF STATE

FILED
2022 NOV -9 AM 10:49
OFFICE OF THE SECRETARY OF STATE
TALLAHASSEE, FL

STATE OF FLORIDA

OFFICE OF THE GOVERNOR

EXECUTIVE ORDER NUMBER 22-256

(Amending Executive Order 22-253, Emergency Management – Hurricane Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253 and declared a state of emergency exists for thirty-four counties in Florida's Peninsula due to then-Subtropical Storm Nicole; and

WHEREAS, on November 9, 2022, I issued Executive Order 22-255, amending Executive Order 22-253 by adding coastal and inland counties in Central and North Florida to the state of emergency; and

WHEREAS, as of 6:00 PM on November 9, 2022, Nicole had strengthened into a hurricane with maximum sustained winds of 75 mph as it passed over Grand Bahama Island and approached Florida's East Coast; and

WHEREAS, in the early morning hours of November 10, 2022, Hurricane Nicole made landfall as a Category 1 Hurricane near Vero Beach, Florida, with sustained winds of approximately 75 mph and is expected to move northwest across Florida's Peninsula and exit partially into the Gulf of Mexico before making a second landfall in the Florida Big Bend on Thursday night; and

WHEREAS, the Florida Division of Emergency Management, working together with the National Hurricane Center to evaluate weather predictions, has determined there is a continuing risk of dangerous storm surge, heavy rainfall, flash flooding, strong winds, hazardous seas, and isolated tornadic activity for much of Florida's Peninsula and portions of the Florida Big Bend, North Florida, and Northeast Florida; and

WHEREAS, the threat posed by Hurricane Nicole requires that timely precautions are taken to protect the communities, critical infrastructure, and general welfare of Florida; and

WHEREAS, as Governor, I am responsible to meet the dangers presented to Florida and its people by this emergency.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. Section 1 of Executive Order 22-253 is amended to include the entire State of Florida.

Section 2. Except as amended herein, Executive Order 22-253 is ratified and reaffirmed.

Section 3. This Order is effective immediately.



IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 10th day of November, 2022.


GOVERNOR RON DESANTIS

ATTEST:


SECRETARY OF STATE

FILED
2022 NOV 10 AM 10:43
DEPT. OF STATE
TALLAHASSEE, FL

STATE OF FLORIDA

OFFICE OF THE GOVERNOR

EXECUTIVE ORDER NUMBER 23-02

(Emergency Management – Extension of Executive Order 22-253 – Hurricane Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253, declaring a state of emergency for thirty-four counties in Florida due to the dangers presented by then-Subtropical Storm Nicole; and

WHEREAS, on November 9, 2022, I issued Executive Order 22-255, which amended Executive Order 22-253 by adding coastal and inland counties in Central and North Florida to the state of emergency; and

WHEREAS, on November 10, 2022, I issued Executive Order 22-256, which amended Executive Order 22-253 to extend the state of emergency to the entire State of Florida; and

WHEREAS, on the morning of November 10, 2022, Hurricane Nicole made landfall near Vero Beach, Florida, as a Category 1 Hurricane with sustained winds of approximately 75 miles per hour, traveled across the peninsula, and exited partially into the Gulf of Mexico before making a second landfall in the Florida Big Bend; and

WHEREAS, the affected areas, some of which were severely impacted by Hurricane Ian just weeks before, are still recovering from Hurricane Nicole's strong winds, storm surge, flooding, and heavy rainfall; and

WHEREAS, Executive Order 22-253 expires on January 6, 2022, unless extended; and

WHEREAS, an extension of Executive Order 22-253 is necessary because recovery efforts and those affected by this disaster require the continued support of the State of Florida.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida

Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. The state of emergency and all provisions of Executive Order 22-253, as amended, are renewed for sixty (60) days following the date of this Executive Order.

Section 2. All actions taken by the Director of the Division of Emergency Management as the State Coordinating Officer with respect to this emergency before the issuance of this Executive Order are ratified, and he is directed to continue to execute the State of Florida Comprehensive Emergency Management Plan and other response, recovery, and mitigation plans necessary to cope with this emergency.

Section 3. Except as amended herein, Executive Orders 22-253, 22-255, and 22-256 are ratified and reaffirmed.

Section 4. This Executive Order is effective immediately.



IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 5th day of January, 2023.



RON DESANTIS, GOVERNOR

ATTEST:



SECRETARY OF STATE

FILED
2023 JAN -5 PM 2:39
OFFICE OF THE SECRETARY OF STATE
TALLAHASSEE, FL

STATE OF FLORIDA
OFFICE OF THE GOVERNOR
EXECUTIVE ORDER NUMBER 23-48
(Emergency Management – Extension of Executive Order 22-253 – Hurricane Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253, declaring a state of emergency for thirty-four counties in Florida due to the dangers presented by then-Subtropical Storm Nicole; and

WHEREAS, on November 9, 2022, I issued Executive Order 22-255, which amended Executive Order 22-253 by adding coastal and inland counties in Central and North Florida to the state of emergency; and

WHEREAS, on November 10, 2022, I issued Executive Order 22-256, which amended Executive Order 22-253 to declare a state of emergency for the entire State of Florida; and

WHEREAS, on the morning of November 10, 2022, Hurricane Nicole made landfall near Vero Beach, Florida as a category 1 Hurricane with sustained winds of approximately 75 miles per hour, traveled across the peninsula, exited partially into the Gulf of Mexico before making a second landfall as a Tropical Storm in the Florida Big Bend; and

WHEREAS, the affected areas, some of which were severely impacted by Hurricane Ian just weeks before, are still recovering from Hurricane Nicole's strong winds, storm surge, flooding, and heavy rainfall; and

WHEREAS, Executive Order 22-253, as subsequently extended by Executive Order 23-02, expires on March 6, 2023, unless extended; and

WHEREAS, an extension of Executive Order 22-253 is necessary because recovery efforts and those affected by this disaster require the continued support of the State of Florida.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. The state of emergency and all provisions of Executive Order 22-253, as amended, are renewed for sixty (60) days following the date of this Executive Order.

Section 2. Except as amended herein, Executive Orders 22-253, 22-255, and 22-256 are ratified and reaffirmed.

Section 3. This Executive Order is effective immediately.



IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 3rd day of March, 2023.



RON DESANTIS, GOVERNOR

ATTEST:



SECRETARY OF STATE

2023 MAR 3 PM 1:34
STATE
CL

STATE OF FLORIDA

OFFICE OF THE GOVERNOR

EXECUTIVE ORDER NUMBER 23-87

(Emergency Management – Extension of Executive Order 22-253 – Hurricane Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253, declaring a state of emergency for thirty-four counties in Florida due to the dangers presented by then-Subtropical Storm Nicole; and

WHEREAS, on November 9, 2022, I issued Executive Order 22-255, which amended Executive Order 22-253 by adding coastal and inland counties in Central and North Florida to the state of emergency; and

WHEREAS, on November 10, 2022, I issued Executive Order 22-256, which amended Executive Order 22-253 to declare a state of emergency for the entire State of Florida; and

WHEREAS, on the morning of November 10, 2022, Hurricane Nicole made landfall near Vero Beach, Florida as a category 1 Hurricane with sustained winds of approximately 75 miles per hour, traveled across the peninsula, and exited partially into the Gulf of Mexico before making a second landfall as a Tropical Storm in the Florida Big Bend; and

WHEREAS, the affected areas, some of which were severely impacted by Hurricane Ian just weeks before, are still recovering from Hurricane Nicole's strong winds, storm surge, flooding, and heavy rainfall; and

WHEREAS, Executive Order 22-253, as subsequently extended by Executive Order 23-48, expires on May 2, 2023, unless extended; and

WHEREAS, an extension of Executive Order 22-253 is necessary because recovery efforts and those affected by this disaster require the continued support of the State of Florida.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the

authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. The state of emergency and all provisions of Executive Order 22-253, as amended by Executive Orders 22-255 and 22-256 and subsequently extended by Executive Order 23-48, are renewed for sixty (60) days following the date of this Executive Order.

Section 2. Except as amended herein, Executive Orders 22-253, 22-255, and 22-256 are ratified and reaffirmed.

Section 3. This Executive Order is effective immediately.



IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 1st day of May, 2023.


RON DESANTIS, GOVERNOR

ATTEST:


SECRETARY OF STATE

FILED
2023 MAY -1 AM 11:30
DEPARTMENT OF STATE
TALLAHASSEE, FL

STATE OF FLORIDA

OFFICE OF THE GOVERNOR

EXECUTIVE ORDER NUMBER 23-133

(Emergency Management – Extension of Executive Order 22-253 – Hurricane Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253, declaring a state of emergency for thirty-four counties in Florida due to the dangers presented by then-Subtropical Storm Nicole; and

WHEREAS, on November 9, 2022, I issued Executive Order 22-255, which amended Executive Order 22-253 by adding coastal and inland counties in Central and North Florida to the state of emergency; and

WHEREAS, on November 10, 2022, I issued Executive Order 22-256, which amended Executive Order 22-253 to declare a state of emergency for the entire State of Florida; and

WHEREAS, on the morning of November 10, 2022, Hurricane Nicole made landfall near Vero Beach, Florida, as a category 1 Hurricane with sustained winds of approximately 75 miles per hour, traveled across the peninsula, and exited partially into the Gulf of Mexico before it made a second landfall as a Tropical Storm in the Florida Big Bend; and

WHEREAS, the affected areas, some of which were severely impacted by Hurricane Ian just weeks before, are still recovering from Hurricane Nicole's strong winds, storm surge, flooding, and heavy rainfall; and

WHEREAS, Executive Order 22-253, as subsequently extended by Executive Order 23-87, expires on June 30, 2023, unless extended; and

WHEREAS, an extension of Executive Order 22-253 is necessary because recovery efforts and those affected by this disaster require the continued support of the State of Florida.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the

authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. The state of emergency and all provisions of Executive Order 22-253, as amended by Executive Orders 22-255 and 22-256 and subsequently extended by Executive Order 23-87, are renewed for sixty (60) days following the date of this Executive Order.

Section 2. Except as amended herein, Executive Orders 22-253, 22-255, and 22-256 are ratified and reaffirmed.

Section 3. This Executive Order is effective immediately.



IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 29th day of June, 2023.



RON DESANTIS, GOVERNOR

ATTEST:



SECRETARY OF STATE

FILED
2023 JUN 29 PM 3:45
DEPARTMENT OF STATE
TALLAHASSEE, FL

STATE OF FLORIDA

OFFICE OF THE GOVERNOR

EXECUTIVE ORDER NUMBER 23-170

(Emergency Management – Extension of Executive Order 22-253 – Hurricane Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253, declaring a state of emergency for thirty-four counties in Florida due to the dangers presented by then-Subtropical Storm Nicole; and

WHEREAS, on November 9, 2022, I issued Executive Order 22-255, which amended Executive Order 22-253 by adding coastal and inland counties in Central and North Florida to the state of emergency; and

WHEREAS, on November 10, 2022, I issued Executive Order 22-256, which amended Executive Order 22-253 to declare a state of emergency for the entire State of Florida; and

WHEREAS, on the morning of November 10, 2022, Hurricane Nicole made landfall near Vero Beach, Florida, as a category 1 Hurricane with sustained winds of approximately 75 miles per hour, traveled across the peninsula, and exited partially into the Gulf of Mexico before it made a second landfall as a Tropical Storm in the Florida Big Bend; and

WHEREAS, the affected areas, some of which were severely impacted by Hurricane Ian just weeks before, are still recovering from Hurricane Nicole's strong winds, storm surge, flooding, and heavy rainfall; and

WHEREAS, Executive Order 22-253, as subsequently extended by Executive Order 23-133, expires on August 28, 2023, unless extended; and

WHEREAS, an extension of Executive Order 22-253 is necessary because recovery efforts and those affected by this disaster require the continued support of the State of Florida.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the

authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. The state of emergency and all provisions of Executive Order 22-253, as amended by Executive Orders 22-255 and 22-256 and subsequently extended by Executive Order 23-133, are renewed for sixty (60) days following the date of this Executive Order.

Section 2. Except as amended herein, Executive Orders 22-253, 22-255, and 22-256 are ratified and reaffirmed.

Section 3. This Executive Order is effective immediately.



IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 25th day of August, 2023.



RON DESANTIS, GOVERNOR

ATTEST:



SECRETARY OF STATE

STATE OF FLORIDA

OFFICE OF THE GOVERNOR

EXECUTIVE ORDER NUMBER 23-211

(Emergency Management – Extension of Executive Order 22-253 – Hurricane Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253, declaring a state of emergency for thirty-four counties in Florida due to the dangers presented by then-Subtropical Storm Nicole; and

WHEREAS, on November 9, 2022, I issued Executive Order 22-255, which amended Executive Order 22-253 by adding coastal and inland counties in Central and North Florida to the state of emergency; and

WHEREAS, on November 10, 2022, I issued Executive Order 22-256, which amended Executive Order 22-253 to declare a state of emergency for the entire State of Florida; and

WHEREAS, on the morning of November 10, 2022, Hurricane Nicole made landfall near Vero Beach, Florida, as a category 1 Hurricane with sustained winds of approximately 75 miles per hour, traveled across the peninsula, and exited partially into the Gulf of Mexico before it made a second landfall as a Tropical Storm in the Florida Big Bend; and

WHEREAS, the affected areas, some of which were severely impacted by Hurricane Ian just weeks before, are still recovering from Hurricane Nicole's strong winds, storm surge, flooding, and heavy rainfall; and

WHEREAS, Executive Order 22-253, as subsequently extended by Executive Order 23-170, expires on October 24, 2023, unless extended; and

WHEREAS, an extension of Executive Order 22-253 is necessary because recovery efforts and those affected by this disaster require the continued support of the State of Florida.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the

authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. Bay County is removed from the state of emergency declared in Executive Order 22-253, as amended by Executive Orders 22-255 and 22-256 and subsequently extended by Executive Order 23-170.

Section 2. Notwithstanding the above amendment, the state of emergency and all provisions of Executive Order 22-253, as amended by Executive Orders 22-255 and 22-256 and subsequently extended by Executive Order 23-170, are renewed for sixty (60) days following the date of this Executive Order.

Section 3. Except as amended herein, Executive Orders 22-253, 22-255, and 22-256 are ratified and reaffirmed.

Section 4. This Executive Order is effective immediately.



IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 23rd day of October, 2023.



RON DESANTIS, GOVERNOR

ATTEST:



SECRETARY OF STATE

FILED
2023 OCT 23 PM 3:16
DEPARTMENT OF STATE
TALLAHASSEE, FL

STATE OF FLORIDA

OFFICE OF THE GOVERNOR

EXECUTIVE ORDER NUMBER 23-243

(Emergency Management – Extension of Executive Order 22-253 – Hurricane Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253, declaring a state of emergency for thirty-four counties in Florida due to the dangers presented by then-Subtropical Storm Nicole; and

WHEREAS, on November 9, 2022, I issued Executive Order 22-255, which amended Executive Order 22-253 by adding coastal and inland counties in Central and North Florida to the state of emergency; and

WHEREAS, on November 10, 2022, I issued Executive Order 22-256, which amended Executive Order 22-253 to declare a state of emergency for the entire State of Florida; and

WHEREAS, on the morning of November 10, 2022, Hurricane Nicole made landfall near Vero Beach, Florida, as a category 1 Hurricane with sustained winds of approximately 75 miles per hour, traveled across the peninsula, and exited partially into the Gulf of Mexico before it made a second landfall as a Tropical Storm in the Florida Big Bend; and

WHEREAS, Executive Order 22-253, as amended by Executive Orders 22-255, 22-256, and 23-211, expires on December 22, 2023, unless extended; and

WHEREAS, an extension of Executive Order 22-253 is necessary because recovery efforts and those affected by this disaster require the continued support of the State of Florida.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. The state of emergency and all provisions of Executive Order 22-253, as amended by Executive Orders 22-255, 22-256, and 23-211, are renewed for sixty (60) days following the expiration of Executive Order 23-211.

Section 2. Except as amended herein, Executive Orders 22-253, 22-255, 22-256, and 23-211 are ratified and reaffirmed.

Section 3. This Executive Order is effective upon the expiration of Executive Order 23-211.



IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 19th day of December, 2023.



RON DESANTIS, GOVERNOR

ATTEST:



SECRETARY OF STATE

FILED
2023 DEC 19 PM 12:14
DEPARTMENT OF STATE
TALLAHASSEE, FL

STATE OF FLORIDA

OFFICE OF THE GOVERNOR

EXECUTIVE ORDER NUMBER 24-32

(Emergency Management – Extension of Executive Order 22-253 – Hurricane Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253, declaring a state of emergency for thirty-four counties in Florida due to the dangers presented by then-Subtropical Storm Nicole; and

WHEREAS, on November 9, 2022, I issued Executive Order 22-255, which amended Executive Order 22-253 by adding coastal and inland counties in Central and North Florida to the state of emergency; and

WHEREAS, on November 10, 2022, I issued Executive Order 22-256, which amended Executive Order 22-253 to declare a state of emergency for the entire State of Florida; and

WHEREAS, on the morning of November 10, 2022, Hurricane Nicole made landfall near Vero Beach, Florida, as a category 1 Hurricane with sustained winds of approximately 75 miles per hour, traveled across the peninsula, and exited partially into the Gulf of Mexico before it made a second landfall as a Tropical Storm in the Florida Big Bend; and

WHEREAS, Executive Order 22-253, as amended and subsequently extended, expires on February 20, 2024, unless extended; and

WHEREAS, an extension of Executive Order 22-253 is necessary because recovery efforts and those affected by this disaster require the continued support of the State of Florida.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. The state of emergency and all provisions of Executive Order 22-253, as amended, are renewed for sixty (60) days following the date of this Executive Order.

Section 2. Except as amended herein, Executive Orders 22-253, 22-255, 22-256, and 23-211 are ratified and reaffirmed.

Section 3. This Executive Order is effective immediately.



IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 19th day of February, 2024.



RON DESANTIS, GOVERNOR

ATTEST:



SECRETARY OF STATE

FILED
2024 FEB 19 AM 11:21
CLERK OF STATE
TALLAHASSEE, FL

STATE OF FLORIDA

OFFICE OF THE GOVERNOR

EXECUTIVE ORDER NUMBER 24-72

(Emergency Management – Extension of Executive Order 22-253 – Hurricane Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253, declaring a state of emergency for thirty-four counties in Florida due to the dangers presented by then-Subtropical Storm Nicole; and

WHEREAS, on November 9, 2022, I issued Executive Order 22-255, which amended Executive Order 22-253 by adding coastal and inland counties in Central and North Florida to the state of emergency; and

WHEREAS, on November 10, 2022, I issued Executive Order 22-256, which amended Executive Order 22-253 to declare a state of emergency for the entire State of Florida; and

WHEREAS, on the morning of November 10, 2022, Hurricane Nicole made landfall near Vero Beach, Florida, as a category 1 Hurricane with sustained winds of approximately 75 miles per hour, traveled across the peninsula, and exited partially into the Gulf of Mexico before it made a second landfall as a Tropical Storm in the Florida Big Bend; and

WHEREAS, Executive Order 22-253, as amended and subsequently extended, expires on April 19, 2024, unless extended; and

WHEREAS, an extension of Executive Order 22-253 is necessary because recovery efforts and those affected by this disaster require the continued support of the State of Florida.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. The state of emergency and all provisions of Executive Order 22-253, as amended, are renewed for sixty (60) days following the date of this Executive Order.

Section 2. Except as amended herein, Executive Orders 22-253, 22-255, 22-256, and 23-211 are ratified and reaffirmed.

Section 3. This Executive Order is effective immediately and shall expire sixty (60) days from the date of execution.



IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 18th day of April, 2024.



RON DESANTIS, GOVERNOR

ATTEST:



SECRETARY OF STATE

FILED
2024 APR 18 AM 10:43
DEPARTMENT OF STATE
TALLAHASSEE, FL

STATE OF FLORIDA

OFFICE OF THE GOVERNOR

EXECUTIVE ORDER NUMBER 24-116

(Emergency Management – Extension of Executive Order 22-253 – Hurricane Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253, declaring a state of emergency for thirty-four counties in Florida due to the dangers presented by then-Subtropical Storm Nicole; and

WHEREAS, on November 9, 2022, I issued Executive Order 22-255, which amended Executive Order 22-253 by adding coastal and inland counties in Central and North Florida to the state of emergency; and

WHEREAS, on November 10, 2022, I issued Executive Order 22-256, which amended Executive Order 22-253 to declare a state of emergency for the entire State of Florida; and

WHEREAS, on the morning of November 10, 2022, Hurricane Nicole made landfall near Vero Beach, Florida, as a category 1 Hurricane with sustained winds of approximately 75 miles per hour, traveled across the peninsula, and exited partially into the Gulf of Mexico before it made a second landfall as a Tropical Storm in the Florida Big Bend; and

WHEREAS, Executive Order 22-253, as amended and subsequently extended, expires on June 17, 2024, unless extended; and

WHEREAS, an extension of Executive Order 22-253 is necessary because recovery efforts and those affected by this disaster require the continued support of the State of Florida.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. The state of emergency and all provisions of Executive Order 22-253, as amended, are renewed for sixty (60) days following the date of this Executive Order.

Section 2. Except as amended herein, Executive Orders 22-253, 22-255, 22-256, and 23-211 are ratified and reaffirmed.

Section 3. This Executive Order is effective immediately and shall expire sixty (60) days from the date of execution.



IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 14th day of June, 2024.



RON DESANTIS, GOVERNOR

ATTEST:



SECRETARY OF STATE

DEPARTMENT OF STATE
TALLAHASSEE, FL

2024 JUN 14 AM 10:20

FILED

STATE OF FLORIDA

OFFICE OF THE GOVERNOR EXECUTIVE ORDER NUMBER 22-253 (Emergency Management –Subtropical Storm Nicole)

WHEREAS, as of 4:00 AM EST on November 7, 2022, Subtropical Storm Nicole was located 555 miles East of Nassau, Bahamas with maximum sustained winds of 45 miles per hour; and

WHEREAS, the National Hurricane Center predicts Subtropical Storm Nicole will impact Florida's East Coast and could affect portions of the previously impacted area still recovering from Hurricane Ian; and

WHEREAS, there is a risk of dangerous storm surge, heavy rainfall, flash flooding, strong winds, hazardous seas, beach erosion, and the potential for isolated tornadic activity for Florida's Peninsula; and

WHEREAS, the threat posed by Subtropical Storm Nicole requires that timely precautions are taken to protect the communities, critical infrastructure, and general welfare of Florida; and

WHEREAS, as Governor, I am responsible to meet the dangers presented to Florida and its people by this emergency.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. Because of the foregoing conditions, which are projected to constitute a major disaster, I declare that a state of emergency exists in Brevard, Broward, Charlotte, Citrus, Clay, Collier, DeSoto, Duval, Flagler, Glades, Hardee, Hendry, Highlands, Hillsborough, Indian River,

Lake, Lee, Manatee, Martin, Miami-Dade, Nassau, Okeechobee, Orange, Osceola, Palm Beach, Pasco, Polk, Putnam, Sarasota, Seminole, St. Johns, St. Lucie, Sumter, and Volusia Counties.

Section 2. I designate the Director of the Division of Emergency Management as the State Coordinating Officer for the duration of this emergency and direct him to execute the State's Comprehensive Emergency Management Plan and other response, recovery, and mitigation plans necessary to cope with the emergency. Pursuant to section 252.36(1)(a), Florida Statutes, I delegate to the State Coordinating Officer the authority to exercise those powers delineated in sections 252.36(6)-(12), Florida Statutes, which he shall exercise as needed to meet this emergency, subject to the limitations of section 252.33, Florida Statutes. In exercising the powers delegated by this Executive Order, the State Coordinating Officer shall confer with the Governor to the fullest extent practicable. The State Coordinating Officer shall also have the authority to:

A. Invoke and administer the Emergency Management Assistance Compact ("EMAC") (sections 252.921-252.9335, Florida Statutes) and other compacts and agreements existing between the State of Florida and other states, and the further authority to coordinate the allocation of resources from such other states that are made available to Florida under such compacts and agreements so as to best meet this emergency.

B. Seek direct assistance and enter into agreements with any and all agencies of the federal government as may be needed to meet this emergency.

C. Direct all state, regional, and local governmental agencies, including law enforcement agencies, to identify personnel needed from those agencies to assist in meeting the response, recovery, and mitigation needs created by this emergency, and to place all such personnel under the direct command and coordination of the State Coordinating Officer to meet this emergency.

D. Direct the actions of any state agency as necessary to implement the Federal Emergency Management Agency's National Disaster Recovery Framework.

E. Designate Deputy State Coordinating Officers and Deputy State Disaster Recovery Coordinators, as necessary.

F. Suspend the effect of any statute, rule, or order that would in any way prevent, hinder, or delay any mitigation, response, or recovery action necessary to cope with this emergency. In accordance with section 252.3611(1), Florida Statutes, any such order, declaration, or other action shall specify each statute or rule being amended or waived, if applicable, and the expiration date for the order or action.

G. Enter orders as may be needed to implement any of the foregoing powers. The requirements of sections 252.46(1)-(2) and 120.54(4), Florida Statutes, do not apply to any such orders issued by the State Coordinating Officer. No such order shall remain in effect beyond the expiration of this Executive Order, including any extension thereof.

Section 3. I order the Adjutant General to activate the Florida National Guard, as needed, to deal with this emergency.

Section 4. I find that the special duties and responsibilities resting upon some state, regional, and local agencies and other governmental bodies in responding to this emergency may require them to suspend or waive certain statutes, rules, ordinances, and orders they administer. Therefore, I issue the following authorizations:

A. Pursuant to section 252.36(6)(a), Florida Statutes, the Executive Office of the Governor may suspend all statutes and rules affecting budgeting to the extent necessary to provide budget authority for state agencies to cope with this emergency. The requirements of sections 252.46(1)-(2) and 120.54(4), Florida Statutes, do not apply to any such suspension issued by the

Executive Office of the Governor. No such suspension shall remain in effect beyond the expiration of this Executive Order, including any extension thereof.

B. Each state agency may suspend the provisions of any regulatory statute prescribing the procedures for conduct of state business or the orders or rules of that agency, if strict compliance with the provisions of any such statute, order, or rule would in any way prevent, hinder, or delay necessary action in coping with the emergency. This includes, but is not limited to, the authority to suspend any and all statutes, rules, ordinances, or orders which affect leasing, printing, purchasing, travel, and the condition of employment and the compensation of employees. In accordance with section 252.3611(1), Florida Statutes, any agency order, declaration, or other action suspending a statute or rule shall specify each statute or rule being amended or waived, if applicable, and the expiration date for the order or action. The requirements of sections 252.46(1)-(2) and 120.54(4), Florida Statutes, shall not apply to any such suspension issued by a state agency. No such suspension shall remain in effect beyond the expiration of this Executive Order, including any extension thereof.

C. In accordance with section 252.38(3), Florida Statutes, each political subdivision within the State of Florida may waive the procedures and formalities otherwise required of the political subdivision by law pertaining to:

- 1) Performance of public work and taking whatever prudent action is necessary to ensure the health, safety, and welfare of the community;
- 2) Following local procurement and contracting policies;
- 3) Entering into contracts; however, political subdivisions are cautioned against entering into time and materials contracts without a ceiling as defined by 2 CFR 200.318(j) or cost plus a percentage of cost contracts prohibited by 2 CFR 200.324(d);
- 4) Incurring obligations;

- 5) Employment of permanent and temporary workers;
- 6) Utilization of volunteer workers;
- 7) Rental of equipment;
- 8) Acquisition and distribution, with or without compensation, of supplies, materials, and facilities; and
- 9) Appropriation and expenditure of public funds.

D. All agencies whose employees are certified as disaster service volunteers within the meaning of section 110.120(2)(d), Florida Statutes, may, in accordance with section 110.120(3), Florida Statutes, release any such employees for such service as requested by the employee to meet this emergency.

E. The Secretary of the Florida Department of Transportation (DOT) may:

- 1) Waive the collection of tolls and other fees and charges for the use of the Turnpike and other public highways, to the extent such waiver may be needed to provide emergency assistance or facilitate the evacuation of the affected counties;
- 2) Manage the flow of traffic or close any and all roads, highways, and portions of highways as may be needed for the safe and efficient transportation of evacuees to those counties that the State Coordinating Officer may designate as destination counties for evacuees in this emergency;
- 3) Suspend enforcement of the registration requirements pursuant to section 316.545(4), Florida Statutes, for commercial motor vehicles that enter Florida to provide emergency services or supplies, to transport emergency equipment, supplies or personnel, or to transport FEMA mobile homes or office style mobile homes into or from Florida;

4) Waive by special permit the warning signal requirements in the Utility Accommodations Manual to accommodate public utility companies from other jurisdictions which render assistance in restoring vital services; and

5) Waive the size and weight restrictions for divisible loads on any vehicles transporting emergency equipment, services, supplies, and agricultural commodities and citrus as recommended by the Commissioner of Agriculture, allowing the establishment of alternate size and weight restrictions for all such vehicles for the duration of the emergency. The DOT shall issue permits and such vehicles shall be subject to such special conditions as the DOT may endorse on any such permits.

Nothing in this Executive Order shall be construed to allow any vehicle to exceed weight limits posted for bridges and like structures, or relieve any vehicle or the carrier, owner, or driver of any vehicle from compliance with any restrictions other than those specified in this Executive Order, or from any statute, rule, order, or other legal requirement not specifically waived or suspended herein or by supplemental order by the State Coordinating Officer.

F. The Executive Director of the Department of Highway Safety and Motor Vehicles (DHSMV) may:

1) Suspend enforcement of the registration requirements pursuant to sections 316.545(4) and 320.0715, Florida Statutes, for commercial motor vehicles that enter Florida to provide emergency services or supplies, to transport emergency equipment, supplies or personnel, or to transport FEMA mobile homes or office style mobile homes into or from Florida;

2) Waive the hours-of-service requirements for such vehicles;

3) Suspend the enforcement of the licensing and registration requirements under the International Fuel Tax Agreement (IFTA) pursuant to chapter 207, Florida Statutes, and the International Registration Plan (IRP) pursuant to section 320.0715, Florida Statutes, for motor

carriers or drivers operating commercial motor vehicles that are properly registered in other jurisdictions and that are participating in emergency relief efforts through the transportation of equipment and supplies or providing other assistance in the form of emergency services;

4) Waive fees for duplicate or replacement vessel registration certificates, vessel title certificates, vehicle license plates, vehicle registration certificates, vehicle tag certificates, vehicle title certificates, handicapped parking permits, replacement drivers' licenses, and replacement identification cards and to waive the additional fees for the late renewal of or application for such licenses, certificates, and documents due to the effects of adverse weather conditions; and

5) Defer administrative actions and waive fees imposed by law for the late renewal or application for the above licenses, certificates, and documents, which were delayed due to the effects of adverse weather conditions, including in counties wherein the DHSMV has closed offices, or any office of the County Tax Collector that acts on behalf of the DHSMV to process renewals has closed offices due to adverse weather conditions.

Recordkeeping and other applicable requirements for existing IFTA and IRP licensees and registrants are not affected by this Executive Order. The DHSMV shall promptly notify the State Coordinating Officer when the waiver is no longer necessary.

G. In accordance with section 465.0275(2), Florida Statutes, pharmacists may dispense up to a 30-day emergency prescription refill of maintenance medication to persons who reside in an area or county covered under this Executive Order and to emergency personnel who have been activated by their state or local agency but who do not reside in an area or county covered by this Executive Order. In accordance with section 465.019(4)(b), Florida Statutes, a hospital that operates a Class II or Class III institutional pharmacy located in an area or county covered

under this Executive Order may prescribe and dispense a supply of a medicinal drug lasting up to 72 hours.

H. All state agencies responsible for the use of state buildings and facilities may close such buildings and facilities in those portions of the State affected by this emergency, to the extent necessary to meet this emergency. I direct each state agency to report the closure of any state building or facility to the WebEOC system utilized by the Division of Emergency Management. Under the authority contained in section 252.36, Florida Statutes, I direct each county to report the closure of any building or facility operated or maintained by the county or any political subdivision on a daily basis to the WebEOC system. Furthermore, I direct the Secretary of the Department of Management Services to:

- 1) Maintain an accurate and up-to-date list of all such closures; and
- 2) Provide that list daily to the State Coordinating Officer.

I. All state agencies may abrogate the time requirements, notice requirements, and deadlines for final action on applications for permits, licenses, rates, and other approvals under any statutes or rules under which such applications are deemed to be approved unless disapproved in writing by specified deadlines. All such time requirements that have not yet expired as of the date of this Executive Order are suspended and tolled to the extent necessary to meet this emergency.

J. All agencies shall implement Selected Exempt Services (SES) Extraordinary Payment Plans and Career Service Regular Compensatory Leave Payment Plans for:

- 1) All essential agency personnel who are required to work extraordinary hours when state-owned or state-operated facilities are closed in response to an emergency condition. Employees who are eligible to receive extraordinary pay under the agency's activated plan shall accrue special compensatory leave credits for work performed during facility closures

up to the number of hours in the employee's established workday. For these employees, any additional time worked beyond the employee's established workday during facility closures will result in extraordinary pay;

2) All agency personnel who are assigned to the State Emergency Operations Center and are required to work extraordinary hours; and

3) All agency personnel who are deployed throughout the state in response to an emergency condition and are required to work extraordinary hours.

K. All state agencies may waive the forty-day time limit to issue a warrant pursuant to section 215.422(3)(a)-(b), Florida Statutes. This waiver applies to invoices and reimbursement requests arising from this emergency that were received, inspected, and approved by the agency prior to the expiration of this Executive Order, including any extension thereof. This waiver of section 215.422(3)(a)-(b), Florida Statutes, and all waivers based upon this waiver shall expire upon the expiration of this Executive Order, including any extension thereof.

L. The provisions of section 934.50, Florida Statutes, excluding subsection (4), are waived for state and local agencies conducting emergency operations arising from the state of emergency for the limited purpose of capturing aerial evidence concerning the amount of damage sustained to private and public property; to assist in search, rescue, and recovery activities; and prevent imminent danger to life or serious damage to property.

Section 5. All public facilities, including elementary and secondary schools, community colleges, state universities, and other facilities owned or leased by the state, regional or local governments that are suitable for use as public shelters shall be made available at the request of the local emergency management agencies to ensure the proper reception and care of all evacuees. Under the authority contained in section 252.36, Florida Statutes, I direct the Superintendent of each public school district in the State of Florida to report the closure of any school within its

district to the Commissioner of the Florida Department of Education. Furthermore, I direct the Commissioner of the Department of Education to:

- A. Maintain an accurate and up-to-date list of all such closures; and
- B. Provide that list daily to the State Coordinating Officer.

Section 6. I find that the demands placed upon funds specifically appropriated to state and local agencies for disaster relief or response are unreasonably great and that such funds may be inadequate to pay the costs of coping with this emergency. In accordance with section 252.37(2)(b), Florida Statutes, I direct that sufficient funds be made available, as needed, by transferring and expending moneys from the Emergency Preparedness and Response Fund created under section 252.3711, Florida Statutes.

In accordance with section 252.37(2)(a), Florida Statutes, state agencies responding to this emergency must first spend funds specifically appropriated for disaster relief or response. If no specifically appropriated funds exist, or if funds specifically appropriated are exhausted, state agencies are authorized to spend funds from the Emergency Preparedness and Response Fund through the procedures outlined in Memorandum No. 22-046, Emergency Preparedness and Response.

Section 7. All state agencies entering emergency orders, emergency rules, or other emergency actions in response to this emergency shall advise the State Coordinating Officer contemporaneously or as soon as practicable thereafter, and, pursuant to section 252.36(3)(b), Florida Statutes, shall submit the order or declaration to the Division of Administrative Hearings within five days of issuance.

Section 8. Medical professionals and workers, social workers, and counselors with good and valid professional licenses issued by states other than the State of Florida may render such services in Florida during this emergency for persons affected by this emergency with the

condition that such services be rendered to such persons free of charge, and with the further condition that such services be rendered under the auspices of the American Red Cross or the Florida Department of Health.

Section 9. Pursuant to section 501.160, Florida Statutes, it is unlawful and a violation of section 501.204, Florida Statutes, for a person to rent or sell or offer to rent or sell at an unconscionable price within the area for which the state of emergency is declared, any essential commodity including, but not limited to, supplies, services, provisions, or equipment that is necessary for consumption or use as a direct result of the emergency.

Section 10. Under the authority contained in sections 252.36(6)(a), (g), and (m), Florida Statutes, I direct that, for the purposes of this emergency, the term “essentials”, as defined by section 252.359(2), Florida Statutes, shall be the same as and no more expansive than the term “commodity”, as defined by section 501.160(1)(a), Florida Statutes (hereinafter referred to collectively or alternatively as “essential commodities”). Accordingly, any person who delivers essential commodities to a location in the area(s) declared to be under a state of emergency by this Executive Order, and when necessary to ensure that those commodities are made available to the public, may travel within evacuated areas and exceed curfews, provided the State Coordinating Officer determines, after consultation with the appropriate Emergency Support Function(s), that:

- A. Law enforcement officials in the declared area(s) can provide adequate security to protect the essential commodities from theft;
- B. The weight of a delivery vehicle will not jeopardize the structural integrity of any roadway or bridge located within the declared area;
- C. Delivery vehicles will not negatively impact evacuation activities in the declared area(s); and

D. Delivery vehicles will not negatively impact any response or recovery activities occurring within the declared area(s).

After consulting with the appropriate Emergency Support Function(s), and after consulting with local officials, the State Coordinating Officer may dictate the routes of ingress, egress, and movement within the declared area(s) that drivers must follow when delivering essential commodities.

Provided he or she is actually delivering medications, any person authorized to deliver medications under chapter 893, Florida Statutes, qualifies as a person delivering essential commodities.

In order to qualify as a person delivering essential commodities under this section, a person must be in the process of delivering essential commodities only. If an individual is transporting both essential and non-essential commodities, then this section shall not provide any authorization for that individual to enter into or move within the declared area(s).

Section 11. Consistent with Executive Order 80-29, nothing in this Executive Order shall prevent local jurisdictions in any area not declared to be under a state of emergency by this Executive Order from taking prompt and necessary action to save lives and protect the property of their citizens, including the authority to compel and direct timely evacuation when necessary.

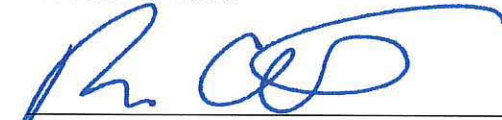
Section 12. I authorize the Florida Housing Finance Corporation to distribute funds pursuant to section 420.9073, Florida Statutes, to any county, municipality, or other political subdivision located within the area(s) declared to be under a state of emergency by this Executive Order. The authority of the Florida Housing Finance Corporation to distribute funds in connection with this emergency shall expire six months after the expiration of this Executive Order, including any extension thereof.

Section 13. All actions taken by the Director of the Division of Emergency Management with respect to this emergency before the issuance of this Executive Order are ratified.

Section 14. This Executive Order is effective immediately and shall expire sixty (60) days from this date unless extended.



IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 7th day of November 2022.



RON DESANTIS, GOVERNOR

ATTEST:



SECRETARY OF STATE

FILED
2022 NOV -7 AM 11:09
DEPARTMENT OF STATE
TALLAHASSEE, FL

City of
Wildwood,
Florida



wildwood-fl.gov
Area Code: 352
ZIP Code: 34785

CITY HALL

100 N. Main Street
330-1330 Phone
330-1338 Fax

CITY MANAGER
Extension 109

CITY CLERK/FINANCE
Extension 100

HUMAN RESOURCES
Extension 103
330-1339 Fax

CUSTOMER SERVICE
(Utility Accounts/TDD)
Extension 130

BUILDING SERVICES
Code/Inspections/Permits
Extension 131
330-1334 Fax

DEVELOPMENT SERVICES
Planning/Zoning/Concurrency
Extension 118
330-1334 Fax

LIBRARY
310 Palmer Drive
748-1158

COMMUNITY CENTER
6500 County Road 139
Reservations
330-1330 Ext 108

POLICE
100 E. Huey Street
330-1355
330-1358 Fax

ANIMAL CONTROL
WOOD WASTE
601 W. Gulf-Atlantic Hwy.
330-1345

REFUSE / STREETS
410 Grey Street
330-1343
330-1353 Fax

WASTEWATER
1290 Industrial Drive
330-1349
330-1350 Fax

WATER
801 E. Huey Street
330-1346
330-1347 Fax

PARKS & RECREATION
6500 County Road 139
303-8446

August 08, 2023

RE: Oxford Village RV Resort Site Plan Approval Extension
Wildwood City Commission meeting on July 10, 2023.

Dear Mr. Jennings,

This letter is to confirm that at their regularly scheduled meeting of July 10, 2023, the Wildwood City Commission approved your request for a 1-year extension of the Oxford Village RV Resort Site Plan, our file number SP 2201-002, per your request dated June 20, 2023.

Please note that the current expiration date has been extended from August 08, 2023 to August 08, 2024.

If we can be of further assistance, please contact our office.

Sincerely,



Angelica Colon

Development Services Dept, Office Manager
City of Wildwood
100 N Main Street
Wildwood FL 34785
Ph: 352-330-1334
www.wildwood-fl.gov

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: Setting the FY25 Millage Rate

REQUESTED ACTION: Commission to discuss and set tentative millage rate.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT: Sets the amount of Tax Revenue available for operating expenses in FY25.

HISTORY/FACTS/ISSUES:

The DR-420 will be submitted to the County Property Appraiser through the E-TRIM system prior to August 4th. The DR-420 indicates the proposed millage rate for the next fiscal year. As discussed in the first budget workshop on July 15th, the preliminary budget for FY25 was drafted assuming a millage rate of 2.8287, the current tax rate for FY24. The rolled-back rate for FY25 is 2.6499, which would generate \$1.232M less in ad valorem revenue (see rows 24 and 25 on the attached DR-420 form). Following discussion by the Commission, the approved millage rate will be inserted into row 17 of this form. The approved rate will be sent to property owners via their TRIM notice. After the submittal of the DR-420, the millage rate can be lowered by action of the Commission, but it cannot be raised above the rate stated in the DR-420. Row 27 of the DR-420 shows that the proposed millage rate is 6.75% higher than the rolled-back rate and would be advertised as a property tax increase.



Reset Form

Print Form

CERTIFICATION OF TAXABLE VALUEDR-420
R. 5/12
Rule 12D-16.002
Florida Administrative Code
Effective 11/12

Year : 2024	County : Sumter
Principal Authority : City of Wildwood	Taxing Authority : City of Wildwood - Operating

SECTION I : COMPLETED BY PROPERTY APPRAISER

1.	Current year taxable value of real property for operating purposes	\$	6,477,041,019	(1)
2.	Current year taxable value of personal property for operating purposes	\$	409,163,357	(2)
3.	Current year taxable value of centrally assessed property for operating purposes	\$	4,021,549	(3)
4.	Current year gross taxable value for operating purposes <i>(Line 1 plus Line 2 plus Line 3)</i>	\$	6,890,225,925	(4)
5.	Current year net new taxable value (Add new construction, additions, rehabilitative improvements increasing assessed value by at least 100%, annexations, and tangible personal property value over 115% of the previous year's value. Subtract deletions.)	\$	438,003,808	(5)
6.	Current year adjusted taxable value <i>(Line 4 minus Line 5)</i>	\$	6,452,222,117	(6)
7.	Prior year FINAL gross taxable value from prior year applicable Form DR-403 series	\$	6,038,604,836	(7)
8.	Does the taxing authority include tax increment financing areas? If yes, enter number of worksheets (DR-420TIF) attached. If none, enter 0	☒ YES ☐ NO	Number 2	(8)
9.	Does the taxing authority levy a voted debt service millage or a millage voted for 2 years or less under s. 9(b), Article VII, State Constitution? If yes, enter the number of DR-420DEBT, <i>Certification of Voted Debt Millage</i> forms attached. If none, enter 0	☐ YES ☒ NO	Number 0	(9)
SIGN HERE	Property Appraiser Certification	I certify the taxable values above are correct to the best of my knowledge.		
	Signature of Property Appraiser: Electronically Certified by Property Appraiser		Date : 6/26/2024 4:05:34 PM	

SECTION II : COMPLETED BY TAXING AUTHORITY

If this portion of the form is not completed in FULL your taxing authority will be denied TRIM certification and possibly lose its millage levy privilege for the tax year. If any line is not applicable, enter -0-.				
10.	Prior year operating millage levy <i>(If prior year millage was adjusted then use adjusted millage from Form DR-422)</i>	2.8287	per \$1,000	(10)
11.	Prior year ad valorem proceeds <i>(Line 7 multiplied by Line 10, divided by 1,000)</i>	\$	17,081,401	(11)
12.	Amount, if any, paid or applied in prior year as a consequence of an obligation measured by a dedicated increment value <i>(Sum of either Lines 6c or Line 7a for all DR-420TIF forms)</i>	\$	215,690	(12)
13.	Adjusted prior year ad valorem proceeds <i>(Line 11 minus Line 12)</i>	\$	16,865,711	(13)
14.	Dedicated increment value, if any <i>(Sum of either Line 6b or Line 7e for all DR-420TIF forms)</i>	\$	87,504,849	(14)
15.	Adjusted current year taxable value <i>(Line 6 minus Line 14)</i>	\$	6,364,717,268	(15)
16.	Current year rolled-back rate <i>(Line 13 divided by Line 15, multiplied by 1,000)</i>	2.6499	per \$1000	(16)
17.	Current year proposed operating millage rate	2.8287	per \$1000	(17)
18.	Total taxes to be levied at proposed millage rate <i>(Line 17 multiplied by Line 4, divided by 1,000)</i>	\$	19,490,382	(18)

Continued on page 2

19.	TYPE of principal authority (check one)	☐ County	☐ Independent Special District	(19)
		☒ Municipality	☐ Water Management District	
20.	Applicable taxing authority (check one)	☒ Principal Authority	☐ Dependent Special District	(20)
		☐ MSTU	☐ Water Management District Basin	
21.	Is millage levied in more than one county? (check one)	☐ Yes	☒ No	(21)
DEPENDENT SPECIAL DISTRICTS AND MSTUs			STOP HERE - SIGN AND SUBMIT	
22.	Enter the total adjusted prior year ad valorem proceeds of the principal authority, all dependent special districts, and MSTUs levying a millage. <i>(The sum of Line 13 from all DR-420 forms)</i>	\$	16,865,711	(22)
23.	Current year aggregate rolled-back rate <i>(Line 22 divided by Line 15, multiplied by 1,000)</i>	2.6499	per \$1,000	(23)
24.	Current year aggregate rolled-back taxes <i>(Line 4 multiplied by Line 23, divided by 1,000)</i>	\$	18,258,410	(24)
25.	Enter total of all operating ad valorem taxes proposed to be levied by the principal taxing authority, all dependent districts, and MSTUs, if any. <i>(The sum of Line 18 from all DR-420 forms)</i>	\$	19,490,382	(25)
26.	Current year proposed aggregate millage rate <i>(Line 25 divided by Line 4, multiplied by 1,000)</i>	2.8287	per \$1,000	(26)
27.	Current year proposed rate as a percent change of rolled-back rate <i>(Line 26 divided by Line 23, minus 1, multiplied by 100)</i>		6.7500 %	(27)
First public budget hearing		Date : 9/9/2024	Time : 19:00:00 EST	Place : 100 N Main Street Wildwood 34785
SIGN HERE	Taxing Authority Certification		I certify the millages and rates are correct to the best of my knowledge. The millages comply with the provisions of s. 200.065 and the provisions of either s. 200.071 or s. 200.081, F.S.	
	Signature of Chief Administrative Officer :			Date :
	Title :		Contact Name and Contact Title :	
	Mailing Address :		Physical Address :	
	City, State, Zip :		Phone Number :	Fax Number :

Instructions on page 3

CITY COMMISSION OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY

SUBJECT: Charter Review Committee Reminder

REQUESTED ACTION: For information only.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

City Manager Jason McHugh would like to remind Commissioners to provide names of potential members for a Charter Review Committee.

CITY COMMISSION OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY

SUBJECT: Local Construction Projects Update

REQUESTED ACTION: For Information Only

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Please see the attached update on local infrastructure construction projects.

Local Infrastructure Projects
Construction Update
July 17, 2024

Updates Shown in Red

1. City Water Projects

- a. *CR 209 Water Main - Phase 2&3 and CR 462 Line Relocation*
 - i. Project included in the Developer's Agreement with Twisted Oaks
 - ii. Portion of Phase 3 (Highfield development) will be included in a Developer's Agreement modification with Kolter
 - iii. KHA coordinating with Hughes Brothers to include the water line relocation at the intersection of CR 462 and US 301 due to the new intersection alignment
- b. *Ashley Well and Water Use Permit Modification*
 - i. Well Pump #2 Installation:
 - i. Sawcross - \$277,00
 - ii. Notice to Proceed – October 16, 2023
 - iii. Substantial Completion: January 14, 2024
 - iv. Final Completion: March 17, 2024
 - v. CM approved a change order to add additional days to the contract due to electrical delays
 - vi. Contractor completing punch list items
 - vii. **Pay App. No 2 in the amount of \$50,825 approved at the Jul 8th City Commission meeting**
 - viii. **Project complete -retainage to be release with last Pay App**
- c. *Oxford Water Treatment Plant – Corrosion Inhibitor*
 - i. Water quality improvement to mitigate iron in the system (per KHA Technical Memorandum)
 - ii. Plans complete
 - iii. Coordinating bid schedule with KHA
- d. *Coleman WTP- Iron Filtration and High Service Pump Upgrades*
 - i. Construction Plans for iron filtration, electrical upgrades, and pump upgrades completed
 - ii. Water quality improvement to mitigate iron in the system (per KHA Technical Memorandum)
 - i. **Bids received – Apparent low bidder: SGS \$2,715,700**
 - i. **Commission to consider bid award at the August 12, 2024 meeting**

2. City Wastewater Projects

a. *Water Reclamation Facility*

- i. CPH designing the expansion of the new plant to 8 MGD
- ii. Commission moved to build 4 MGD new plant and maximize the capacity of the existing plant; both will be AWT with a total capacity estimated at 5.5 MGD
 - i. Phase 1 - 60% construction plans received; 90% plans underway
 - i. GMP anticipated in December
 - ii. Phase 2 – 30% constructability review occurred on July 9th; 60% plans due 8/6/2024
 - i. GMP anticipated in February
- iii. Garney Preconstruction Agreement approved at the January 22, 2024 Commission meeting
- iv. City Manager/City Attorney finalized comments on Garney's latest contract revisions (construction agreement); sent to Garney for approval
 - i. Scheduled for Commission consideration on July 22nd; worst case August 12th
 - i. ODP items for Phase 1 and 2 tentatively scheduled for September
- v. Dissolved oxygen issue
 - i. The Commission approved the installation of flat panel, fine bubble aeration (Veola) proposed for the Kruger ditches
 - ii. PO issued for Veola
 - i. Garney to install once contract approved and equipment received – September installation

b. *Oxford Oaks/CR 209 Lift Station*

- i. Approval for additional property from the HOA received
 - i. Working to finalize the easement
- ii. Commission approved CPH design activities
 - i. Design complete
- iii. Commission to consider bidding the project once pilot program test results are presented
- iv. Technical Memorandum from KHA recommends implementation of bioxide chemicals
 - i. To be addressed during FY 25 budget meetings (\$750K yearly cost)

- c. *SR 44 Forcemain and CR 219 Lift Station Improvements*
 - i. Funded by Sumter County BOCC (ARPA funds); awarded to Art Walker Construction
 - ii. NTP issued on 4/1/2024
 - iii. Construction has started
- d. *Osceola Forcemain/St. Claire Lift Station Rehab (Huey Street Reroute)*
 - i. Lift Station upgrades being completed by Staff
 - i. Panels and pumps have been ordered
 - ii. FDEP permit received
 - iii. Generator purchase on the May 13, 2024 City Commission agenda; existing generator to be relocated to Industrial Drive station
 - iv. Pipeline portion (Art Walker) is complete
- e. *Millennium Park Reclaimed Water Line Extension*
 - i. Pump Station design at RIBS site – Design complete
 - i. Invitation to bid – July 22nd
 - ii. Bid opening – September 16th
 - iii. KHA to provide Technical Memorandum on maximum line capacity and alternative outfall locations to increase reuse capacity
 - i. Estimated max – 3.6 MGD
 - ii. KHA to provide OPC
 - ii. Reclaimed line design – 80% complete
 - i. Phase 1 (Millennium Park)
 - i. Complete.
 - ii. Phase 2: St. Claire Street
 - i. DB Civil - \$524,828.60
 - ii. Construction progress -95%
 - iii. Pay App. No. 3 in the amount of \$205,081.06 approved at the June 10th Commission meeting
 - iii. Phase 3: Broken Oak Drive
 - i. Complete.
 - iv. Phase 4: Assembly of God
 - i. Critical easement needed from C-466A to Broken Oak
 - ii. Easement negotiations resumed with Assembly of God church for 15' of western property boundary
 - v. Phase 5: Solamar
 - i. Easement Agreement including installation of reuse main needed
 - I. Coordinating with contractor on final pricing to install line

- 2. Easement
- vi. Phase 6: Turkey Run Development and North
 - i. Easement on The Villas property received
 - ii. Coordinating easement D32-093 (Dixon – Cassablanca)
 - 1. Awaiting sketch and legal to complete easement document for execution
 - iii. Coordinating route through Turkey Run/ Inspiration Drive; Easement negotiations resumed with owner of Lot 2 in Turkey Run; **draft easement sent to owner for review**
 - 1. Project will be bid once we have this easement
- f. *SR 44 Forcemain – Decommissioning of the Continental Country Club WWTF*
 - i. DB Civil - \$3,434,899
 - i. NTP – October 16, 2023
 - ii. Final Completion – May 13, 2024
 - iii. CM approved Change Order to August 23, 2024; delay due to FDOT roadway project
 - iv. Construction Progress – 75%
 - i. FDOT permit for SR 44 work obtained
 - v. Change Order No. 1 for additional work on the wet well on the March 11, 2024 Commission agenda
 - vi. Owner Direct Purchase of equipment approved at the September 11, 2023 Commission meeting; Purchase Orders sent to contractor; Reflected in Change Order No. 2
 - vii. **Pay Application No. 7 in the amount of \$120,993.16 approved at the July 8th Commission meeting**

3. City Projects (Other)

- a. *Wildwood Community Center 2nd Floor Rehab*
 - i. **Public Works Staff completing the installation of cubicles for Parks and Recreation Staff on 2nd Floor**
 - ii. **Furniture purchase from Ernie Morris approved at the July 8th Commission meeting**
 - iii. **PO's issued for access control and data drops**
- b. *Millennium Park Phase I and II*
 - i. Commission approved project in CIP for FY 25
 - ii. CPH finalizing design and preparing bid specifications
 - iii. Coordination with Parkview for Joint Stormwater/Reuse pond:
 - i. Coordinating lighted pathway and new tie-in location around the joint pond

- i. Finalized electrical design of the fountain*
 - ii. Commission approved Juliette's project contractor to complete the installation at the July 8th Commission meeting*
 - ii. CPH designing a pedestrian bridge and the tie-in location on the City side*
 - iii. Staff and CPH reviewing Change Order pricing for fountain installation and electrical work*
- c. Dr. Martin Luther King Jr. Park Recreation and Outreach Center*
 - i. OLC Design contract approved at the 5/22 City Commission meeting*
 - ii. Design progress – OLC preparing 60% design documents*
- d. Lake Deaton Pier Renovation*
 - i. Fender Marine Construction, Inc - \$394,497.55*
 - ii. Under construction; Boat ramp and pier are closed*
 - iii. Pay Applications Nos. 1 and 2 totaling \$192,356.19 on the May 13, 2024 City Commission agenda*
 - iv. Punchlist created; contractor addressing punch list items (park is currently open but will be closed when work is completed)*
- e. Public Works Annex – The Villages*
 - i. Design work awarded to OLC at the July 8th City Commission meeting*
 - ii. Design funded in FY 25*
- f. Police Substation – The Villages*
 - i. RFQ published for design work*
 - ii. Design funded in FY 25*
- g. Downtown Master Plan Related*
 - i. Coordinating with FDOT on Complete Streets Project*
 - i. Development Services Department working directly with FDOT on Complete Street application*
 - i. Included in FDOT's 5 Year Work Plan*
 - ii. Project may require a 50% match*
 - ii. CSX Coordination*
 - i. Meeting held CSX Real Estate team on July 15th*
 - ii. Furthering the conversation on the installation of a visual screen*
 - iii. Christian Worship Center*
 - i. Purchase Agreement for building approved by seller*
 - ii. Closing occurred March 8th; Public Works has secured the building*
 - iii. Workshop on 7/29 to discuss building usage*

- iv. Commercial Properties
 - i. City Attorney coordinating real estate closing with G3 development; removing TIF deed from FDOT
 - i. TIF Release has been received and recorded
 - ii. G3 responded to the latest round of comments on site plan submittal;
 - iii. Tentatively scheduled for the August PRC meeting
- v. Parking Garage
 - i. Construction Progress – 60%
 - ii. Pay App. No. 3 and No. 4 and Change Order #3 totaling in the amount of \$902,771.82 approved at the July 8th Commission meeting
 - iii. ODP invoice No. 2 in the amount of \$1,195,050 approved at the June 10th Commission meeting

4. City Road and Drainage Projects

- a. FY 24 Pavement Activities
 - i. Updating Pavement Management Plan
 - ii. Rejuvenation Activities
 - i. Commission approved rejuvenation activities within The Villages development at the February 12, 2024 Commission meeting
 - ii. Reclamite application complete
 - iii. Generating list of roads for the next round in The Villages
 - iii. Paving Activities
 - i. FY 24 activities complete
- b. Oak Grove Village Drainage Improvement
 - i. Property acquired to facilitate drainage project; trailer removed
 - ii. Geotechnical work is underway; survey work is completed
 - iii. Seeking grant funding
- c. Signature Drive and Clay Drain Road
 - i. PES adopted by the City Commission on October 11, 2021
 - ii. FDOT permit comments received
 - iii. SWFWMD permit obtained
 - iv. City completed 90% design review
 - v. City met with impacted property owners; KHA providing updated driveways based on feedback received
 - vi. Project to be broken out into phases (Signature Drive/SR 44 and Clay Drain Road/US 301)
 - i. Signature Drive Phase included in the FY 25 CIP
 - ii. Clay Drain Road Phase included in later years

- i. Meeting with KHA and City attorney scheduled for July 18th to discuss process for property acquisition

d. *Jackson Street (Utilities, Roadway, and Drainage)*

- i. KHA design work approved at the November 22, 2021 Commission meeting
- ii. KHA finalizing FDR mix report
- iii. Awaiting OPC and 90% plans
- iv. Project included in FY 25 CIP

e. *Barwick Street Improvements:*

- i. Under design
- ii. Closed on the acquisition of the pond property on March 8th
- iii. KHA incorporating stormwater pond into design
- iv. City and KHA to discuss FDR design options
- v. Second pond (near Osceola Rd.)
 - i. Foreclosure process complete for 602 Osceola; City was outbid at the auction; coordinating meeting with property owner for acquisition
 - ii. City Attorney coordinating acquisition of 2nd property
- vi. Project included in FY 26 CIP

f. *Huey Street Improvements (Old Water Line, Roadway, Drainage)*

- i. Project awarded to Art Walker Construction
- ii. Construction Progress – 20% complete
- iii. Change Order No. 1 in the amount of \$38,179.65 approved at the July 8th Commission meeting
- iv. Substantial Completion – 8/7/2024
- v. Final Completion – 8/21/2024

CITY COMMISSION OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY

SUBJECT: Set 2nd Budget Workshop for July 29, 2024 at 9:00am

REQUESTED ACTION: Set Workshop as Stated in the FY 25 Budget Calendar

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The City Manager requests the City Commission set the FY 25 2nd budget workshop for July 29th at 9:00am.

CITY OF WILDWOOD BUDGET CALENDAR

DATE	RESPONSIBLE PARTY	REQUIRED ACTIVITY	REQUIREMENT REFERENCE
3/11 – 3/15/2024	Executive Dept. & Assistant CFO	Preliminary discussions with each Department concerning Capital/Equipment requests	
3/22/2024	Assistant CFO	Open budgeting modules in ClearGov	
4/30/2024	Department Directors	Capital/Equipment requests due from all Departments	
5/24/2024	Department Directors	Operating budget requests due from all Departments	
6/1/2024	Property Appraiser	Estimated taxable values are submitted to the City	Florida Statutes
6/3 - 6/7 2024	Executive Dept. & Assistant CFO	Discussions with each Department concerning budget requests	
On or before 7/1/2024	Property Appraiser	Certified taxable values (DR420) are submitted to the City	Florida Statutes
7/15/2024	City Manager & City Commission	1 st Budget Workshop	
7/22/2024	City Commission	Tentative millage rate is set, and public hearing dates are determined	
7/29/2024	City Manager & City Commission	2 nd Budget Workshop	
7/29- 8/2/2024 (Tentative)	Executive Dept. & Assistant CFO	Discussion with each Department concerning budget requests	
8/2/2024	Assistant CFO	DR-420 is submitted to the Property Appraiser	
8/19/2024 (Tentative)	City Manager & City Commission	3 rd Budget Workshop	
Not later than 8/23/2024	Property Appraiser	TRIM notice mailed to residents	Florida Statutes
9/9/2024	City Commission	First reading and first public hearing on proposed budget	Florida Statutes
9/23/2024	City Commission	Second reading/public hearing; Adoption of budget for FY2024	Florida Statutes