PLANNING & ZONING BOARD - CITY OF WILDWOOD

Special Magistrate – Lindsay C.T. Holt

Agenda
Regular Meeting
August 6, 2024 2:15 PM
City Hall Commission Chamber
100 N Main Street

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

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

I. CALL TO ORDER: Planning & Zoning Board

II. APPROVAL OF SUMMARY MINUTES

1. **Planning & Zoning Regular Meeting July 09.2024, at 2:15 PM.**

III. OLD BUSINESS

IV. NEW BUSINESS

1. **RZ 2402-003 Wildwood Oaks**

   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.

The applicant is seeking a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from INS (City) to CMU (City) for parcel G05-183 on 4.681 acres MOL. This request is accompanied by a concurrent Small Scale Comprehensive Plan amendment CP 2402-003 (O2024-47). **Staff recommends approval.**

2. **RZ 2403-001 Wildwood Micro Hospital**

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

   Parcel G19-003
   The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate to change the zoning designation from M-1 (City) to C-3 (City) for the parcels listed above on 44.0 acres MOL. This request is accompanied by a small-scale comprehensive plan amendment request CP 2403-001 (O2024-49). **Staff recommends approval**

3. **SE 2406-001 Circle K US301 & CR462**

   Parcel D31A218

   The applicant is seeking Special Exception approval from the City of Wildwood Planning and Zoning Board/Special Magistrate for a travel center (Circle K) located on the 3.17-acre parcel listed above, zoned C-3. The Circle K is a proposed 5,964 SF convenience store that includes a “Circle K Kitchen” fast food service area, fourteen (14) vehicle fueling stations, and four (4) high-speed diesel fueling stations **Staff recommends approval.**

V. <u>ADJOURNMENT</u>

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

August 6, 2024 2:15 PM

PLANNING & ZONING BOARD
CITY OF WILDWOOD, FLORIDA
REGULAR MEETING
July 9, 2024 2:15 PM
CITY HALL COMMISSION CHAMBER

(meeting taped)

I. CALL TO ORDER: Planning & Zoning Board

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

Special Magistrate Holt brought the meeting to order at 2:09 p.m. and explained the quasi-judicial process of the meeting. She then proceeded with the swearing-in of city staff and audience members.

II. APPROVAL OF SUMMARY MINUTES

1. Planning & Zoning Board/Special Magistrate Regular Meeting June 11, 2024, at 2:15 PM
   Special Magistrate Holt saw no revisions necessary and approved the summary minutes for the June 11, 2024, meeting.

RESULT:	**Approved**
MOVER:	Special Magistrate Holt
SECONDER:	None
AYES:	Special Magistrate Holt

III. OLD BUSINESS

None.

IV. NEW BUSINESS

1. RZ 2405-002 Michael DeMers
   Special Magistrate Holt read aloud the title of RZ 2405-002 Michael DeMers. The item was presented by Assistant Development Services Director Then. The applicant, Michael Rankin with LPG Urban and Regional Planners, LLC, sought a favorable recommendation from the Planning and Zoning Board/Special Magistrate to change the zoning designation from MHP (City) to M-1 (City) for parcels G18-023, G18-024, G18-025, and G18-026 on 0.913 acres MOL. The applicant, Michael Rankin, was present on behalf of the project. No comments

were offered or received. Holt recommended approval.

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

2. RZ 2406-001 Oxford Oaks Professional Plaza

Special Magistrate Holt read aloud the title of RZ 2406-001 Oxford Oaks Professional Plaza. The item was presented by Assistant Development Services Director Then. The applicants, Luisa Betancur and Rodolfo De Anda, sought a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map amendment request to change the zoning designation from CL/ROW (Sumter County) to C-2 (City) for a portion of parcel D17-069 on 0.17 acres of land MOL. Then also acknowledged the need for a 100% gopher tortoise survey based on the environmental findings. The owner/applicant was not present. No comments were offered or received. Holt recommended approval.

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

3. SP 2208-010 Inspire Parkview Independent Senior Community - Liberty Senior Center

Special Magistrate Holt read aloud the title of SP 2208-010 Inspire Parkview Independent Senior Community - Liberty Senior Center. The item was presented by Planner Bondi. The applicant, Liberty Senior Living Properties of Wildwood, LLC, sought a favorable recommendation from the Planning and Zoning Board/Special Magistrate for the construction of a 167,118 SF independent living facility consisting of 164 units with associated infrastructure on parcel G08-016 consisting of 6.28 acres MOL. Bondi stated there were outstanding city attorney comments that had not yet been cleared regarding easement agreements for cross-access, sanitary sewer, and stormwater. Rob Rosen, the project attorney, was present on behalf of the project. He addressed the Special Magistrate and stated a draft of the easement had been given to the city attorney to review. No further comments were offered or received. Holt recommended approval contingent on the resolution of the outstanding comments.

RESULT:	**Recommends Approval with Contingencies**
MOVER:	Special Magistrate Holt
SECONDER:	None
AYES:	Special Magistrate Holt

4. SP 2312-007 Wildwood Training Center (Duke Energy)

Special Magistrate Holt read aloud the title of SP 2312-007 Wildwood Training Center (Duke Energy). The item was presented by Planner Bondi. The applicant, Duffey Southeast, Inc, sought a favorable recommendation from the Planning and Zoning Board/Special Magistrate 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 on parcels D32-006, D32-012, and D32-125, consisting of 18.36 acres MOL. Duke Energy agreed to provide improvements to CR 128 from the east right-of-way of CR 462

to the northwest corner of parcel D32-012 which would be submitted under a separate application. Staci Bertrand with Duke Energy was present on behalf of the project. No comments were offered or received. Holt recommended approval.

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

V. ADJOURNMENT

With no further business, the meeting was adjourned at 2:21 p.m.

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

APPEAL: NECESSITY OF RECORD.

PLANNING & ZONING BOARD
CITY OF WILDWOOD, FLORIDA

SEAL

_____
Date

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

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **RZ 2402-003 Wildwood Oaks**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	RZ 2402-003 Wildwood Oaks
Ordinance Number	O2024-48
Owner(s)	Wildwood Assembly of God, Inc
Applicant(s)	BluRock Development, LLC
Property Location	The subject property is located approximately 0.33 miles west of Powell Rd and C 466A intersection, with southern access along C 466A/Cleveland Ave.
Parcel(s)	G05-183
Date	July 30, 2024

The applicant is seeking a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from INS (City) to CMU (City) for the parcel listed above on 4.681 acres MOL. This request is accompanied by a concurrent Small Scale Comprehensive Plan amendment CP 2402-003 (O2024-47).

ANALYSIS: The applicant is proposing a commercial development which consists of an automobile service shop, a quick-service restaurant, and a future medical office.

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

(a) Whether the proposed change is consistent with the comprehensive plan:
The proposed rezoning to CMU is consistent with the proposed Future Land Use Map designation of Central Mixed Use (CMU) and the intent of the Comprehensive Plan as stated with Policy 1.1.4., “The City’s zoning map shall be consistent with Wildwood FLUM Series and

further refine the densities, intensities, and uses permitted within each property.

(b) <u>The existing land use pattern of the surrounding area:</u>
The proposed rezoning to CMU is compatible with the current city zoning in the general area which consists of CMU, C-1, INS, and R-4.

(c) <u>The possibility of adversely affecting public facilities such as schools, utilities, streets, etc:</u>
<u>Schools:</u> The future land use maximum scenario would produce 20 school-aged children, but the project is projecting a single use commercial development, so no school-aged children will be generated.
<u>Potable Water & Sewer:</u> There is an existing 10" water main on the south side of Cleveland Ave/ C 466A and a 4" force main on the north side of Cleveland Ave/C 466A. The applicant/owner will work with the City's Utility Department for utility connections. A right-of-way permit will be needed from Sumter County's Public Works Department for a directional drill or jack and bore across Cleveland Ave/C 466A. Based on the most recent analysis of utility capacity, ERUs for vacant parcels within the City's limit were calculated based on the current zoning using the maximum FAR. Although the projected zoning will increase the FAR from 0.6 (INS) to 0.75 (CMU), the projected number of ERUs for the proposed project will not exceed the current INS zoning maximum (0.6 FAR) that was calculated during the utility capacity analysis. Although the capacity in the wastewater treatment facility was analyzed, capacity within the 10" water main and 4" force main will need to be verified. 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 applicant/owner will also provide a utility easement to the City of Wildwood running north and south of the parcel for a reuse line.
<u>Streets:</u>. A Transportation Impact Analysis (TIA) was conducted by Kittelson and associates. The applicant has received an accepted TIA by Sumter County's Public Works department with conditions. The property has access off of Cleveland Ave/C 466A. The project is projected to produce 2,644 daily trips with 149 am peak hour trips and 183 pm peak hour trips.

(d) <u>Whether changed or changing conditions make the passage of the proposed amendment necessary:</u>
Due to the changing conditions of the area, the existing zoning of INS is not considered the highest and best use of the land. The proposed zoning of CMU is consistent with the area and adjacent properties and is compatible with the requested future land use.

(e) <u>Whether the proposed change will create or excessively increase traffic congestion or otherwise be a detriment to public safety:</u>
The accepted TIA indicated that the intersection of CR 466 A and US 301 and CR 466 A and Powell Rd/E C 462 both operate as a LOS E or worse in at least one peak hour period. At project buildout, anticipated the year 2028, intersection improvements will need to be made. The improvement at the CR 466 A and US 301 will consist of the addition of an exclusive northbound right turn lane. This improvement will require FDOT approval within the US 301 right-of-way. The improvements at the CR 466 A and Powell Rd/ E C 462 intersection will consist of an addition of a second northbound left turn lane and an addition of an exclusive southbound right turn lane. These improvements will require Sumter County approval within the right-of-way. It is noted as an approval condition that the developer is responsible for constructing all proposed improvements and the proposed improvements shall be constructed

within the existing right-of-way; if deemed impossible, alternative improvements shall be explored.

(f) <u>Whether the proposed change will be a deterrent to the improvement or development of adjacent property:</u>
The proposed rezoning will not be a deterrent to the improvement or development of adjacent properties. Surrounding properties are permitted to develop in accordance with their zoning map designation.

ZONING DESIGNATION SURROUNDING PROPERTIES	
NORTH	C-1 & R-4 (City)
SOUTH	INS (City)
EAST	INS (City)
WEST	CMU (City)

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.

Amanda Bondi
Planner II, Development Services

ORDINANCE NO. O2024-48

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:

G05-183
Wildwood Assembly of God, Inc
4.681 +/-

LEGAL DESCRIPTION:

A PORTION OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTH 1/4 CORNER OF SECTION 5, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, RUN THENCE S00°01'23"E ALONG THE NORTH-SOUTH CENTER SECTION LINE OF SAID SECTION 5, A DISTANCE OF 3318.26 FEET TO THE SOUTHWEST CORNER OF THE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 2767, PAGE 686, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE S89°56'42"E ALONG THE SOUTH LINE OF SAID LANDS, A DISTANCE OF 662.97 FEET TO THE SOUTHEAST CORNER OF SAID LANDS, SAID POINT BEING ON THE MONUMENTED WEST LINE OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 5, FOR A POINT OF BEGINNING; THENCE N00°00'34"W ALONG SAID WEST LINE, A DISTANCE OF 579.60 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF CLEVELAND AVENUE, PER OFFICIAL RECORDS BOOK OF 2979, PAGE 156, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, SAID POINT BEING NON-TANGENT ON A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 22978.00 FEET, A CHORD BEARING OF S89°15'17"E, A CHORD DISTANCE OF 263.79 FEET, RUN THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00°39'28", A DISTANCE OF 263.79 FEET; THENCE S00°00'34"E A DISTANCE OF 314.77 FEET; THENCE N89°59'26"E A

DISTANCE OF 84.50 FEET; THENCE S00°00'34"E A DISTANCE OF 345.97 FEET; THENCE S89°59'26"W A DISTANCE OF 348.26 FEET TO A POINT ON THE MONUMENTED WEST LINE OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 19 SOUTH, RANGE 23 EAST; THENCE N00°00'34"W ALONG SAID WEST LINE, A DISTANCE OF 84.61 FEET TO THE POINT OF BEGINNING.

CONTAINS 203,905 SQUARE FEET OR 4.681 ACRES MORE OR LESS.

This property is to be reclassified from INS (City) to CMU (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

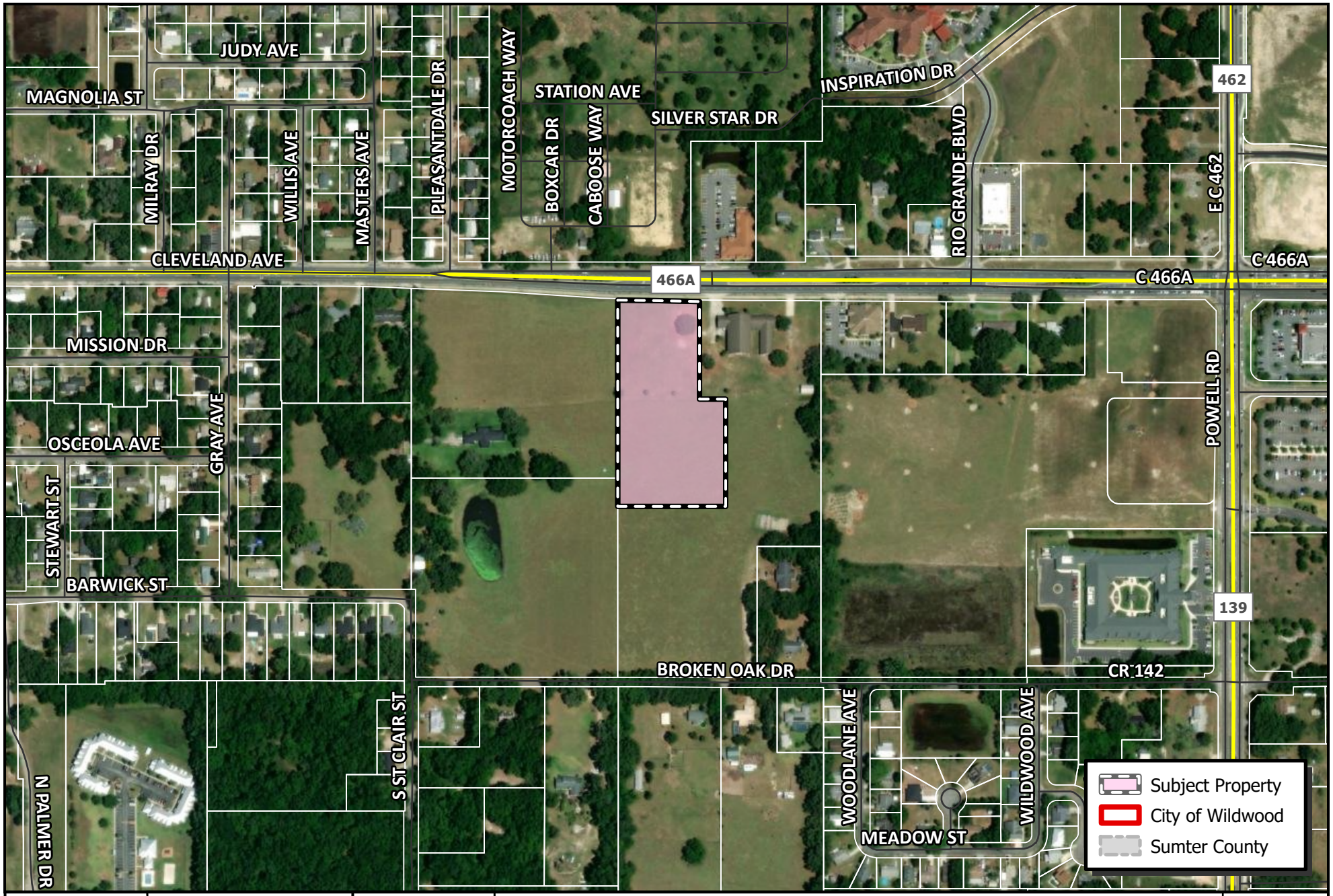
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

Exhibit A



EST. 1877
WILDWOOD
FLORIDA

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

N
US Feet
0 90 180 360

RZ 2402-003

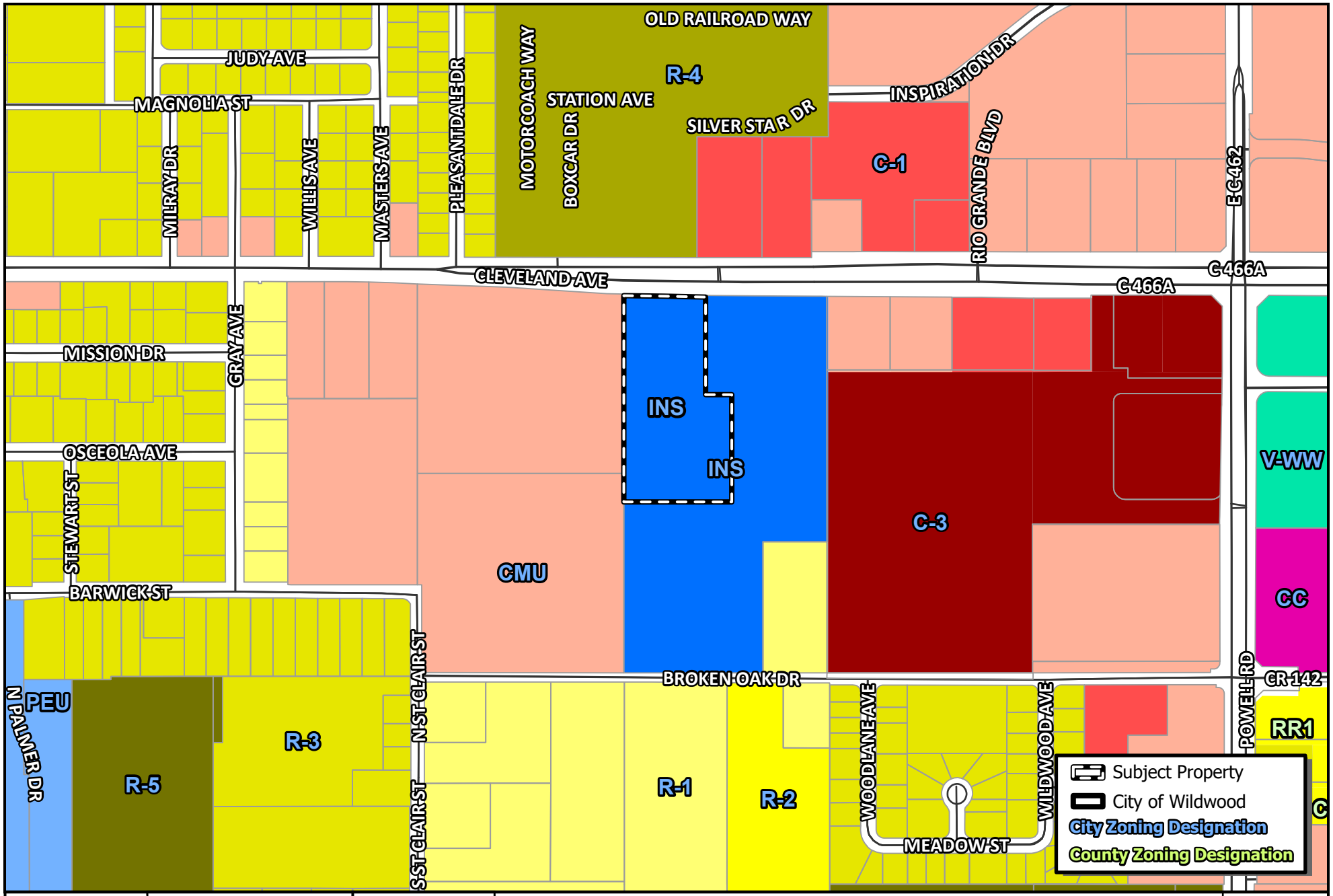
WILDWOOD OAKS

PARCEL G05-183

MAP 1B

LOCATION MAP

FEB 2024



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RZ 2402-003

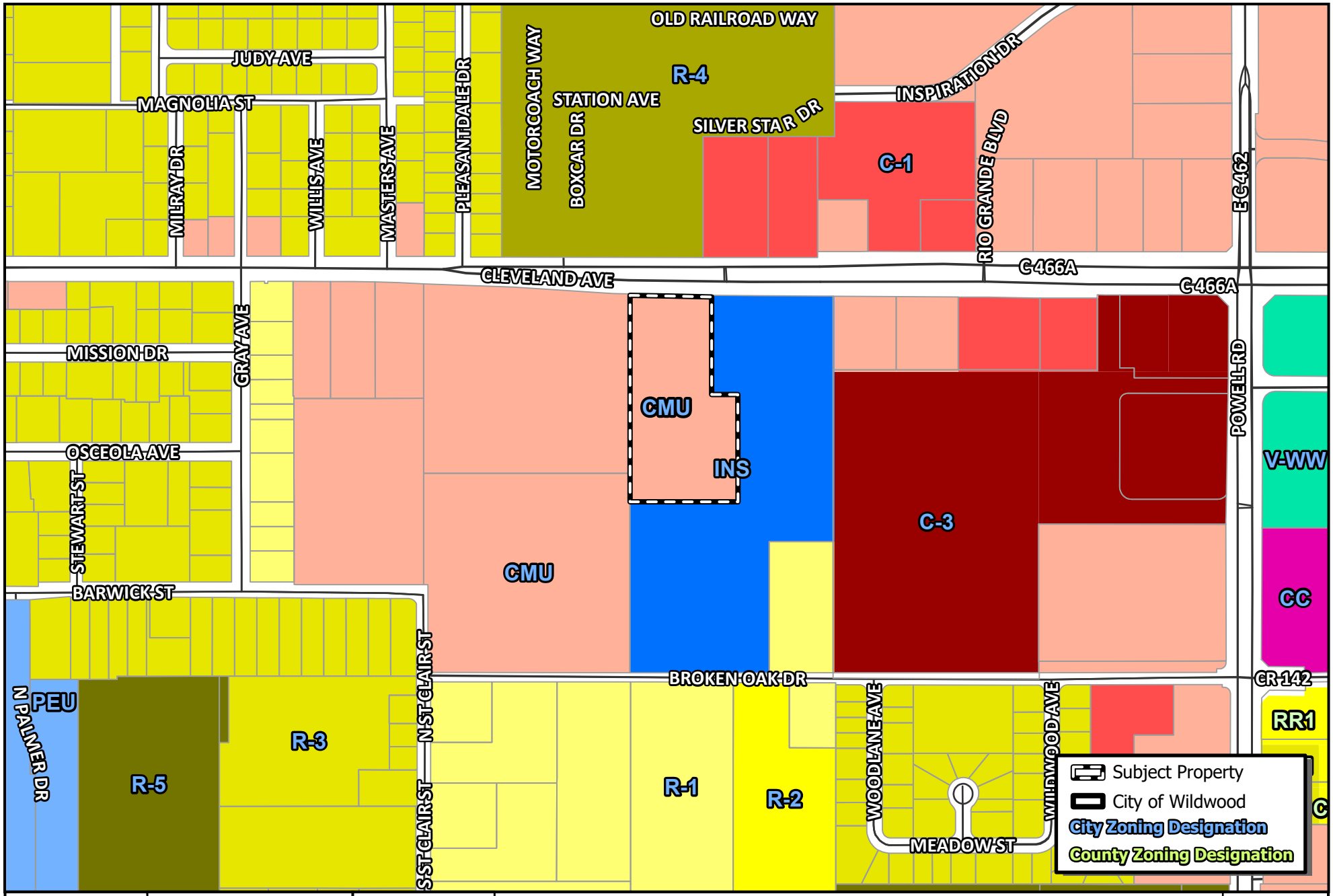
WILDWOOD OAKS

PARCEL G05-183

MAP 3A

EXISTING ZONING

FEB 2024



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RZ 2402-003

WILDWOOD OAKS

PARCEL G05-183

MAP 3B

PROPOSED ZONING

FEB 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:O2024-48

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 law[1] 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.

WILDWOOD
FLORIDA

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.

Revised 12/2023

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: BluRock Development, LLC Phone: 407-319-6834
Address: 3408 S. Orange Ave Orlando,FL 32806 E-mail: joe@blurockcommercial.com
Owner Name: Wildwood Assembly of God, Inc Phone: 352-748-1022
Address: PO Box 377 Wildwood, FL 34785 E-mail: danparkerministries@yahoo.com
Engineer Name: Mitch Collins Phone: 407-448-8979
Address: 801 E South St Orlando, FL 32801 E-mail: mitchcollins@mitchcollinspe.com

Property Information:

PROJECT NAME*: WIldwood Oaks

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

Property Address: 1308 Cleveland Ave

List Parcel Number(s): G05-183

Use of Property: 30,000 sf medical office building, 60 seat fast food restaurant, one automotive repair/tire store

Do you currently have City Utilities? ☒ Yes ☐ No Size of Property (Acres or Square Feet): 4.67 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: 2024	Phase 2: 2025	Phase 3:	Phase 4:	Total:
Residential Units:					
Retail SF:	9,000				
Office SF:		30,000			
Institutional SF:					
Industrial SF:					

Project Demand on Facilities:

Phasing Schedule:	Phase 1: 2024	Phase 2: 2025	Phase 3:	Phase 4:	Total:
Sewer (Avg GPD):	2,100	4,500			
Water (Avg GPD):	2,400	5,250			
Parks (Acreage):					
Refuse (cy/day):					
Irrigation (Avg GPD)					

Notes: _____

Signature: Joseph M Schuerman Print Name: Joseph Schuerman Date: 7-30-24

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.

LPG Urban & Regional Planners, LLC.

BLUROCK COMMERCIAL, LLC
JUSTIFICATION FOR REZONING

The subject site is located within the Urban Services Area (USA) which indicates that a variety of urban uses are expected to occur in the general area. Due to changing conditions of the area the existing zoning of Institutional (INS) is no longer appropriate and is not considered the highest and best use of the land. The proposed zoning of Central Mixed Use (CMU) is consistent with the area and adjacent properties located within the City of Wildwood.

The following provides justification for the rezoning based on the City of Wildwood Land Development Regulations (LDR) Chapter 3, Section 3.3(C)(4).

a. Whether the proposed change is consistent with the comprehensive plan;

The proposed CMU zoning is consistent with the proposed Future Land Use Map designation of Central Mixed Use and the intent of the Comprehensive Plan as stated in FLU Policy 1.1.1(b). The subject site is less than 10 acres and can be developed as a single use.

Objective 1.1.	**FUTURE LAND USE MAP** The City shall maintain regulations for land use categories and the Future Land Use (FLU) Map (FLUM) Series in order to effectively manage the allocation of land uses through the planning horizon of 2050.

Policy 1.1.1. The following FLU categories, along with their intended uses, densities, intensities (for non-residential development), and open space requirements, are established:

b. **Mixed-Use**

FLU Categories	Description	Maximum Density	Maximum Intensity	Minimum Open Space Required
Residential Mixed Use (RMU)	Primarily medium density residential uses supported by some commercial and office uses	10 du/ac	0.30 FAR or 10% of the site, whichever is less 60% ISR	25%
High Density Mixed Use (HDMU)	Primarily high-density residential uses supported by commercial and office uses within the City's urban core	24 du/ac	1.0 FAR or 80% ISR, whichever is less	15%
Central Mixed Use (CMU)	Intended to accommodate a mix of residential and nonresidential uses	15 du/ac	0.75 FAR (outside CRA) 2.0 FAR (within CRA) 80% ISR	15%
Neighborhood Commercial (NC)	Primarily neighborhood serving commercial with allowances for residential activity	4 du/ac SF 15 du/ac MF	0.60 FAR 80% ISR	20%

LPG Urban & Regional Planners, LLC.

Note: Projects 10 or more acres in size are required to establish a Planned Development zoning overlay. Projects less than 10 acres in size may be developed as a single use.

To cultivate a sustainable balance between residential and nonresidential development, the mixed-use FLU categories shall abide by the following use percentages:

Use Type	RMU and HDMU		CMU		NC	
	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum
Residential	35%	80%	10%	80%	35%	80%
Commercial	5%	40%	5%	70%	5%	40%
Office	0%	40%	0%	60%	0%	40%
Public/Semi-Public	5%	30%	0%	30%	5%	30%

Note: Projects 10 or more acres in size are required to establish a Planned Development zoning overlay. Projects less than 10 acres in size may be developed as a single use.

To cultivate a sustainable balance between residential and nonresidential development, the mixed-use FLU categories shall abide by the following use percentages:

Policy 1.1.4: The City's zoning map shall be consistent with the Wildwood FLUM Series and further refine the densities, intensities, and uses permitted within each property.

The proposed CMU zoning is consistent with the proposed Future Land Use Map designation of Central Mixed Use.

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.

The subject site is located within an area where existing public infrastructure, services and utilities are already present.

b. The existing land use pattern of the surrounding area;

The proposed rezoning to CMU is compatible with the current city zoning in the general area which consists of CMU, C-1, INS, and R-5.

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

The CMU zoning allows up to 15 units/acre. The submitted boundary survey indicates that the total site is 4.681 acres which equates to a maximum of 70 units which is estimated to produce 20 students. Available data indicates that there is sufficient capacity available at area schools to serve the proposed development.

Estimated Sumter County Student Generation Rates	
Multi- Family	
Type	Student Multipliers per Dwelling Unit
High School	0.068
Middle School	0.061
Elementary School	0.153
Total	0.282

STUDENTS GENERATED BASED ON PROPOSED ZONING

SCHOOL	SF Units	STUDENT GENERATION RATE	STUDENTS GENERATED	MF UNITS	STUDENT GENERATION RATE	STUDENTS GENERATED	GRAND TOTAL
ELEMENTARY	0	0.157	0	70	0.153	11	**11**
MIDDLE	0	0.079	0	70	0.061	4	**4**
HIGH	0	0.114	0	70	0.068	5	**5**
GRAND TOTAL							**20**

City water and sewer are available to the subject property. The applicant/owner will work with city utilities to connect to City water and sewer.

The traffic impact analysis prepared by Kittelson & Associates submitted for the rezoning indicates that the project will not adversely impact area roadways. Access to the subject site is proposed from Clevland Avenue (CR 466A). Clevland Avenue is a 4-lane urban roadway with an adopted LOS of D.

d. Whether changed or changing conditions make the passage of the proposed amendment necessary;

Due to changing conditions of the area the existing zoning of INS is no longer appropriate and is not considered the highest and best use of the land. The proposed zoning of CMU is consistent with the area and adjacent properties located within the City of Wildwood.

LPG Urban & Regional Planners, LLC.

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

The traffic impact analysis prepared by Kittelson & Associates submitted for the rezoning indicates that although the proposed CMU zoning will increase potential traffic, the project will not adversely impact area roadways.

f. Whether the proposed change will be a deterrent to the improvement or development of adjacent property.

The proposed rezoning will not be a deterrent to the improvement or development of adjacent properties. Properties east of the subject site have been developed as commercial, medical offices and financial offices. Properties along Clevland Avenue (CR 466A) are developing with a mix of residential and commercial. Properties within the city are allowed to develop according to the future land use and zoning designations.

Print

Sumter County Traffic Impact Analysis (TIA) - Submission #1270956

Date Submitted: 7/12/2024

First Name*	Last Name*	Email Address*
Kok Wan	Mah	kmah@kittelson.com

Name of Project:*

Wildwood Oaks

Phone*	Parcel Number*
407-373-1127	G05-125

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@sumtercountyfl.gov, c=US
Date: 2024.07.19 16:44:20 -04'00'

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

- The developer is responsible for constructing all proposed improvements.
- FDOT approval is needed for proposed improvements in their right-of-way.
- Proposed improvements shall be constructed within existing right-of-way. If that is deemed impossible, alternative improvements shall be explored.

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

Wildwood Oaks_TIA.pdf

Date of Methodology Acceptance by County

3/18/24

Applicable Jurisdiction

Please check the applicable Jurisdiction:

- [ ] City of Bushnell
- [ ] City of Center Hill
- [ ] City of Coleman
- [x] 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

KITTELSON & ASSOCIATES

WILDWOOD OAKS TIA

WILDWOOD, FLORIDA

July 2024

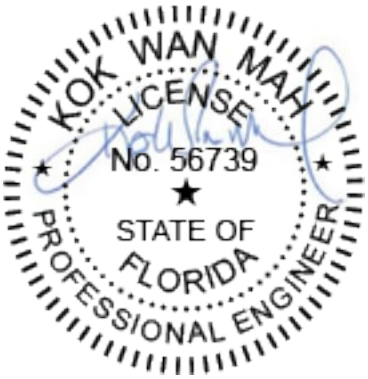
PROFESSIONAL ENGINEER CERTIFICATE

I hereby certify that I am a registered professional engineer in the State of Florida, practicing with Kittelson & Associates, a corporation authorized to operate as a Professional Engineering business by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have approved the Traffic Impact Study for Wildwood Oaks in Wildwood, Florida, dated July 2024.

PROJECT:	Wildwood Oaks TIA
LOCATION:	Wildwood, Sumter County, Florida
CLIENT:	BluRock Commercial Real Estate

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 judgment and experience.

NAME:	Kok Wan Mah
P.E. NUMBER:	56739
DATE:	7/12/2024



The item has been digitally signed and sealed by Kok Wan Mah 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.

Wildwood Oaks TIA

Wildwood, Florida

Prepared for:
BluRock Commercial Real Estate, LLC
3408 South Orange Avenue, Suite B
Orlando, FL 32806

Prepared by:
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225 East Robinson Street, Suite 355
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407.540.0555

Project Manager:
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Engineer

Project Principal:
Kok Wan Mah
Associate Engineer

Project Number 29192

July 2024

CONTENTS

Introduction 1
Study Area 1
Existing Conditions Analysis 2
Data Collection 2
Existing Intersection Analysis 7
Future Volume Development 8
Background Growth 8
No-Build Operational Analysis 8
Project Trip Generation 12
Trip Distribution and Assignment 12
Future Volumes 14
Future Conditions Analysis 16
Build Intersection Analysis 16
Build Roadway Segment Analysis 17
Conclusions 20

APPENDICES

Appendix A: Approved Methodology
Appendix B: Site Plan
Appendix C: Turning Movement Counts and Signal Timings
Appendix D: Existing Synchro Printouts
Appendix E: Model Plots
Appendix F: Sumter County Annual Traffic Counts
Appendix G: Vested Trips
Appendix H: Background No-Build Synchro Printouts
Appendix I: Background Roadway Improvements
Appendix J: 2023 CMP Database
Appendix K: Buildout Synchro Printouts
Appendix L: Volume Development Spreadsheet

LIST OF FIGURES

Figure 1: Site Location 1
Figure 2: Study Area....2
Figure 3: 2024 Traffic Volumes – AM and PM Peak Hours 5
Figure 4: 2024 Lane Configurations....6
Figure 5: Trip Distribution and Assignment 13
Figure 6: 2028 Buildout Traffic AM and PM Peak Hours 15

LIST OF TABLES

Table 1: Roadway Segment Information....4
Table 2: Existing Intersection Analysis....7
Table 3: Future No-Build Intersection Analysis 9
Table 4: 2028 Background No-Build Roadway Segment Peak Directional Volumes....10
Table 5: 2028 Background No-Build Roadway Segment Analysis....11
Table 6: Project Trip Generation....12
Table 7: Build-Out Intersection Analysis 17
Table 8: 2028 Buildout Roadway Segment Peak Directional Volumes....18
Table 9: 2028 Buildout Roadway Segment Analysis 19

INTRODUCTION

Kittelson & Associates, Inc. has prepared a Transportation Impact Study (TIS) for the proposed Wildwood Oaks development in Wildwood, Sumter County, Florida. The study evaluated the roadway impacts in the area surrounding the proposed development and identified improvements required to mitigate potential adverse impacts in the no-build and build-out scenarios. This memorandum was prepared in accordance with the Sumter County Traffic Impact Analysis Guidelines and the agreed upon methodology, provided in **Appendix A**.

The Project is located on the south side of Cleveland Avenue (CR 466A) approximately 0.25 miles west of Powell Road (CR 139 / CR 462), as shown in **Figure 1**. The development is planned for a mix of uses including an auto repair center, a fast-food restaurant, and a medical office. Access to the development will be provided via one full access to CR 466A, sharing access with an existing church (Crossings Christian Church) to the east. The preliminary site plan is included in **Appendix B**. The proposed development will be built in a single phase, with an anticipated buildout year of 2028.

Figure 1: Site Location

STUDY AREA

The Sumter County Traffic Impact Analysis Guidelines state that a study area for a Traffic Study level of analysis included any public roadway where the new project's traffic consumes at least three percent of the maximum service volume based on the adopted level of service. From this, the project study roadway segments and intersections were determined as documented in the approved methodology. The study intersections are shown in **Figure 2.**

The intersections analyzed in this report for the AM and PM peak hours include:

- CR 466A & Main Street (US 301) (signalized)
- CR 466A & Project Access Driveway (unsignalized)

- CR 466A & CR 139 / CR 462 (signalized)

In addition, the roadway segments analyzed in this report include:

- CR 466A
  - US 301 to Project Access Driveway
  - Project Access Driveway to CR 139 / CR 462

Figure 2: Study Area

EXISTING CONDITIONS ANALYSIS

DATA COLLECTION

AM and PM peak-period turning movement counts (TMCs) were collected at the intersections from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on Tuesday, March 12, 2024, for the following intersections:

- CR 466A & Main Street (US 301)
- CR 466A & Project Access Driveway
- CR 466A & CR 139 / CR 462

Signal timing sheets were provided by the County for the following signalized intersections:

- CR 466A & Main Street (US 301)
- CR 466A & CR 139 / CR 462

The traffic counts and signal timings are provided in **Appendix C**.

Field-collected traffic counts are seasonally adjusted based on when the counts were collected and how they follow patterns observed in 2022. However, because the seasonal factor for March 12 is 0.94, the counts were not seasonally adjusted, as the seasonal factor is less than 1.0. The FDOT 2022 PSCF report for Sumter County is provided in **Appendix C**.

The seasonally adjusted turning movement counts are shown in **Figure 3**, and the existing lane configurations are shown in **Figure 4**. Printouts are shown in **Appendix D**.

CR 466A is a two-lane, divided roadway from US 301 to just west of the Project Access Driveway, where it transitions to a four-lane, divided roadway, with the updated configuration maintained to CR 139 / CR 462.

Roadway segment volumes and characteristics were compiled from the 2023 Sumter County Annual Traffic Counts, as shown in **Table 1** and are provided in **Appendix F**. Volume data is represented as a single segment; however, the table splits the segment at the Project Access Driveway.

Table 1: Roadway Segment Information

Roadway	Segment	Func. Class	Speed Limit (mph)	Length (mi)	Road Type	LOS Std	Daily Capacity	PHPD Capacity	2023 AADT	2023 PM PHPD Vol (EB)	2023 PM PHPD Vol (WB)	v/c
CR 466A	US 301 to Project Access Driveway[1]	Minor Arterial	30-35	0.7	2LU	D	20,507	1,011	11,009	443	500	0.49
	Project Access Driveway to CR 139 / CR 462[2]	Minor Arterial	35	0.45	4LD	D	34,587	1,710	26,646	1,158	1,142	0.68

[1]2023 AADT and PM PHPD volumes determined using Station 33 from the Sumter County Annual Traffic Counts, found in **Appendix F**.

[2]2023 AADT and PM PHPD volumes determined using Station 29 from the Sumter County Annual Traffic Counts, found in **Appendix F**.

- Daily and PHPD Capacity based on 2023 CMP Database, found in **Appendix J**.

Figure 3: 2024 Traffic Volumes – AM and PM Peak Hours

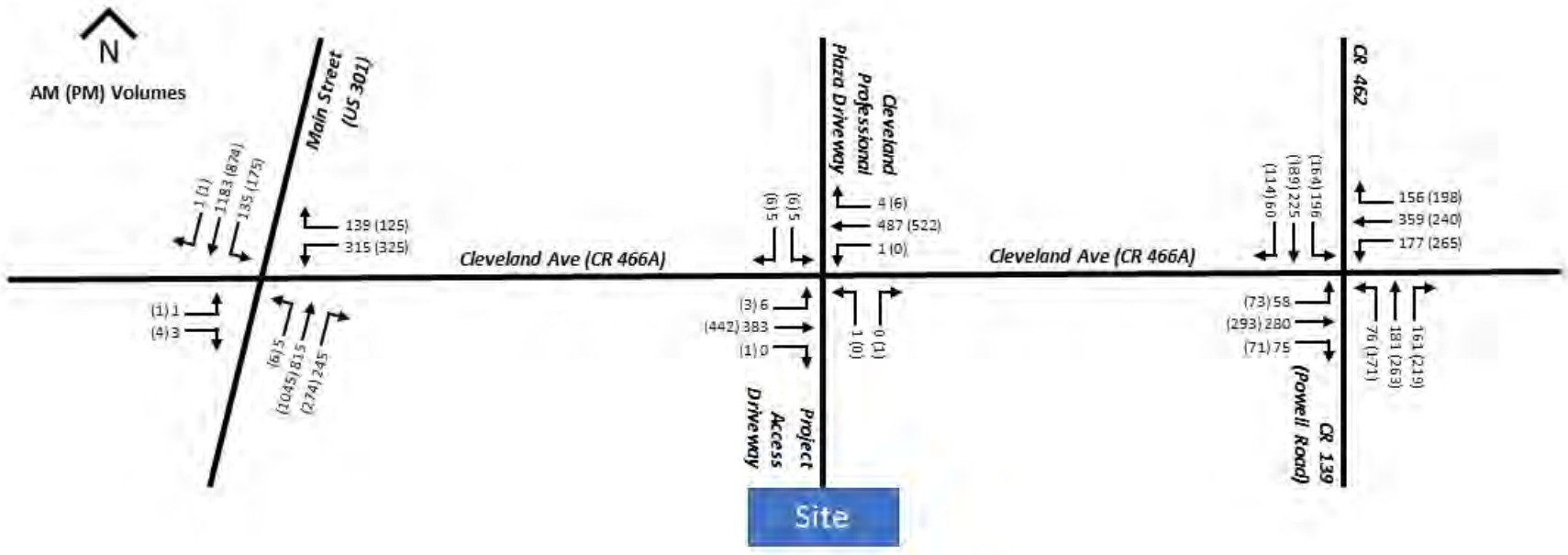
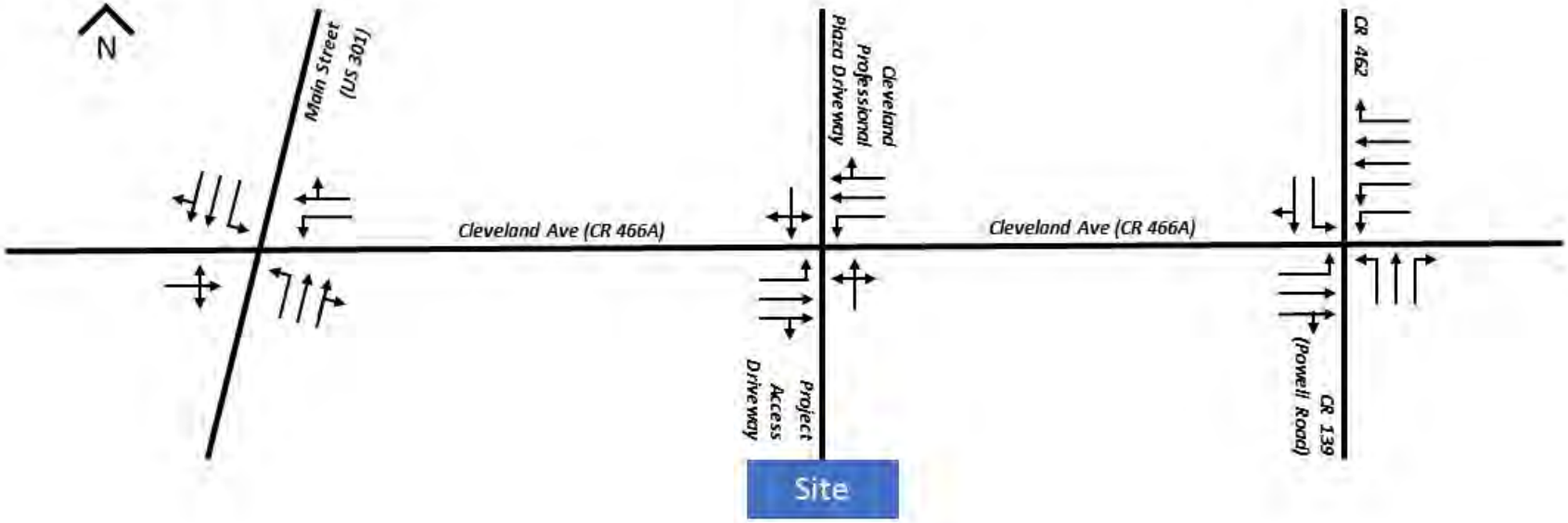


Figure 4: 2024 Existing Lane Configurations



EXISTING INTERSECTION ANALYSIS

The existing turning movement volumes were evaluated for the existing study intersections using *Highway Capacity Manual, 7th Edition* methodologies, as implemented in Synchro 12 software. The existing intersection operations are summarized in **Table 2**. Detailed analysis reports for the study intersections are provided in **Appendix D**. Based on the analysis results, the intersection of CR 466A and US 301 operates at level of service B overall for existing conditions, with all approaches operating between LOS B and C for the AM peak hour and between LOS B and D for the PM peak hour. The intersection of CR 466A and CR 139 / CR 462 operated at level of service E overall, with all approaches operating between LOS C and E for both the AM and PM peak hours. The two-way stop controlled (TWSC) intersection of CR 466A and the project access driveway has all approaches operating between LOS A and C for both the AM and PM peak hours.

Table 2: Existing Intersection Analysis

Intersection	Performance Measure	AM Peak Period					PM Peak Period				
		Overall	EB	WB	NB	SB	Overall	EB	WB	NB	SB
CR 466A & Main Street (US 301)	Delay (s/veh)	20.0	22.3	31.0	23.6	13.2	25.7	28.2	40.9	30.3	13.5
	LOS	B	C	C	C	B	C	C	D	C	B
	v/c ratio*	-	0.01	0.73	0.79	0.62	-	0.01	0.78	0.86	0.77
CR 466A & Project Access Driveway	Delay (s/veh)	-	8.4	8.1	13.1	11.9	-	8.7	0	9.8	15.0
	LOS	-	A	A	B	B	-	A	A	A	C
	v/c ratio*	-	0.01	0	0	0.02	-	0	-	0	0.04
CR 466A & CR 139 / CR 462	Delay (s/veh)	42.7	28.5	32.3	57.7	57.1	49.8	34.8	40.5	55.6	69.6
	LOS	D	C	C	E	E	D	C	D	E	E
	v/c ratio*	-	0.56	0.76	0.76	0.89	-	0.70	0.84	0.77	0.91

*v/c ratio is shown for the highest movement on the approach

-Measures of effectiveness shown for the major street left-turn movements at TWSC intersections

FUTURE VOLUME DEVELOPMENT

BACKGROUND GROWTH

The historic growth rate of the segment of CR 466A at CR 139 / CR 462 is -1%, as shown in the 2023 Sumter County Annual Traffic Counts. Therefore, a minimum 2% annual growth was applied to existing volumes to develop future background growth. Additionally, vested trips were included as part of the future background growth from each of the following developments:

- Solamar at Wildwood
- Highfield at Twisted Oaks
- Turkey Run II
- Dr. Heydari Medical Office

Excerpts from traffic impact analyses of each of the developments above is provided in **Appendix G**.

NO-BUILD OPERATIONAL ANALYSIS

The no-build 2028 lane configurations are shown in **Figure 5**. The background conditions included turn lane improvements at:

- CR 466A & Main Street (US 301)
- CR 466A & CR 139 / CR 462

These improvements will be constructed as part of upcoming projects documented in **Appendix I**.

Table 3 shows the intersection operations for this condition, with printouts available in **Appendix H**. Splits were optimized at each signalized intersection and the cycle lengths were optimized at CR 466A & Main Street (US 301) to improve the operational performance.

Under these future background volumes, the southbound and northbound movements in the PM peak hour at the intersection of CR 466A & Main Street (US 301) are projected to be overcapacity. Both the intersections of CR 466A & Main Street (US 301) and CR 466A & CR 139 / CR 462 operate at an unacceptable LOS E in the PM peak hour. Improvements to these overcapacity movements will be further analyzed in the build condition.

Table 4 and **Table 5** provide the segment analysis for the future no-build condition. The tables show the US 301 to Project Access Driveway segment's background PM peak-hour directional volume being just under the roadway's capacity but nonetheless being very close to it.

Table 3: Future No-Build Intersection Analysis

Intersection	Performance Measure	AM Peak Period					PM Peak Period				
		Overall	EB	WB	NB	SB	Overall	EB	WB	NB	SB
CR 466A & US 301	Delay (s/veh)	51.1	28.7	44.9	71.5	36.8	61.6	90.3	87.7	67.8	38.4
	LOS	D	C	D	E	D	E	F	F	E	D
	v/c ratio*	-	0.01	0.79	0.99	0.99	-	0.35	0.98	1.01	1.09
CR 466A & Project Access Driveway	Delay (s/veh)	-	10.4	10.5	16.0	13.9	-	12.8	11.5	10.3	21.4
	LOS	-	B	B	C	B	-	B	B	B	C
	v/c ratio*	-	0.02	0.01	0	0.03	-	0.05	0.02	0.00	0.06
CR 466A & CR 139 / CR 462	Delay (s/veh)	49.6	37.4	37.4	52.8	72.4	58.9	47.9	51.3	58.4	78.7
	LOS	D	D	D	D	E	E	D	D	E	E
	v/c ratio*	-	0.81	0.80	0.71	0.91	-	0.84	0.87	0.93	0.93

*v/c ratio is shown for the highest movement on the approach

-Measures of effectiveness shown for the major street left-turn movements at TWSC intersections

Figure 5: 2028 No-Build Lane Configurations

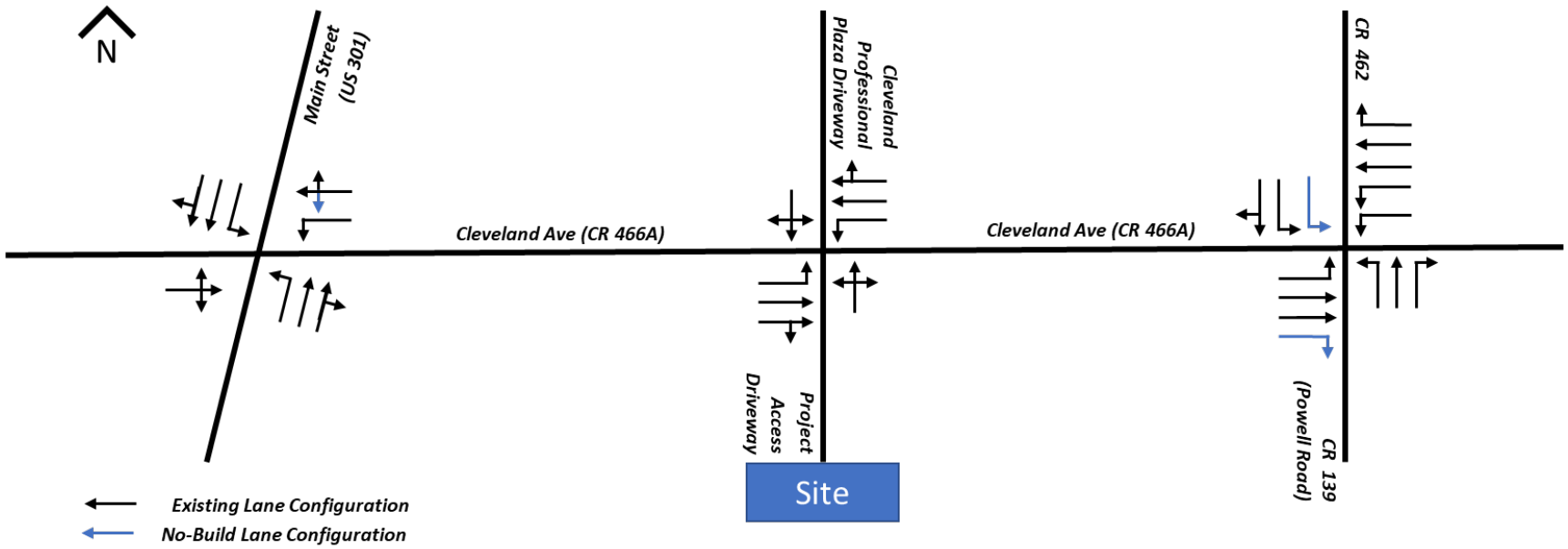


Table 4: 2028 Background No-Build Roadway Segment Peak Directional Volumes

Roadway Segment	2023 PM PHPD Volume (EB)	2023 PM PHPD Volume (WB)	2028 Background Growth PM PHPD Volume (EB)	2028 Background Growth PM PHPD Volume (WB)	Vested Trips PM PHPD Volume (EB)	Vested Trips PM PHPD Volume (WB)	Total 2028 Background PM PHPD Volume (EB)	Total 2028 Background PM PHPD Volume (WB)
CR 466A (US 301 to Project Access Driveway)	443	500	44	50	157	198	644	748
CR 466A (Project Access Driveway to CR 139 / CR 462)	1,158	1,142	116	114	150	191	1,424	1,447

Table 5: 2028 Background No-Build Roadway Segment Analysis

Roadway Segment	Total 2028 Background PM PHPD Volume (EB)	Total 2028 Background PM PHPD Volume (WB)	# of Lanes	LOS Std	PHPD Capacity	v/c Ratio	Exceeds Capacity?
CR 466A (US 301 to Project Access Driveway)	644	748	2	D	1,011	0.74	No
CR 466A (Project Access Driveway to CR 139 / CR 462)	1,424	1,447	4	D	1,710	0.85	No

PROJECT TRIP GENERATION

The proposed project is planned to include the following:

- 5.4 KSF of auto repair shop space
- 3.2 KSF of fast-food restaurant space
- 30.4 KSF of medical office space

The trip generation potential for the proposed development program was determined based upon appropriate rates and equations from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition*. The daily, AM, and PM peak-hour trip end generation potential is summarized in **Table 6**.

Table 6: Project Trip Generation

Land Use	ITE Code	Intensity	Daily Trip Ends	AM Peak Period					PM Peak Period				
				In		Out		Total	In		Out		Total
				%	Trips	%	Trips		%	Trips	%	Trips	
Auto Repair Center	943	5.4 KSF	90	*72%*	*7*	*28%*	*3*	10	*39%*	*4*	*61%*	*7*	11
Fast Food Restaurant with Drive-Through	934	3.2 KSF	1,496	*51%*	*73*	*49%*	*70*	143	*52%*	*55*	*48%*	*51*	106
Medical Office	720	30.4 KSF	1,198	*79%*	*66*	*21%*	*17*	83	*30%*	*36*	*70%*	*83*	119
Subtotal			**2,784**		***146***		***90***	**236**		***95***		***141***	**236**
Internal Capture (17% AM, 2.5% PM)			46		20		20	40		3		3	6
Total External Project Trips			**2,738**		***126***		***70***	**196**		***92***		***138***	**230**
Pass-By (50%/55% (AM/PM) for fast food restaurant)			94		24		24	47		24		24	47
Total (Net External New Trips)			**2,644**		***102***		***46***	**149**		***68***		***114***	**183**

*Pass-by limited to no greater than 20% of the trips generated per Sumter County Guidelines. (236*20%=47)

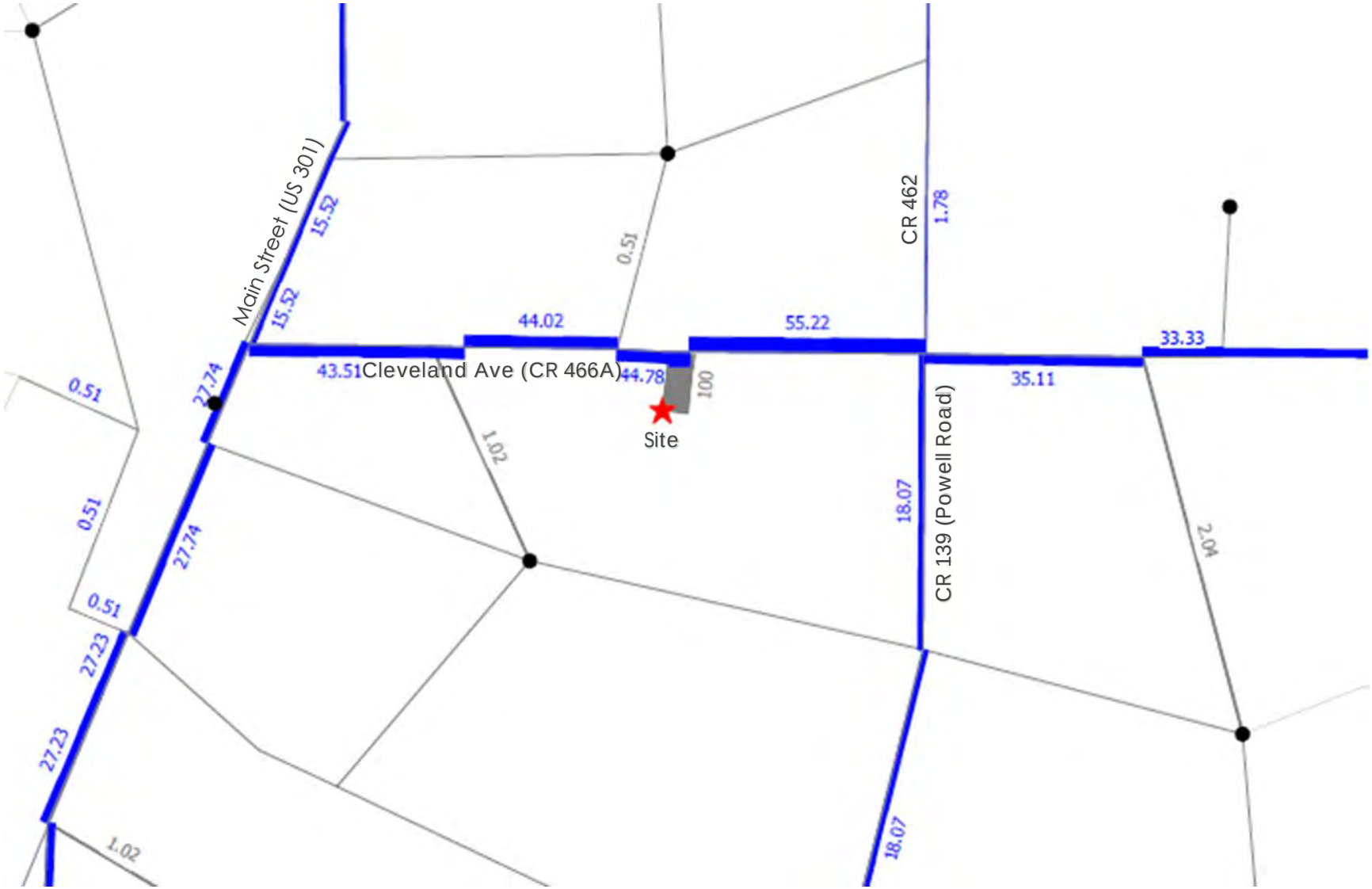
As shown in **Table 7**, the proposed development is projected to generate 2,644 new net external daily trips, with 149 of those trips occurring during the peak AM hour and 183 occurring during the PM peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution and assignment of primary project trips were estimated based on a select zone analysis using the Central Florida Regional Planning Model, Version 7, project driveway distribution, and local traffic patterns.

The daily select zone model plot for the future year is shown in **Figure 5**, with larger scales provided in **Appendix E**.

Figure 6: Trip Distribution and Assignment



The regional trip distribution from the site was determined to be the following:

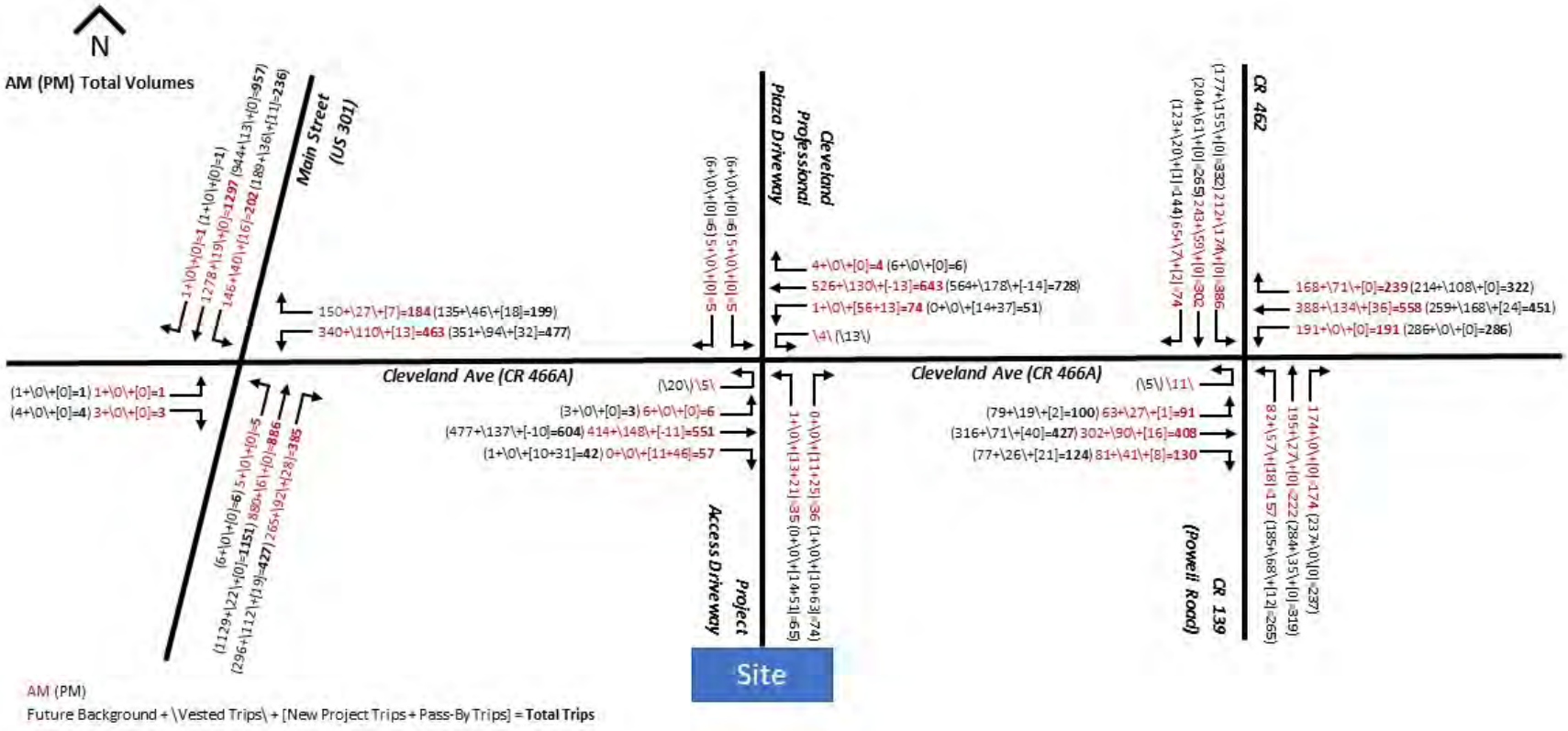
- Trips to the east along Cleveland Avenue (CR 466A), east of the site – 55 percent
    - Trips along Powell Road (CR 139), south of CR 466A – 18 percent
    - Trips along CR 462, north of CR 466A – 2 percent
    - Trips along CR 466A, east of Powell Road – 35 percent
- Trips to the west along Cleveland Avenue (CR 466A), west of the site – 45 percent
    - Trips along Main Street (US 301), south of CR 466A – 28 percent
    - Trips along Main Street (US 301), north of CR 466A – 16 percent

Utilizing the recommended trip distribution percentages above, the trip end generation potential for the proposed development program was assigned to the study intersections and proposed driveways. These assignment percentages are then multiplied by the net new external trip generation for the development to determine the number of project trips on each roadway segment and intersection turning movement within the study area.

FUTURE VOLUMES

Vested traffic from the four developments listed were added to the future background growth. The project volumes were then combined with the grown background volumes and the vested background volumes to determine the build-out volumes. The future build volumes are shown in **Figure 6**, with the grown, vested, and project volumes listed for each movement at all the study intersections.

Figure 7: 2028 Buildout Traffic AM and PM Peak Hours



FUTURE CONDITIONS ANALYSIS

BUILD INTERSECTION ANALYSIS

The build intersection turning movement volumes were analyzed in Synchro 12 with HCM 7th Edition methodologies. The intersection analysis results are shown in **Table 7**, with printouts included in **Appendix K.** Splits were optimized at each signalized intersection and the cycle lengths were optimized at CR 466A & Main Street (US 301) to improve the operational performance.

The lane configurations used in the Build analysis are shown in **Figure 8.** Several intersection improvements are applied in the Build condition to achieve LOS D intersection operations and no overcapacity movements. These lane improvements would also be necessary in the No-Build condition to achieve acceptable operations. While Sumter County does not typically use proportionate share agreements to address roadway improvements required by additional developer traffic, further discussion of a proportionate share agreement may be possible in the case of these improvements as they would be necessary to achieve acceptable operations in the No-Build condition as well.

To address the overcapacity movements calculated in the no-build condition, an exclusive northbound right turn lane is proposed at the intersection of CR 466A & Main Street (US 301). With this improvement, the intersection operates at LOS D or better and without overcapacity movements.

The operations at the driveway show all approaches operating between LOS A and C for the AM peak hour and between LOS B and E for the PM peak hour.

Several improvements were analyzed at the intersection of CR 466A & CR 139 / CR 462 to improve the overall intersection LOS to D, including an exclusive southbound right turn lane and an additional northbound left turn lane. With the improvements listed above, the intersection has an overall LOS of D in both peak periods and operates undercapacity.

Table 7: Build-Out Intersection Analysis

Intersection	Performance Measure	AM Peak Period					PM Peak Period				
		Overall	EB	WB	NB	SB	Overall	EB	WB	NB	SB
CR 466A & Main Street (US 301)	Delay (s/veh)	26.9	62.5	34.9	30.5	20.0	37.9	81.3	65.6	34.9	24.6
	LOS	C	E	C	C	C	D	F	E	C	C
	v/c ratio*	-	0.33	0.82	0.78	0.76	-	0.34	0.92	0.82	0.91
CR 466A & Project Access Driveway	Delay (s/veh)	-	10.3	9.3	16.1	15.5	-	12.6	10.1	47.5	26.6
	LOS	-	B	A	C	C	-	B	B	E	D
	v/c ratio*	-	0.02	0.09	0.19	0.03	-	0.05	0.09	0.66	0.07
CR 466A & CR 139 / CR 462	Delay (s/veh)	49.7	44.1	44.1	53.1	59.2	54.2	40.7	42.4	74.1	60.7
	LOS	D	D	D	D	E	D	D	D	E	E
	v/c ratio*	-	0.82	0.80	0.67	0.90	-	0.84	0.84	0.91	0.85

*v/c ratio is shown for the highest movement on the approach
-Measures of effectiveness shown for the major street left-turn movements at TWSC intersections

BUILD ROADWAY SEGMENT ANALYSIS

The 2028 build PM peak hour roadway capacity analysis for the study area roadways with addition of the no-build improvements can be found in **Table 8** and **Table 9**. Both study segments operate undercapacity.

Figure 8: 2028 Build Lane Configurations

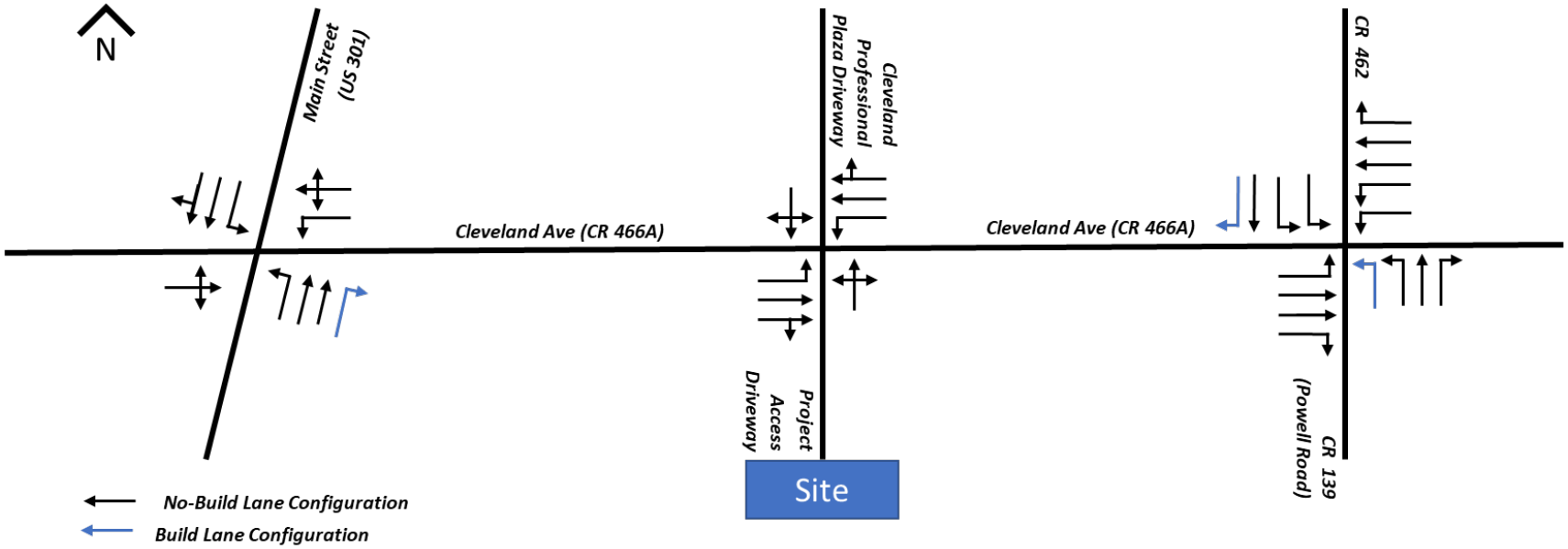


Table 8: 2028 Buildout Roadway Segment Peak Directional Volumes

Roadway Segment	Total 2028 Background PM PHPD Volume (EB)	Total 2028 Background PM PHPD Volume (EB)	% Project Trips	EB Direction	Project Trips PM PHPD Volume (EB)	WB Direction	Project Trips PM PHPD Volume (WB)	Total 2028 Buildout PM PHPD Volume (EB)	Total 2028 Buildout PM PHPD Volume (WB)
CR 466A (US 301 to Project Access Driveway)	644	748	45	In	31	Out	51	675	799
CR 466A (Project Access Driveway to CR 139 / CR 462)	1,424	1,447	55	Out	63	In	37	1,487	1,484

Table 9: 2028 Buildout Roadway Segment Analysis

Roadway Segment	Total 2028 Buildout PM PHPD Volume (EB)	Total 2028 Buildout PM PHPD Volume (WB)	# of Lanes	LOS Std	PHPD Capacity	v/c Ratio	Exceeds Capacity?
CR 466A (US 301 to Project Access Driveway)	675	799	2	D	1,011	0.79	No
CR 466A (Project Access Driveway to CR 139 / CR 462)	1,487	1,484	4	D	1,710	0.87	No

CONCLUSIONS

The Project is located south of CR 466A approximately 0.25 miles east of CR 139 / CR 462. The development is planned for a mix of uses including an auto repair shop, a fast-food restaurant, and a medical office. The proposed development will be built in a single phase, with an anticipated buildout year of 2028.

Access to the site will be provided by driveway access on CR 466A, at the location of the current driveway for Crossings Christian Church, with both the church and the project sharing the access.

The study area and methodology for the traffic analysis were based on the Sumter County Traffic Impact Analysis Guidelines and were approved by the County prior to initiation of the analysis. In the existing conditions, the intersections operate within the level of service standards.

Background growth was calculated a combination of a 2% annual growth rate to 2028 and the vested trips for the following developments:

- Solamar at Wildwood
- Highfield at Twisted Oaks
- Turkey Run II
- Dr. Heydari Medical Office

The analysis of the background 2028 volumes included several roadway improvements including:

- CR 466A & Main Street (US 301):
  - Conversion of westbound shared through-right lane to a shared left-through-right lane.
- CR 466A & CR 139 / CR 462:
  - Addition of a second southbound left turn lane.
  - Addition of an exclusive eastbound right turn lane.

The background analysis indicated that the intersection of CR 466A & Main Street (US 301) and CR 466A & CR 139 / CR 462 both operate at LOS E or worse in at least one peak period. These unacceptable operations were further addressed in the build analysis. The roadway segments operate undercapacity in the no-build condition.

In the build condition, several improvements were applied, including:

- CR 466A & Main Street (US 301):
  - Addition of an exclusive northbound ~~left~~ turn lane. *right
- CR 466A & CR 139 / CR 462:
  - Addition of a second northbound left turn lane.
  - Addition of an exclusive southbound right turn lane.

- The developer is responsible for constructing all proposed improvements.
- FDOT approval is needed for proposed improvements in their right-of-way.
- Proposed improvements shall be constructed within existing right-of-way. If that is deemed impossible, alternative improvements shall be explored.

With these improvements, all intersections will operate undercapacity and at LOS D or better in the future buildout condition. The roadway segments operate undercapacity in the build condition without any improvements.

Appendix A: Approved Methodology

KITTELSON & ASSOCIATES
255 E Robinson Street, Suite 355
Orlando, FL 32801
P 407.540.0555

Technical Memorandum

March 8, 2024 Project# 29192.000

To: Development Review
Sumter County Board of County Commissioners
7375 Powell Road
Wildwood, FL 34785

From: Kok Wan Mah, P.E.
225 E Robinson Street, Suite 355
Orlando, FL 32801

Project: Wildwood Oaks

RE: Proposed TIA Methodology

INTRODUCTION AND PROJECT DESCRIPTION

This technical memorandum provides a recommended Transportation Impact Study (TIS) methodology for the proposed development in Wildwood, FL. The proposed property is a mixed-use development consisting of an auto repair center, fast-food restaurant, and medical office on the south side of Cleveland Avenue (CR 466A) approximately 0.25 miles west of Powell Road (CR 139). The parcel ID is G05-125 and is approximately 16.4 acres. The proposed development will be developed on a portion of the parcel, consisting of 6.6 acres on the north side of the parcel. The site plan is attached. The project location with site boundary in blue is shown in **Figure 1**.

The development is planned to include 5.4 KSF of auto repair shop, 3.2 KSF of fast-food restaurant, and 30.4 KSF of medical office. Based upon the generated project trips, a Transportation Impact Study (TIS) will be conducted per the Sumter County Traffic Impact Analysis Guidelines.

The development will be constructed in a single phase with an anticipated buildout year of 2028. Access to the development will be provided via one full access to CR 466, sharing access with an existing church to the east. The site plan is included in the **Attachments**.

Figure 1. Project Location

TRIP GENERATION

The trip generation analysis was conducted using information published by the Institute of Transportation Engineers (ITE) *Trip Generation (11th Edition)*. **Table 1** summarizes the resulting trip generation analysis. The ITE trip generation information sheets are included in the **Attachments**.

Table 1: Trip Generation

Land Use	ITE Code	Intensity	Daily Trip Ends	AM Peak Period					PM Peak Period				
				In		Out		Total	In		Out		Total
				%	Trips	%	Trips		%	Trips	%	Trips	
Auto Repair Center	943	5.4 KSF	90	*72%*	*7*	*28%*	*3*	10	*39%*	*4*	*61%*	*7*	11
Fast Food Restaurant with Drive-Through	934	3.2 KSF	1,496	*51%*	*73*	*49%*	*70*	143	*52%*	*55*	*48%*	*51*	106
Medical Office	720	30.4 KSF	1,198	*79%*	*66*	*21%*	*17*	83	*30%*	*36*	*70%*	*83*	119
Subtotal			**2,784**		***146***		***90***	**236**		***95***		***141***	**236**
Internal Capture (17% AM, 2.5% PM)			46		20		20	40		3		3	6
Pass-By (50%/55% (AM/PM) for fast food restaurant)			94		24		24	47		24		24	47
Total			**2,644**		***102***		***46***	**149**		***68***		***114***	**183**

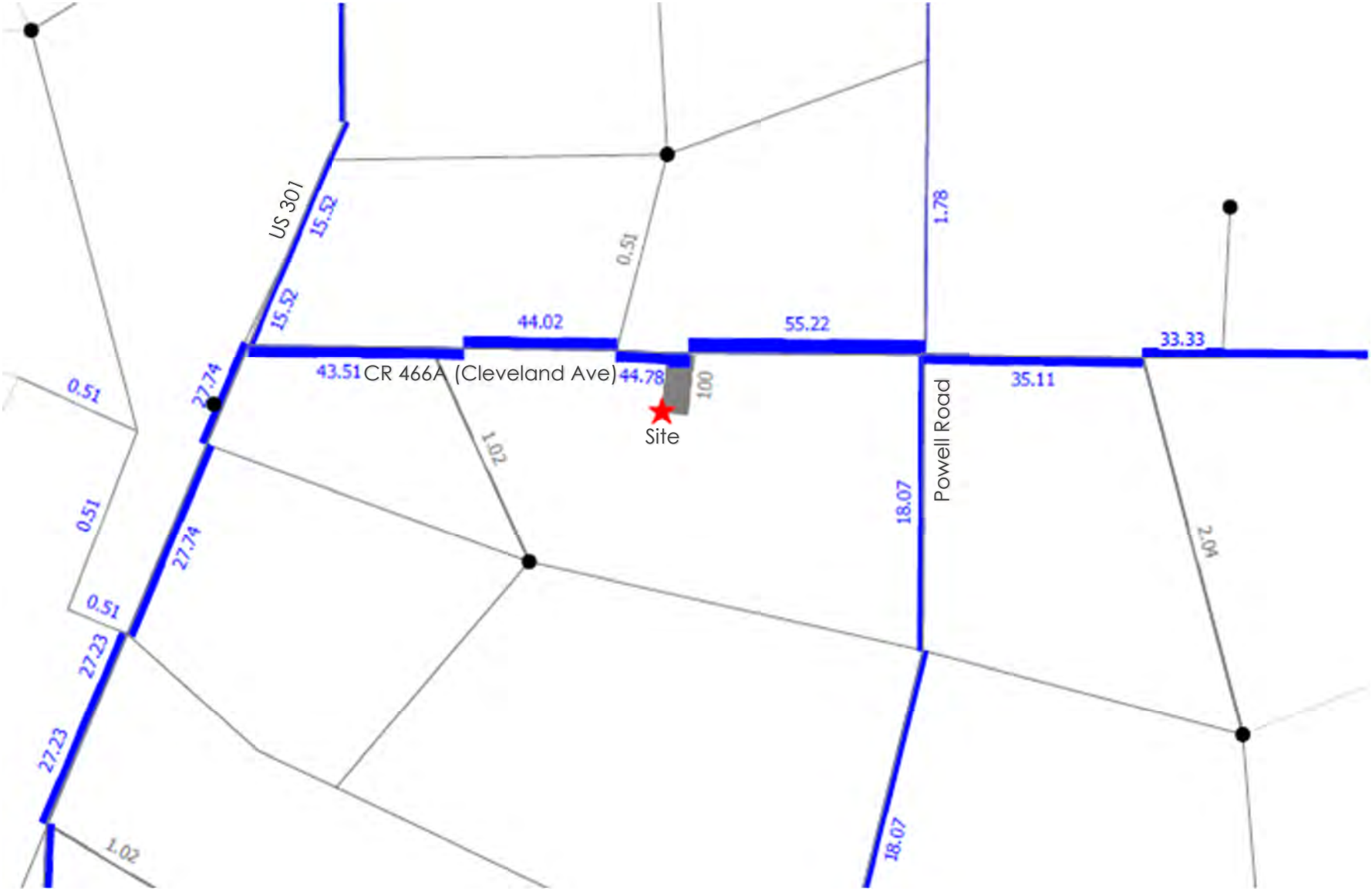
*Pass-by limited to no greater than 20% of the trips generated per Sumter County Guidelines. (236*20%=47)

The proposed development is projected to generate 2,622 new net external daily trips of which 137 trips occur during the AM peak hour and 173 trips occur during the PM peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

The project trip distribution and assignment were estimated based on a select zone analysis using the Central Florida Regional Planning Model (CFRPM), Version 7, project driveway distribution, and local traffic patterns. The daily select zone model plot for the future year is included in **Figure 2** with larger scales included in **Attachments.** Turn restrictions were coded on the connection to Powell Road from the site to represent the right-in/right-out access.

Figure 2: Trip Distribution and Assignment



STUDY AREA DETERMINATION

Per Sumter County Traffic Impact Analysis Guidelines, a study area for a Traffic Study level of analysis includes any public roadway where the net new project's traffic consumes at least three percent of the maximum service volume based on the adopted level of service. **Table 2** presents the project's significance review, which indicates that Cleveland Avenue from US 301 to Powell Road is projected to have project trips that consume at least three percent of its maximum service volume.

Project trips were calculated by using peak-hour peak-direction trips generated by the proposed development and trip distribution presented in previous sections. Sumter County Traffic Impact Analysis Guidelines require any major intersection within a quarter mile radius of the project to be included in analysis.

Based on the expected trip generation, distribution, assignment, and significance review, it is recommended that the following roadway segments and intersections to be evaluated in the TIA.

Roadway segments:

- Cleveland Avenue
    - US 301 to Project Access
    - Project Access to Powell Road

Intersections:

- Cleveland Avenue at US 301
- Cleveland Avenue at Powell Road
- Cleveland Avenue at Site Access

Table 2. Project Trip Significance

Station ID	Road Name	From/To	No. Lanes	Functional Class.	LOS Std.	Daily Capacity	Pk-Hr Pk-Dir Capacity	AADT	PM Pk-Hr 2-Way Total	PH PD		% Project Trips	Project Volume	Proj. Significance	Adj. to Site?	In Study Area?
										Direction	Volume					
-	Cleveland Ave. (CR 466A)	US 301 to Powell Rd. (CR 139)	4	Arterial	D	39,800	2,000	26,646	2,300	EB	1,277	55.2%	63	3.15%	Yes	Yes
29	Cleveland Ave. (CR 466A)	Powell Rd. (CR 139) to 57th Dr.	4	Arterial	D	39,800	2,000	26,646	2,300	EB	1,277	35.1%	40	2.00%	No	No
97	Powell Rd. (CR 139)	CR 44A to Cleveland Ave. (CR 466A)	4	Collector	D	39,800	2,000	17,598	1,538	NB	933	18.1%	21	1.05%	No	No
20	CR 462	Cleveland Ave. (CR 466A) to CR 121	2	Collector	D	13,319	880	13,377	1,148	NB	433	1.8%	2	0.23%	No	No
180026	US 301	CR 44A to Cleveland Ave. (CR 466A)	4	Arterial	D	39,800	2,000	26,000	2,340	NB	1,264	27.7%	32	1.60%	No	No
185008	US 301	Cleveland Ave. (CR 466A) to Old Wire Rd.	4	Arterial	D	39,800	2,000	28,000	2,520	NB	1,361	15.5%	18	0.90%	No	No

Source: Roadway segmentation, LOS Standard from Sumter County 2023 Count Report. Daily capacity, peak-hour peak-direction capacity from 2020 FDOT LOS Tables

FUTURE VOLUMES BUILDOUT (2028)

Traffic counts were provided by Sumter County, including heavy vehicle percentages. The seasonal factor will be applied to the existing peak hour traffic data. If the seasonal factor is less than 1.0, then the counts will not be seasonally adjusted.

Historic average annual daily traffic (AADT) volume data along the study roadways were initially reviewed from CMP database, included in the **Attachments**. The growth rate for County count station ID #29 shows a negative growth for the segment adjacent to the site. Therefore a growth rate of 2% will be used in addition to vested trips for approved projects provided by Sumter County.

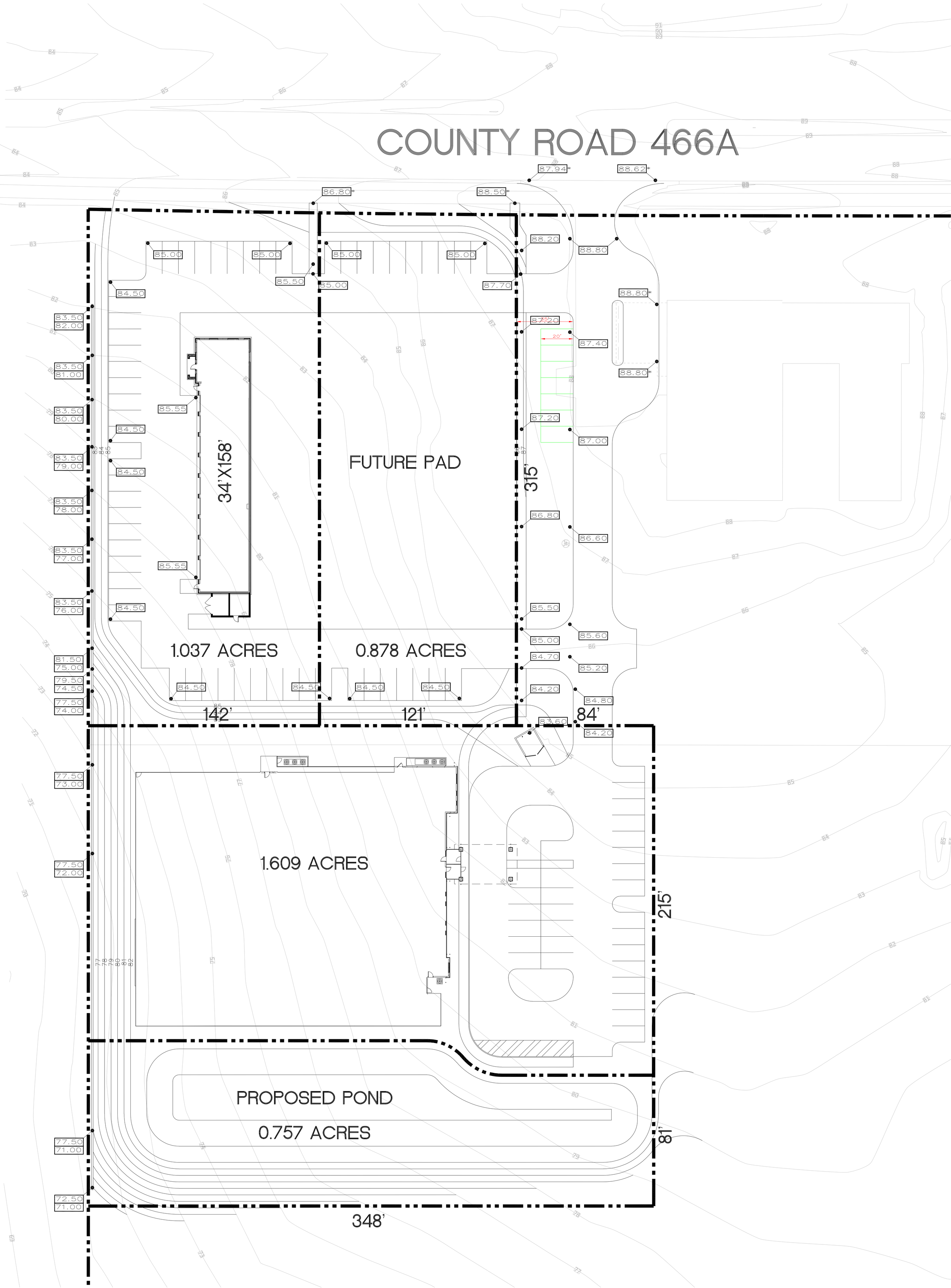
FUTURE CONDITIONS OPERATIONAL ANALYSIS

The Traffic Impact Study will provide an analysis of weekday PM peak hour traffic operations at study intersections and driveway within the study area for Future Background and Buildout conditions. AM Peak hour traffic was removed as there are more project trips added to the network in the PM than AM scenario. HCM 7th Edition methodology included in Synchro 12 software will be used for intersection operational analyses.

The intersection operational analyses will include an assessment of overall intersection delay and level of service (LOS), as well as queues, delays, and LOS by movement, for the study intersections.

Roadway segments will be analyzed for Future No-Build and Future Buildout conditions using roadway capacities published in the Sumter County Congestion Management Plan Database (2023). For roadways or intersections found to be operating deficiently due to the addition of project trips, recommendations will be provided to address the identified deficiencies.

Attachments


COUNTY ROAD 466A
FUTURE PAD
34'X158'
1.037 ACRES
0.878 ACRES
1.609 ACRES
PROPOSED POND
0.757 ACRES
142'
121'
84'
315'
215'
81'
348'

Medical-Dental Office Building - Stand-Alone
(720)

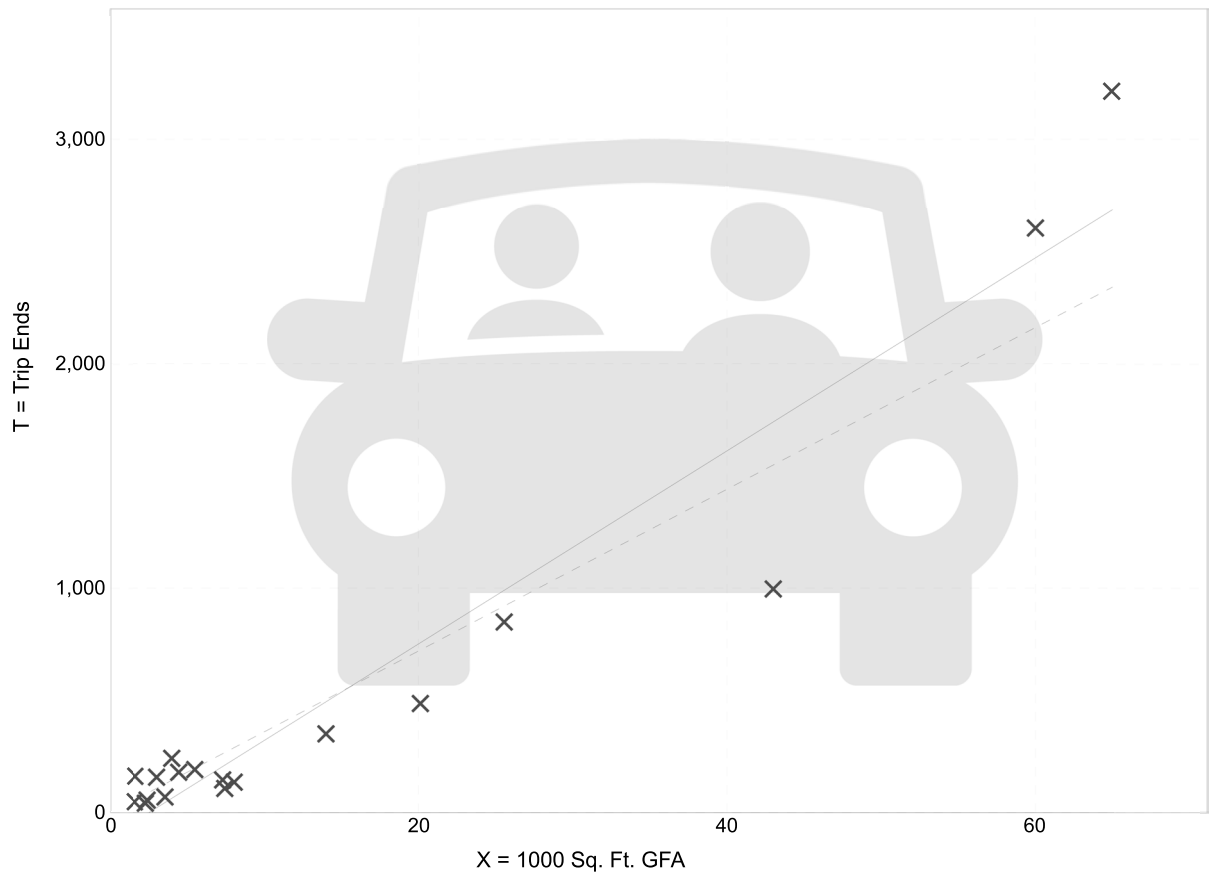
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 15
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
36.00	14.52 - 100.75	13.38

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - **Average Rate**

Fitted Curve Equation: T = 42.97(X) - 108.01 **R^2= 0.92**

Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

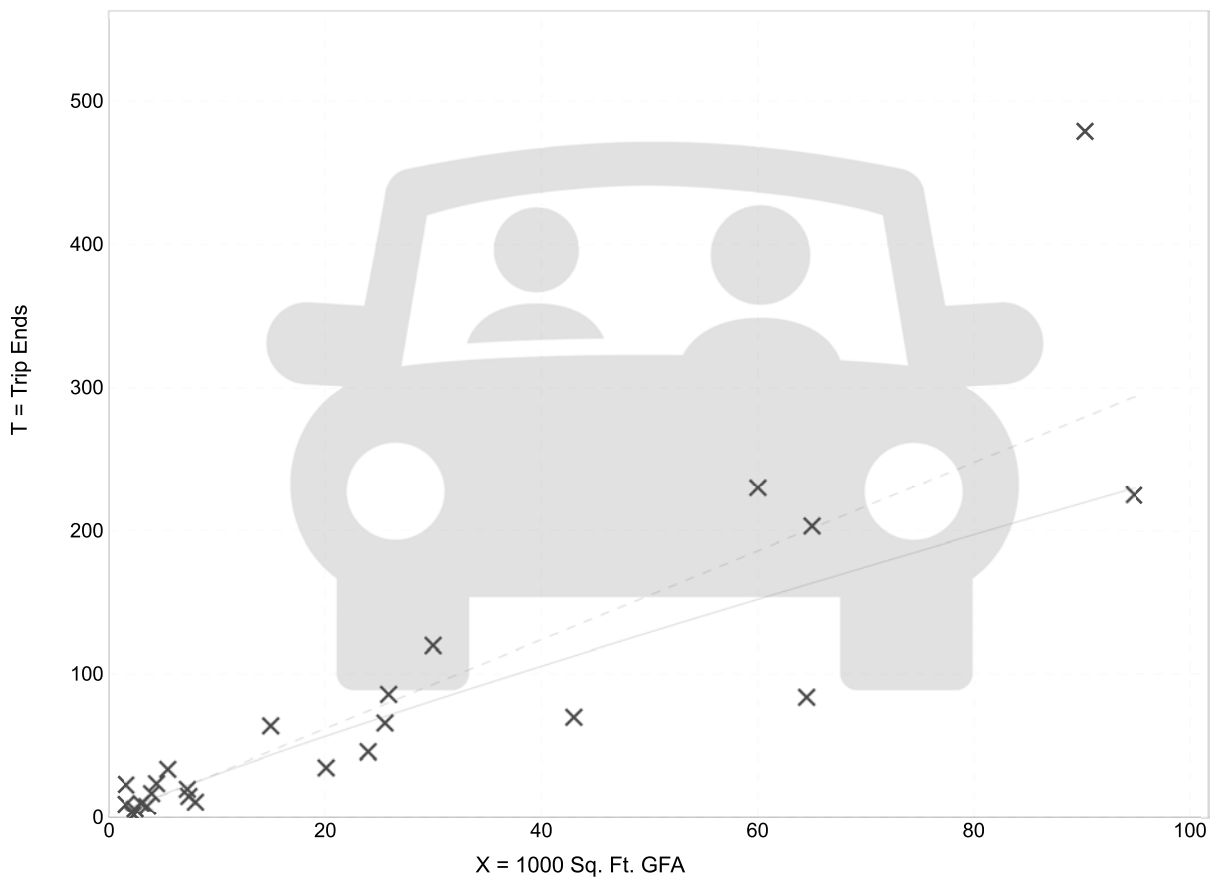
Medical-Dental Office Building - Stand-Alone
(720)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
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:	24
Avg. 1000 Sq. Ft. GFA:	25
Directional Distribution:	79% entering, 21% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.10	0.87 - 14.30	1.49

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.90 Ln(X) + 1.34 **R^2= 0.80**

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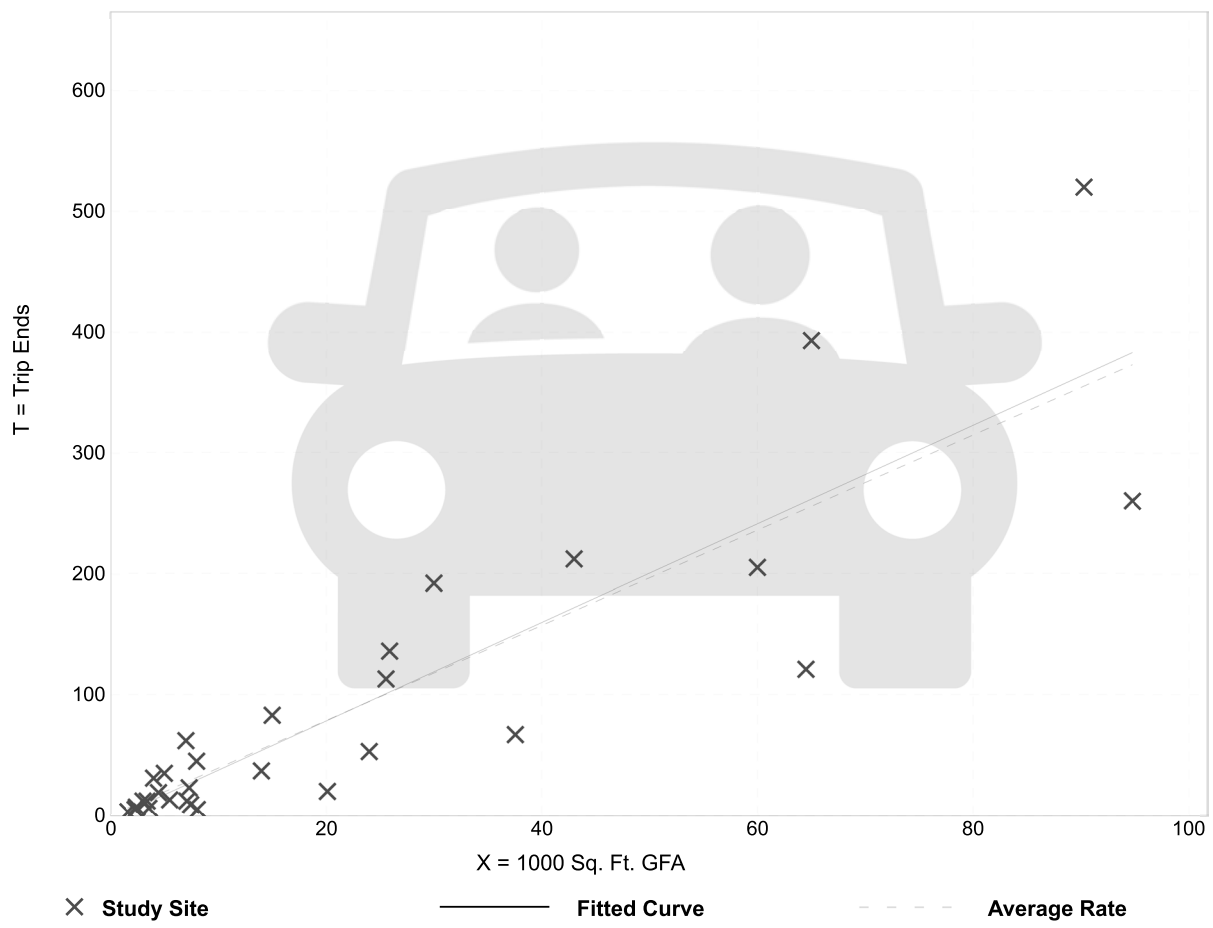
Medical-Dental Office Building - Stand-Alone
(720)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
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:	30
Avg. 1000 Sq. Ft. GFA:	23
Directional Distribution:	30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.93	0.62 - 8.86	1.86

Data Plot and Equation



Fitted Curve Equation: T = 4.07(X) - 3.17 **R^2= 0.77**

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Fast-Food Restaurant with Drive-Through Window
(934)

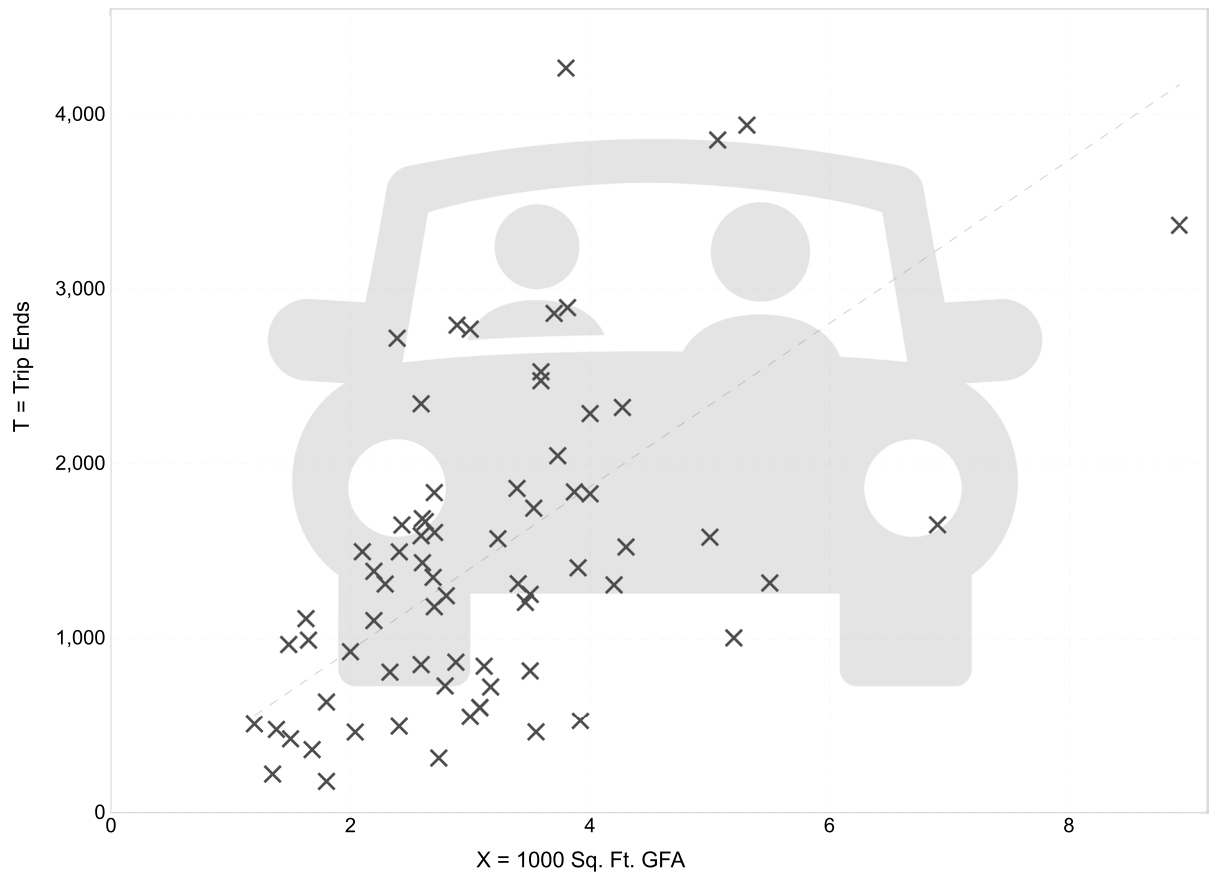
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 71
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
467.48	98.89 - 1137.66	238.62

Data Plot and Equation



× **Study Site** — — — **Average Rate**

Fitted Curve Equation: Not Given **R^2= ******

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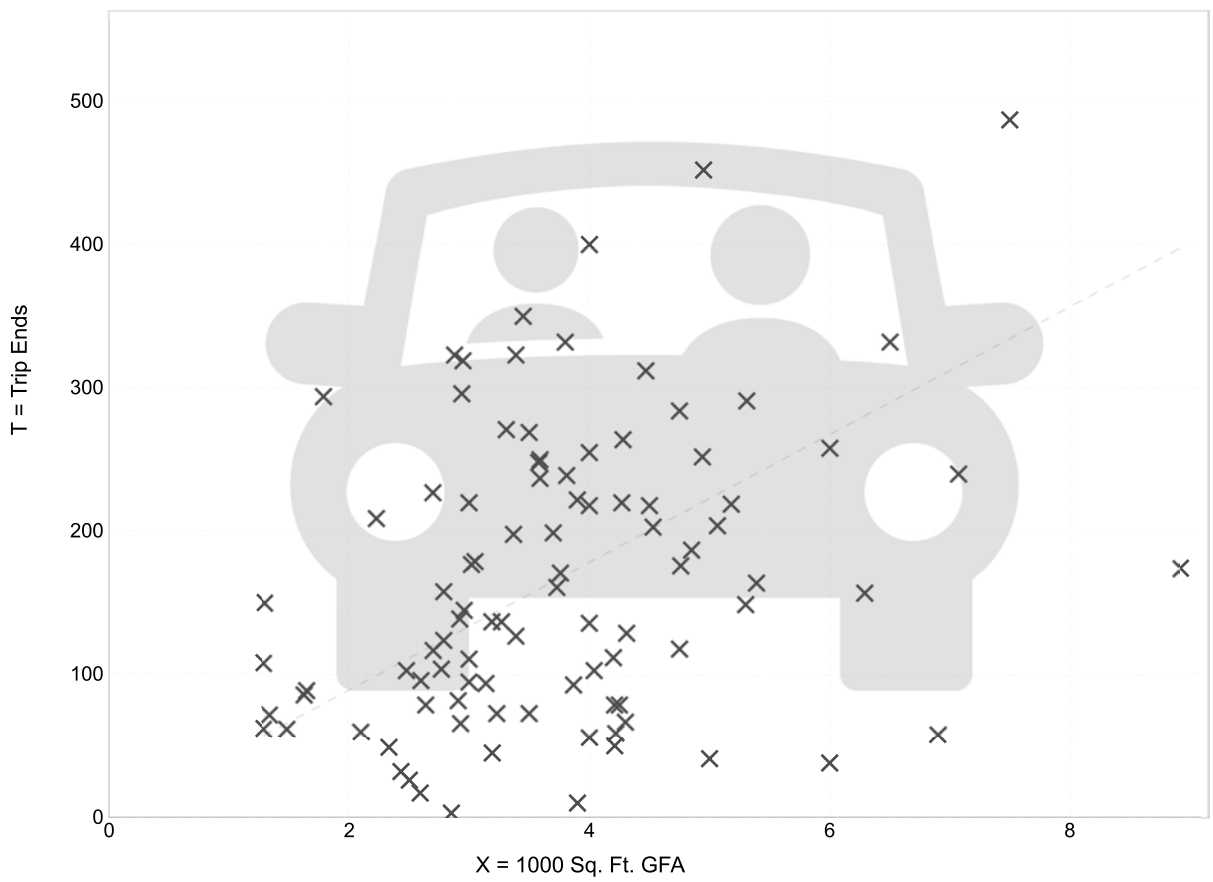
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
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:	96
Avg. 1000 Sq. Ft. GFA:	4
Directional Distribution:	51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
44.61	1.05 - 164.25	27.14

Data Plot and Equation



× **Study Site** — — — **Average Rate**

Fitted Curve Equation: Not Given **R^2= ******

Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

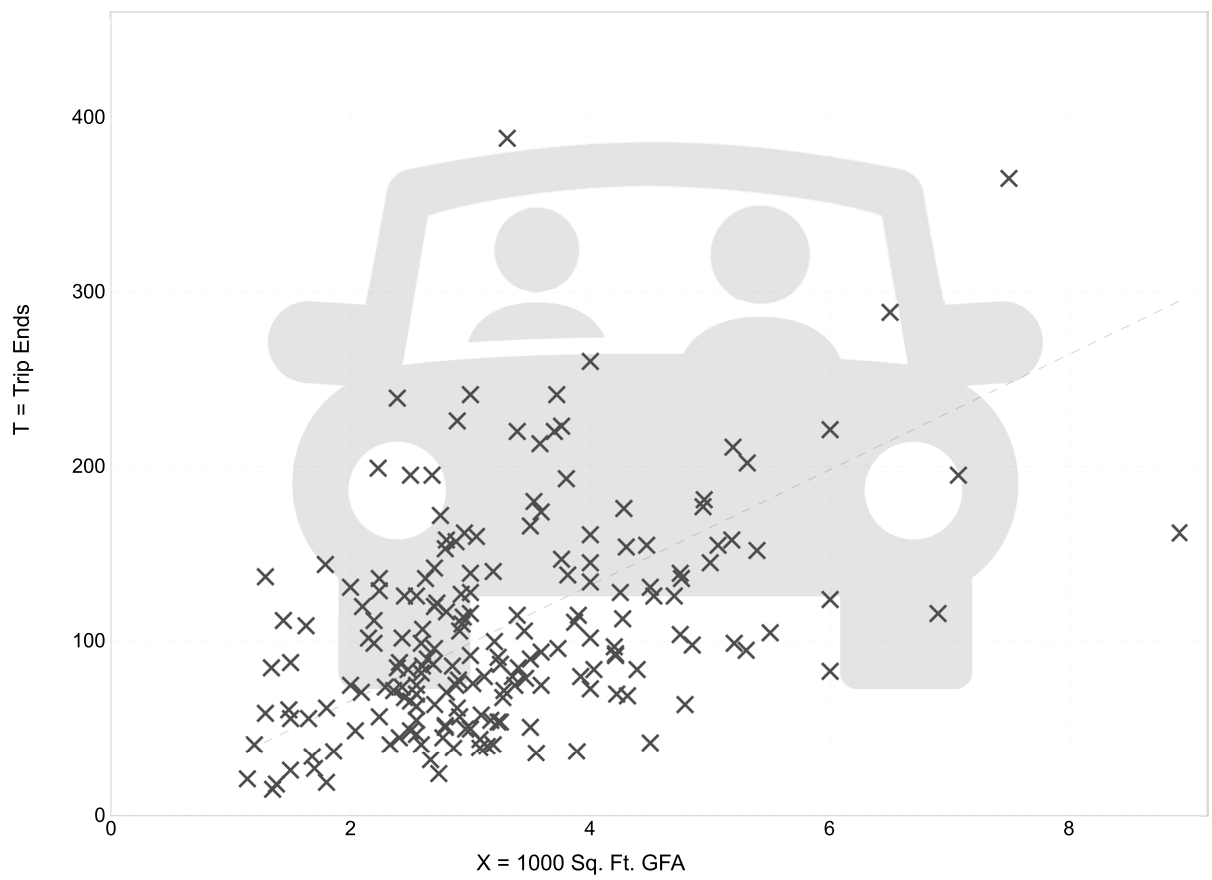
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
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:	190
Avg. 1000 Sq. Ft. GFA:	3
Directional Distribution:	52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.03	8.77 - 117.22	17.59

Data Plot and Equation



× **Study Site** — — — **Average Rate**

Fitted Curve Equation: Not Given **R^2= ******

Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Automobile Parts and Service Center
(943)

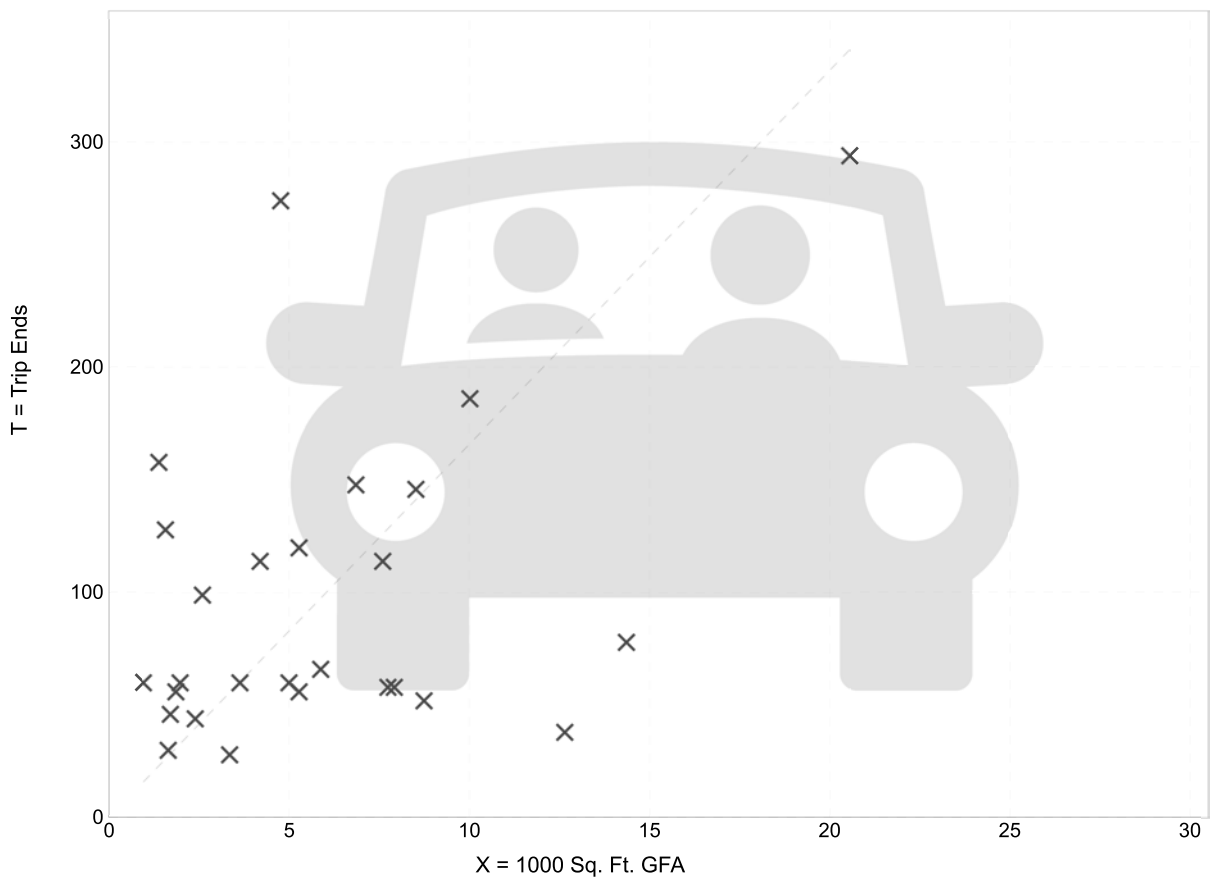
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 27
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
16.60	3.00 - 113.51	16.17

Data Plot and Equation



× **Study Site** — — — — **Average Rate**

Fitted Curve Equation: Not Given **R^2= ******

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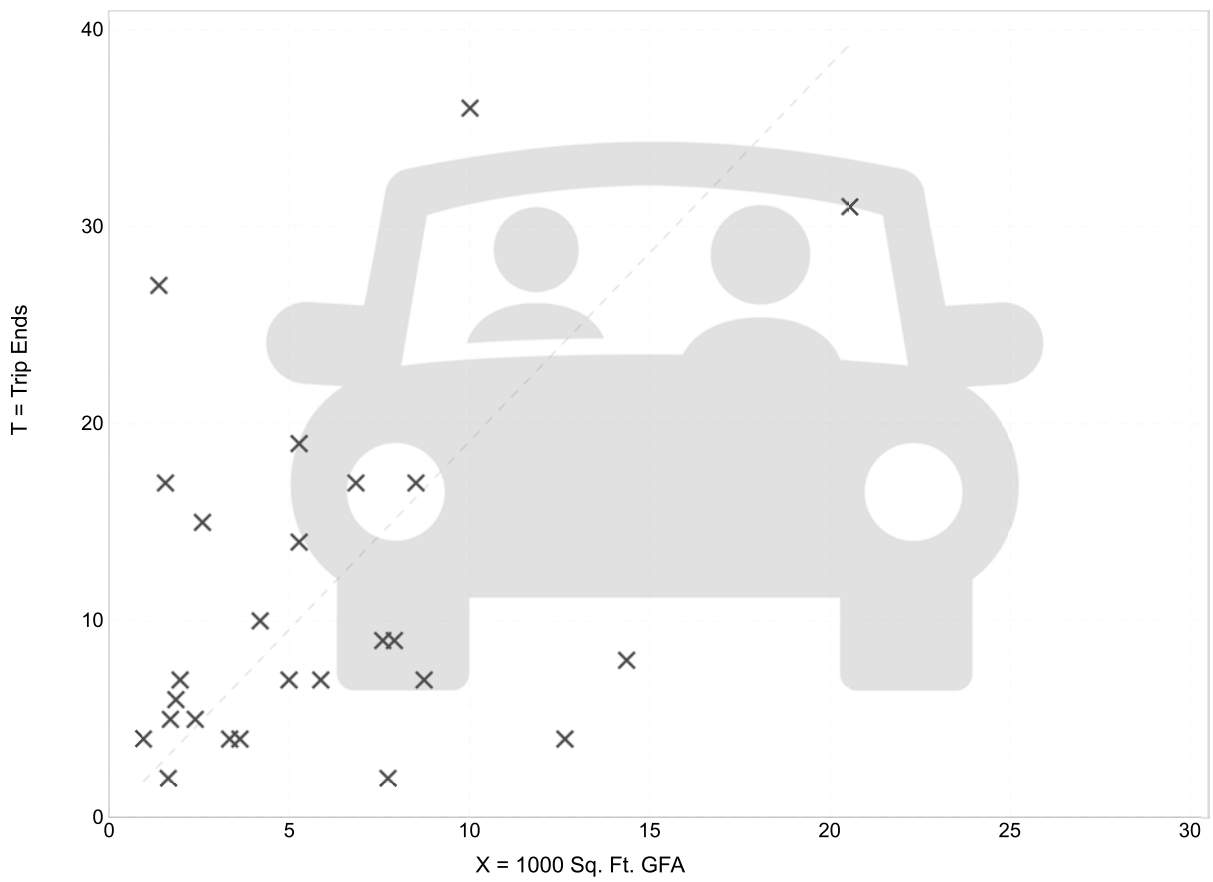
Automobile Parts and Service Center
(943)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
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:	26
Avg. 1000 Sq. Ft. GFA:	6
Directional Distribution:	72% entering, 28% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.91	0.26 - 19.40	2.28

Data Plot and Equation



× **Study Site** — — — — **Average Rate**

Fitted Curve Equation: Not Given **R^2= ******

Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

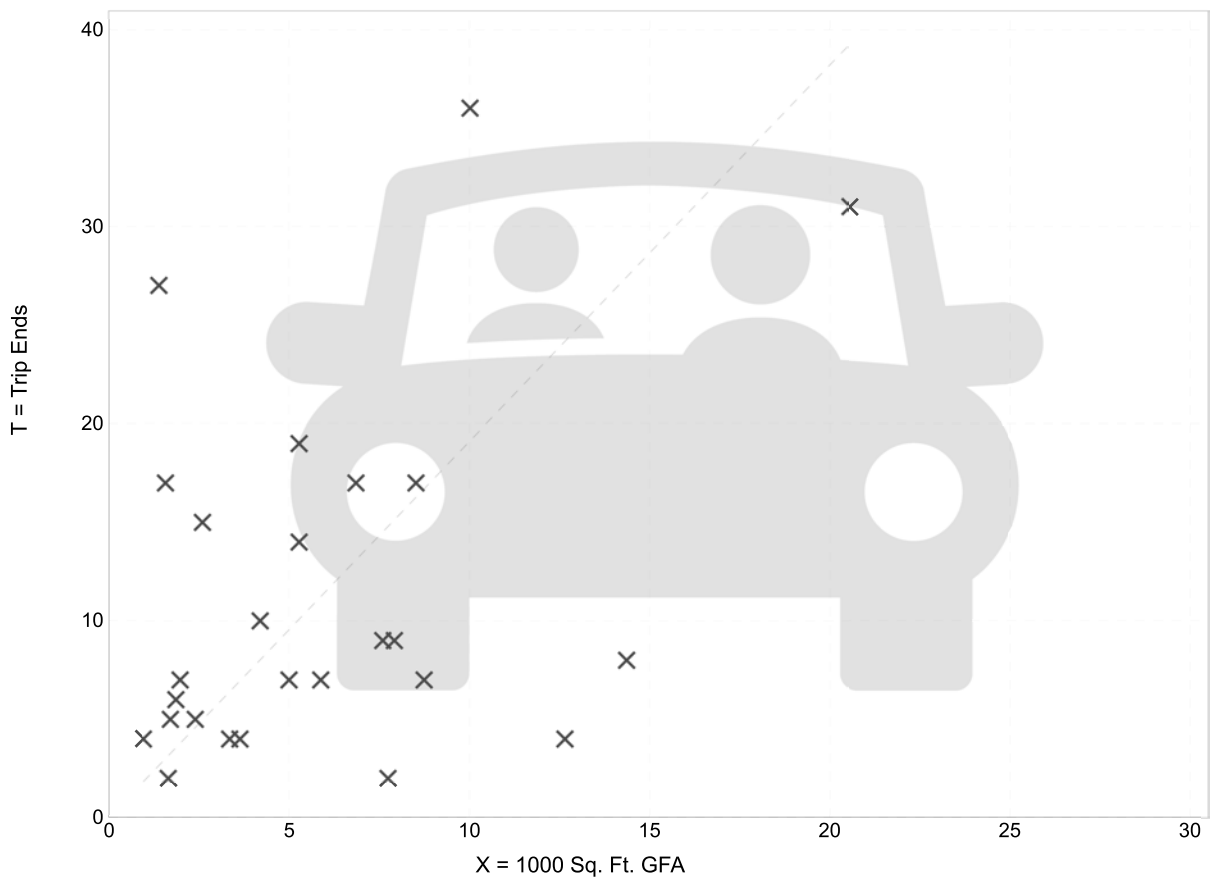
Automobile Parts and Service Center
(943)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
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:	26
Avg. 1000 Sq. Ft. GFA:	6
Directional Distribution:	72% entering, 28% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.91	0.26 - 19.40	2.28

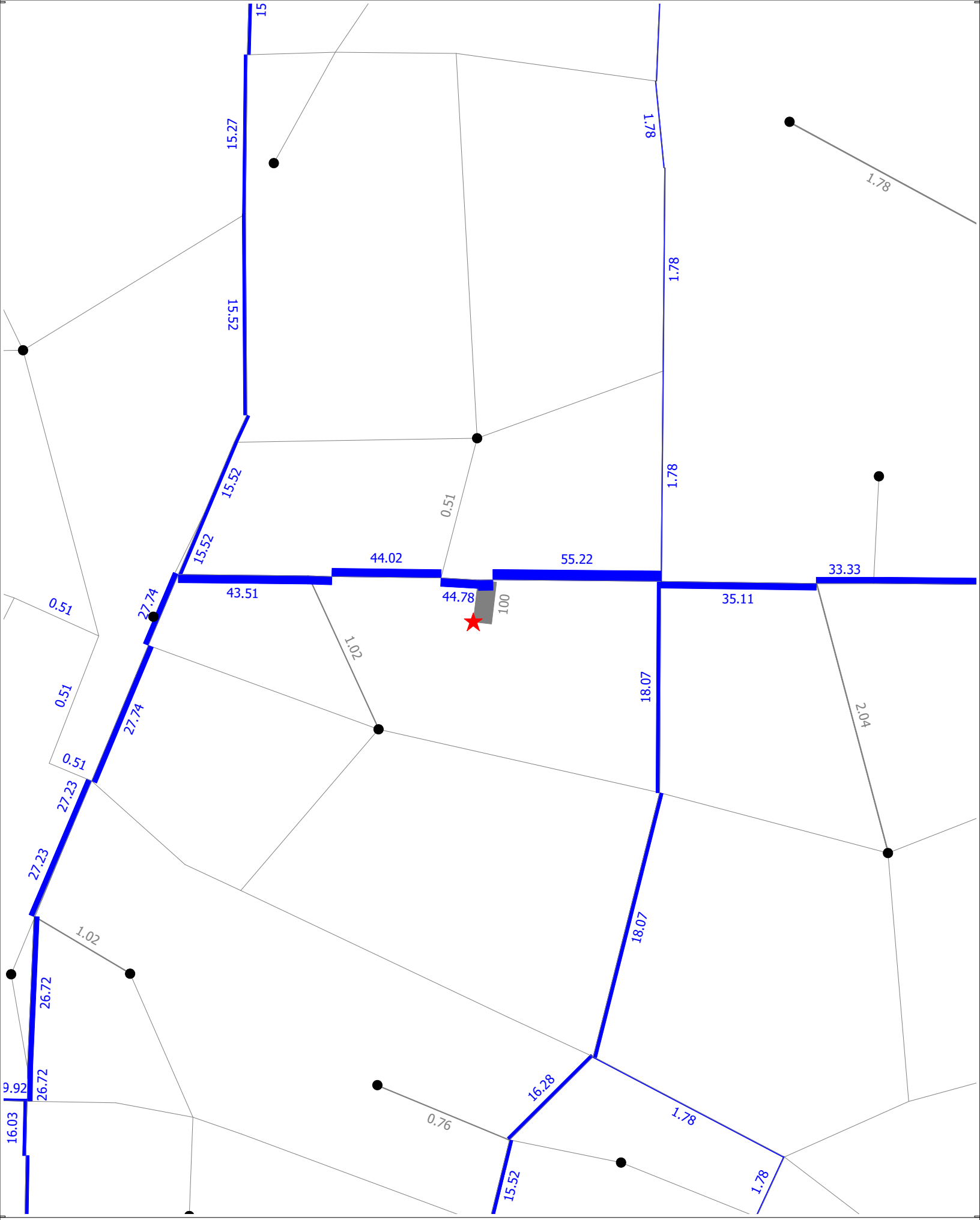
Data Plot and Equation



× **Study Site** — — — — **Average Rate**

Fitted Curve Equation: Not Given **R^2= ******

Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers



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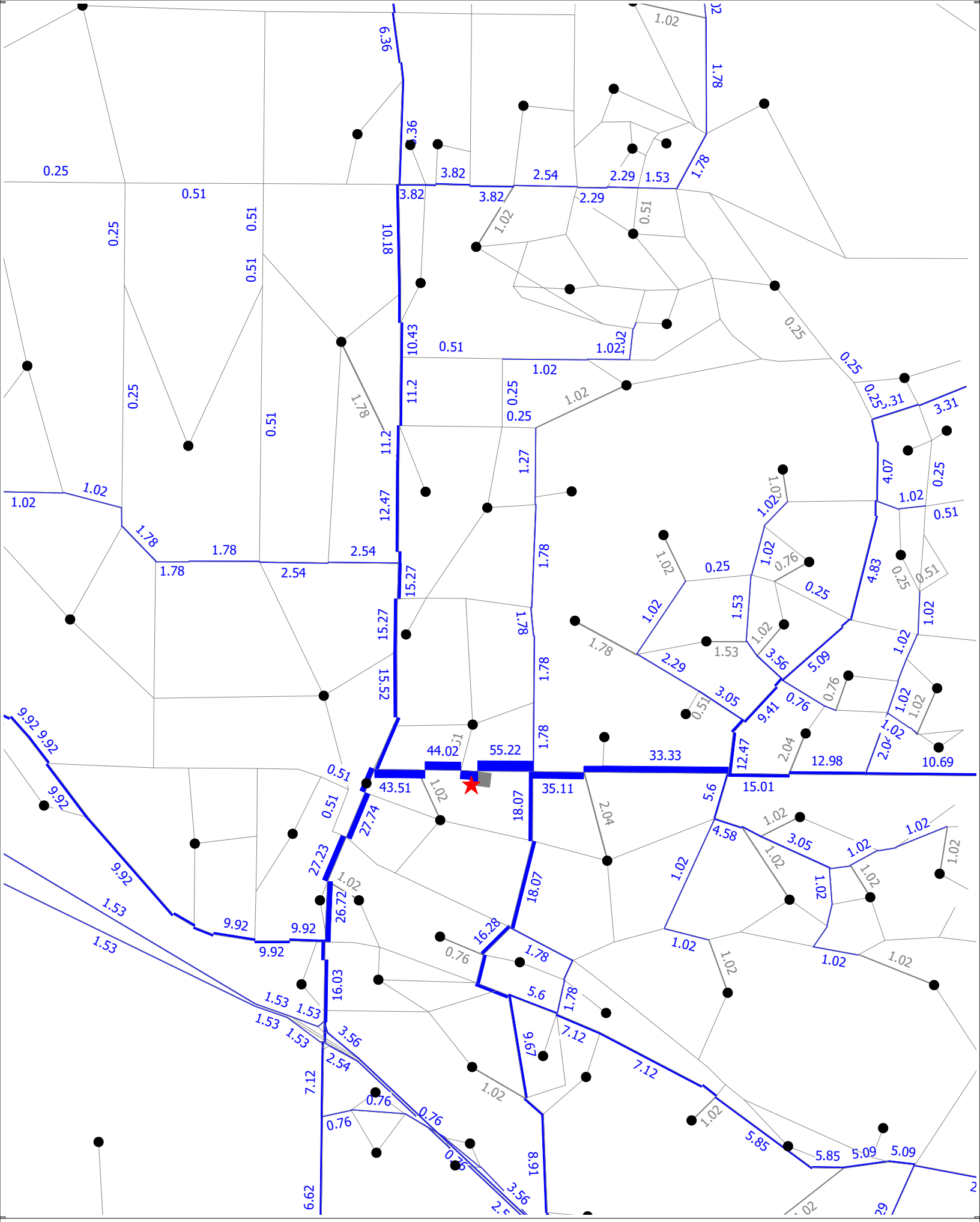

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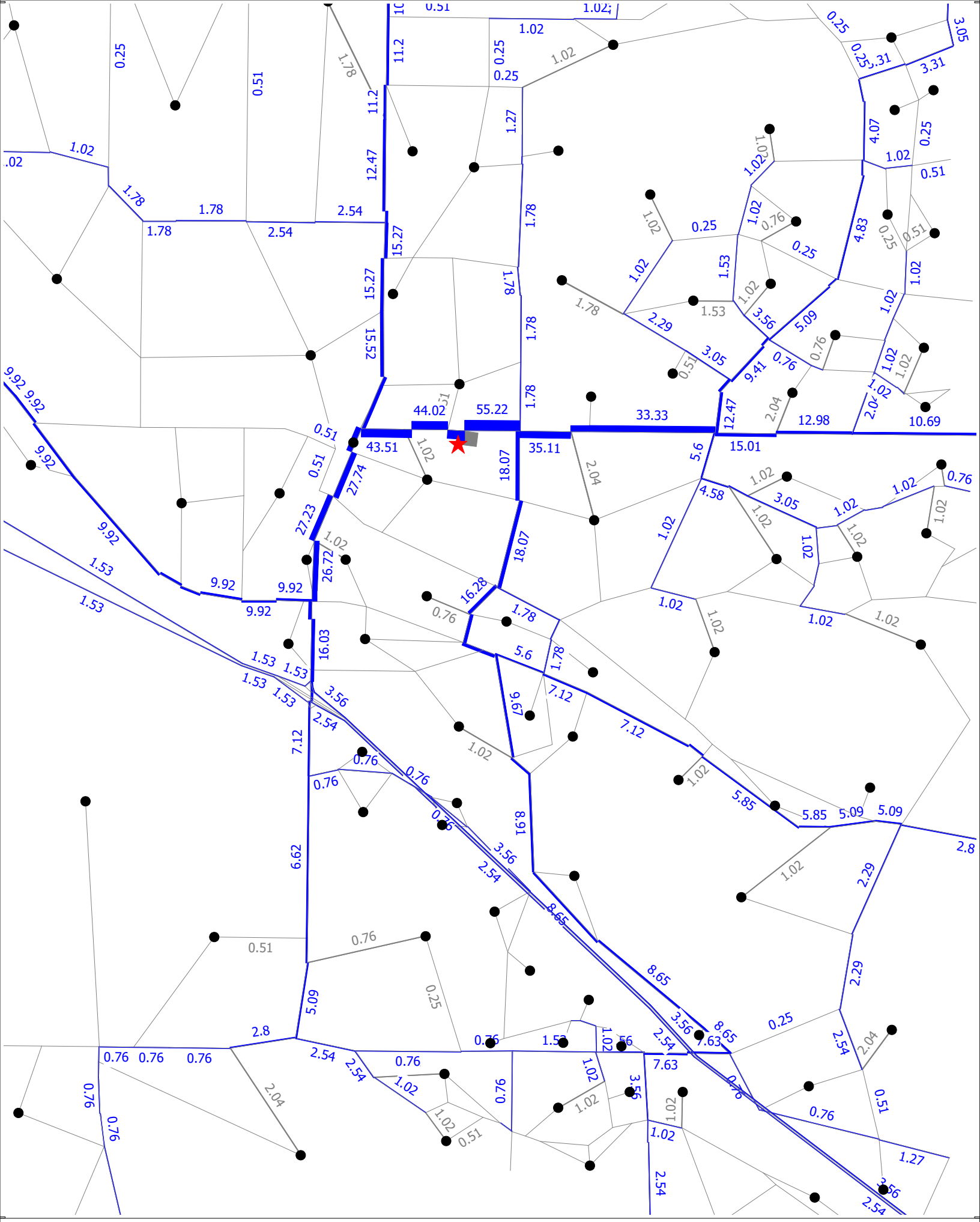

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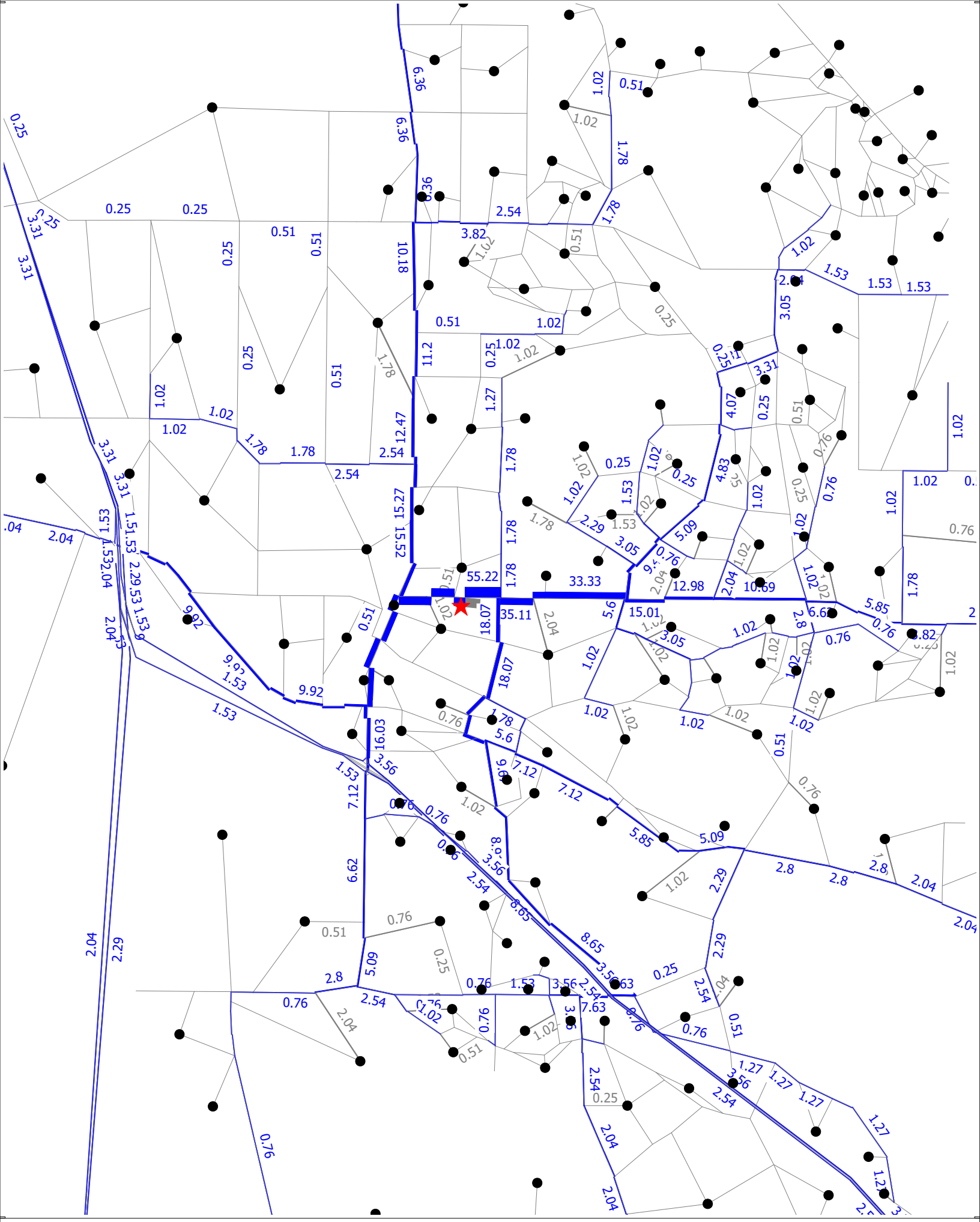

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Six-Use Internal Capture Input

Project Information

Project Number	29192
Project Name	Cleveland Ave TIA
Scenario	1
Analyst	APG

Analysis Input

Analysis Period	AM Peak

Land Use	Land Use Type	Land Use Code	Description (optional)	Size	Trips	
					Enter	Exit
A	Office	720		30.4 KSF	66	17
B	Retail					
C	Restaurant	934		3.2 KSF	73	70
D	Residential					
E	Cinema					
F	Hotel					

Category	Land Use						
	A	B	C	D	E	F	**Total**
Enter	57	0	62	0	0	0	119
Exit	6	0	61	0	0	0	67
Total	63	0	123	0	0	0	186
Single Use Trip Generation Estimate	83	0	143	0	0	0	226
Internal Capture	17.70%						
	24.10%	#DIV/0!	13.99%				

Six-Use Internal Capture Input

Project Information

Project Number	29192
Project Name	Cleveland Ave TIA
Scenario	1
Analyst	APG

Analysis Input

Analysis Period	PM Peak

Land Use	Land Use Type	Land Use Code	Description (optional)	Size	Trips	
					Enter	Exit
A	Office	720		30.4 KSF	36	83
B	Retail					
C	Restaurant	934		3.2 KSF	55	51
D	Residential					
E	Cinema					
F	Hotel					

Category	Land Use						
	A	B	C	D	E	F	**Total**
Enter	34	0	54	0	0	0	88
Exit	82	0	49	0	0	0	131
Total	116	0	103	0	0	0	219
Single Use Trip Generation Estimate	119	0	106	0	0	0	225
Internal Capture	2.67%						
	2.52%	#DIV/0!	2.83%				

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT 2018	2019	2020	2021	2022	2023	ADT (+/-) Change	A.M. Peak Hour Time	Total	NB/EB	SB/WB	K	D	P.M. Peak Hour Time	Total	NB/EB	SB/WB	K	D	Golf Cart North/East Side of Roadway	South/West Side of Roadway
1	Anna Maria Ave	N of Hillsborough Trl	02/08/23	24-HR	3953	4453	3699	-	3976	3863	**-3%**	11:00 AM	374	193	181	0.10	0.52	12:00 PM	376	165	211	0.10	0.56	--	--
2	Bailey Trl	200' W of S Buena Vista Blvd (North End)	02/01/23	24-HR	12033	10981	10758	-	8045	7810	**-3%**	10:30 AM	746	406	340	0.10	0.54	12:00 PM	780	368	412	0.10	0.53	4,837	1,580
3	Bailey Trl	200 N of St Charles Pl	02/01/23	24-HR	11262	10453	10139	-	9416	6652	**-29%**	10:45 AM	598	289	309	0.09	0.52	12:00 PM	645	305	340	0.10	0.53	1,593	1,557
4	Bailey Trl	200' S of St Charles Pl	02/01/23	24-HR	3840	3543	3797	-	3848	3877	**1%**	11:00 AM	370	197	173	0.10	0.53	12:15 PM	372	173	199	0.10	0.53	--	--
5	Bailey Trl	200' W of Buena Vista Blvd (South End)	02/01/23	24-HR	5439	5423	5848	-	4706	4730	**1%**	11:00 AM	447	225	222	0.09	0.50	12:00 PM	467	243	224	0.10	0.52	--	--
6	Belvedere Blvd	200' S of E C 466	01/18/23	24-HR	8960	11502	9193	-	9830	10486	**7%**	10:45 AM	946	481	465	0.09	0.51	4:30 PM	1,075	521	554	0.10	0.52	--	--
7	Belvedere Blvd	200' W of S Buena Vista Blvd	01/31/23	24-HR	7948	7855	7909	-	7685	5404	**-30%**	10:45 AM	572	301	271	0.11	0.53	12:00 PM	493	266	227	0.09	0.54	1,217	2,728
8	Bonita Blvd	200' E of S Buena Vista Blvd	02/01/23	24-HR	4267	4349	4585	-	4689	4584	**-2%**	11:00 AM	459	229	230	0.10	0.50	12:15 PM	440	252	188	0.10	0.57	--	--
9	Bonita Blvd	200' W of Morse Blvd	02/01/23	24-HR	4562	3804	5757	-	5040	4919	**-2%**	11:00 AM	496	250	246	0.10	0.50	12:15 PM	484	261	223	0.10	0.54	--	--
10	Buenos Aires Blvd	200' N of El Camino Real	01/25/23	24-HR	10695	10612	11004	-	9956	10394	**4%**	10:30 AM	956	475	481	0.09	0.50	2:00 PM	964	450	514	0.09	0.53	--	--
11	Buttonwood Run	W of St Charles Pl	02/01/23	24-HR	4962	5432	4701	-	5707	5687	**0%**	10:30 AM	564	296	268	0.10	0.52	12:00 PM	570	270	300	0.10	0.53	--	--
12	C 44A	150' E of C 221	03/29/23	24-HR	1075	1298	1522	-	1599	1879	**18%**	7:15 AM	131	94	37	0.07	0.72	4:15 PM	208	60	148	0.11	0.71	--	--
13	C 44A	500' W of S Buena Vista Blvd	02/08/23	24-HR	-	-	-	-	7827	8460	**8%**	10:15 AM	713	305	408	0.08	0.57	4:45 PM	766	383	383	0.09	0.50	--	--
14	C 44A	500' E of S Buena Vista Blvd	02/08/23	24-HR	-	-	-	-	3155	3229	**2%**	8:15 AM	268	86	182	0.08	0.68	2:45 PM	293	125	168	0.09	0.57	--	--
15	C 44A	W of CR 139 (Powell Rd)	02/08/23	24-HR	3141	3032	3161	-	3462	4084	**18%**	7:45 AM	345	228	117	0.08	0.66	2:00 PM	375	201	174	0.09	0.54	--	--
16	W C 462	400' E of N C 475	01/18/23	24-HR	802	825	776	-	844	1087	**29%**	7:00 AM	112	78	34	0.10	0.70	4:30 PM	116	30	86	0.11	0.74	--	--
17	E C 462	200' E of CR 221	02/07/23	24-HR	2644	2888	3117	-	2842	3237	**14%**	7:30 AM	239	159	80	0.07	0.67	4:45 PM	353	111	242	0.11	0.69	--	--
18	E C 462	500' W of US 301	01/25/23	24-HR	3331	3385	3140	-	3348	3522	**5%**	7:00 AM	245	155	90	0.07	0.63	4:30 PM	390	118	272	0.11	0.70	--	--
19	E C 462	200' E of US 301	01/26/23	24-HR	10876	12120	11882	-	11646	11323	**-3%**	11:00 AM	820	362	458	0.07	0.56	4:30 PM	987	320	667	0.09	0.68	--	--
20	E C 462	500' N of C 466A	01/26/23	24-HR	10954	11810	13297	-	13377	13319	**0%**	7:45 AM	961	450	511	0.07	0.53	3:30 PM	1,148	685	463	0.09	0.60	--	--
21	W C 462	E of CR 229	01/18/23	24-HR	1638	1549	1577	-	1651	1890	**14%**	7:00 AM	152	101	51	0.08	0.66	4:45 PM	189	51	138	0.10	0.73	--	--
22	C 466	250' E of CR 229	01/18/23	24-HR	6854	7555	8182	-	8716	8929	**2%**	7:00 AM	698	424	274	0.08	0.61	4:30 PM	799	336	463	0.09	0.58	--	--
23	C 466	450' W of US 301	01/18/23	24-HR	8153	8726	8682	-	9970	9974	**0%**	7:15 AM	702	400	302	0.07	0.57	4:30 PM	849	379	470	0.09	0.55	--	--
24	E C 466	300' W of R/R	01/18/23	24-HR	24995	25324	26459	-	25468	26100	**2%**	7:00 AM	2,135	1,295	840	0.08	0.61	2:45 PM	2,163	906	1,257	0.08	0.58	--	--
25	E C 466	200' W of CR 101	01/18/23	24-HR	24981	25444	23530	-	24251	24063	**-1%**	7:00 AM	1,936	966	970	0.08	0.50	2:30 PM	2,133	1,089	1,044	0.09	0.51	--	--
26	E C 466	400' W of Buena Vista Blvd	01/18/23	24-HR	29899	31080	31176	-	27786	26880	**-3%**	11:00 AM	2,148	958	1,190	0.08	0.55	2:45 PM	2,432	1,303	1,129	0.09	0.54	--	--
27	E C 466	500' E of Buena Vista Blvd	01/18/23	24-HR	24377	24879	23316	-	23320	22438	**-4%**	11:00 AM	1,808	888	920	0.08	0.51	2:15 PM	2,065	998	1,067	0.09	0.52	--	--
28	E C 466	500' E of Morse Blvd	01/25/23	24-HR	25763	27144	25367	-	24669	24675	**0%**	11:00 AM	2,065	1,021	1,044	0.08	0.51	2:30 PM	2,165	1,106	1,059	0.09	0.51	--	--
29	C 466A	500' E of CR 139 (Powell Rd)	01/26/23	24-HR	19706	22776	24123	-	26935	26646	**-1%**	11:00 AM	2,276	1,167	1,109	0.09	0.51	12:15 PM	2,300	1,158	1,142	0.09	0.50	--	--
30	C 466A	500' W of S Buena Vista Blvd	02/08/23	24-HR	22940	25010	26843	-	28605	28944	**1%**	11:00 AM	2,637	1,299	1,338	0.09	0.51	1:30 PM	2,608	1,271	1,337	0.09	0.51	--	--
31	C 466A	300' W of Morse Blvd	02/08/23	24-HR	17959	18028	18455	-	19155	18628	**-3%**	11:00 AM	1,626	831	795	0.09	0.51	12:00 PM	1,604	810	794	0.09	0.50	--	--
32	C 466A	50' W of Lake County Line	02/08/23	24-HR	20240	19532	20108	-	21232	20992	**-1%**	11:00 AM	1,678	836	842	0.08	0.50	3:15 PM	1,700	852	848	0.08	0.50	--	--
33	C 466A	150' E of US 301	01/25/23	24-HR	10317	9137	10975	-	9784	11009	**13%**	11:00 AM	867	421	446	0.08	0.51	3:30 PM	943	443	500	0.09	0.53	--	--
34	Morse Blvd	1400' S of E SR 44	02/08/23	24-HR	9999	13344	12282	-	24892	25363	**2%**	11:00 AM	2,171	1,143	1,028	0.09	0.53	12:00 PM	2,154	1,164	990	0.08	0.54	--	--
35	Warm Springs Ave	500' E of Marsh Bend Trl	02/22/23	24-HR	8991	10996	11239	-	24291	25529	**5%**	11:00 AM	2,149	1,263	886	0.08	0.59	3:30 PM	2,352	1,214	1,138	0.09	0.52	--	--
36	Warm Springs Ave	400' E of N US 301	02/22/23	24-HR	6884	10393	9271	-	11776	11449	**-3%**	6:45 AM	935	582	353	0.08	0.62	3:30 PM	906	442	464	0.08	0.51	--	--
37	C 469	2640' S of CR 716	03/01/23	24-HR	3210	2766	3267	-	4863	4790	**-2%**	10:45 AM	357	178	179	0.07	0.50	4:15 PM	345	158	187	0.07	0.54	--	--
38	C 469	N of SR 50	03/01/23	24-HR	2674	3100	2996	-	4567	4376	**-4%**	7:15 AM	337	141	196	0.08	0.58	1:15 PM	322	138	184	0.07	0.57	--	--
39	E C 470	300' E of CR 529	02/22/23	24-HR	12938	11225	11414	-	17029	17918	**5%**	7:15 AM	1,321	856	465	0.07	0.65	3:45 PM	1,316	635	681	0.07	0.52	--	--
40	E C 470	300' W of CR 500	02/22/23	24-HR	10217	9939	11739	-	15678	16522	**5%**	7:30 AM	1,326	818	508	0.08	0.62	12:00 PM	1,194	697	497	0.07	0.58	--	--
41	E C 470	300' E of Marsh Bend Trl	02/23/23	24-HR	9837	10669	10939	-	15563	17426	**12%**	11:00 AM	1,296	713	583	0.07	0.55	3:00 PM	1,264	766	498	0.07	0.61	--	--
42	N C 470	500' W of CR 491	01/25/23	24-HR	8466	8107	8087	-	8454	8960	**6%**	7:00 AM	798	512	286	0.09	0.64	4:30 PM	748	246	502	0.08	0.67	--	--
43	N C 470	300' N CR 479	01/25/23	24-HR	7284	6801	6496	-	6930	7502	**8%**	7:15 AM	591	200	391	0.08	0.66	5:00 PM	602	377	225	0.08	0.63	--	--
44	N C 470	1320' S of CR 400	01/24/23	24-HR	3809	3729	3737	-	3990	4498	**13%**	7:00 AM	357	162	195	0.08	0.55	4:30 PM	416	206	210	0.09	0.50	--	--
45	N C 470	300' S of W SR 44	01/24/23	24-HR	3068	3305	3964	-	3592	4104	**14%**	6:45 AM	341	192	149	0.08	0.56	4:30 PM	382	158	224	0.09	0.59	--	--
46	C 472	325' W of R/R Tracks	01/25/23	24-HR	5054	5422	5646	-	6086	7179	**18%**	7:15 AM	593	417	176	0.08	0.70	2:45 PM	663	330	333	0.09	0.50	--	--
47	C 472	500' W of CR 115	01/25/23	24-HR	6149	6737	7103	-	7136	8194	**15%**	11:00 AM	647	379	268	0.08	0.59	2:15 PM	691	360	331	0.08	0.52	--	--
48	N C 475	700' S of W C 462	01/18/23	24-HR	4429	4845	5210	-	5588	6125	**10%**	7:30 AM	490	281	209	0.08	0.57	4:45 PM	575	223	352	0.09	0.61	--	--
49	N C 475	1320' S of Marion County Line	01/18/23	24-HR	5354	5787	6282	-	7106	7205	**1%**	7:00 AM	587	252	335	0.08	0.57	4:30 PM	676	365	311	0.09	0.54	--	--
50	S C 475	200' N of W CR 532	02/22/23	24-HR	4021	-	3873	-	5297	5081	**-4%**	7:30 AM	392	177	215	0.08	0.55	3:45 PM	434	261	173	0.09	0.60	--	--
51	S C 475	2500' S of W CR 532	02/22/23	24-HR	4587	-	4652	-	5681	5658	**0%**	7:30 AM	408	184	224	0.07	0.55	3:45 PM	491	294	197	0.09	0.60	--	--
52	S C 475	100' South of CR 542	02/22/23	24-HR	5396	3502	5130	-	5951	6429	**8%**	7:30 AM	465	196	269	0.07	0.58	3:30 PM	565	293	272	0.09	0.52	--	--
53	C 476A (Dr Martin Luth	W of S Justice St	02/15/23	24-HR	-	-	-	-	849	818	**-4%**	11:00 AM	64	21	43	0.08	0.67	4:45 PM	75	39	36	0.09	0.52	--	--
54	W C 476 (W Seminole	W of S Roland St	02/15/23	24-HR	4325	4545	5216	-	5832	6084	**4%**	7:00 AM	481	280	201	0.08	0.58	3:45 PM	527	235	292	0.09	0.55	--	--
55	E C 476 (E Noble Ave)	E of Flanner Ave	02/15/23	24-HR	2448	2528	2877	-	3187	3200	**0%**	7:30 AM	247	83	164	0.08	0.66	4:15 PM	298	170	128	0.09	0.57	--	--
56	W C 476	W of CR 616	02/15/23	24-HR	4871	4955	4962	-	5802	5960	**3%**	7:15 AM	421	283	138	0.07	0.67	4:00 PM	549	227	322	0.09	0.59	--	--
57	C 476A (S Jasper St)	2000' S of E C 476	02/15/23	24-HR	-	-	611	-	390	425	**9%**	7:30 AM	30	13	17	0.07	0.57	5:45 PM	46	23	23	0.11	0.50	--	--
58	C 476B	1500' N of SW 95th Ave	02/15/23	24-HR	1934	1942	1817	-	2299	2519	**10%**	6:30 AM	221	69	152	0.09	0.69	3:45 PM	270	170	100	0.11	0.63	--	--
59	E C 476	500' E of C 476A (S Jasper St)	02/15/23	24-HR	-	-	-	-	2755	2733	**-1%**	7:45 AM	222	78	144	0.08	0.65	4:15 PM	266	144	122	0.10	0.54	--	--
60	W C 476	500' W of C 575	02/15/23	24-HR	3848	3753	4308	-	5028	5014	**0%**	6:30 AM	328	240	88	0.07	0.73	4:00 PM	489	164	325	0.10	0.66	--	--
61	W C 476	100' W of C 476B	02/15/23	24-HR	4360	4710	4598	-	5905	6042	**2%**	7:00 AM	413	315	98	0.07	0.76	4:00 PM	563	185	378	0.09	0.67	--	--
62	W C 476	100' E of C 476B	02/15/23	24-HR	4227	4353	4192	-	5405	5459	**1%**	11:00 AM	364	182	182	0.07	0.50	3:45 PM	509	218	291	0.09	0.57	--	--
63	W C 476	500' W of CR 603	02/15/23	24-HR	4657	4730	5421	-	5572	5778	**4%**	7:00 AM	485	310	175	0.08	0.64	3:30 PM	545	229	316	0.09	0.58	--	--
64	C 478A	500' W of SR 471	03/01/23	24-HR	731	755	680	-	801	800	**0%**	7:15 AM	68	43	25	0.09	0.63	5:00 PM	78	29	49	0.10	0.63	--	--
65	CR 647	100' N of W C 476	02/15/23	24-HR	-	-	-	-	658	699	**6%**	11:00 AM	52	30	22	0.07	0.58	4:45 PM	68	44	24	0.10	0.65	--	--
66	E C 478	1 Mi S of E C 48	03/01/23	24-HR	943	1021	1016	-	1224	1444	**18%**	6:45 AM	135	84	51	0.09	0.62	4:30 PM	136	41	95	0.09	0.70	--	--
67	E C 478	200' E of NE 9th St	03/02/23	24-HR	1584	1596	1539	-	2048	2386	**17%**	6:45 AM	177	74	103	0.07	0.58	2:30 PM	221	127	94	0.09	0.57	--	--
68	C 478A	200' W of CR 755	03/01/23	24-HR	-	-	-	-	375	492	**31%**	6:45 AM	63	29	34	0.13	0.54	4:00 PM	56	32	24	0.11	0.57	--	--
69	CR 614	500' S of W C 476	02/15/23	24-HR	1600	1779	1752	-	685	720	**5%**	7:00 AM	68	51	17	0.09	0.75	4:45 PM	83	38	45	0.12	0.54	--	--
70	W C 478	1 Mile E of US 301	03/02/23	24-HR	2109	2092	2146	-	2816	3077	**9%**	7:00 AM	255	122	133	0.08	0.52	4:15 PM	279	149	130	0.09	0.53	--	--
71	E C 48 (N Florida St)	S of E Joe P Strickland Jr Ave	02/15/23	24-HR	3543	3545	3758	-	3626	3782	**4%**	7:30 AM	332	205	127	0.09	0.62	4:15 PM	363	169	194	0.10	0.53	--	--
72	E C 48	E of S Justice St	02/15/23	24-HR	6475	7150	7721	-	8713	9321	**7%**	7:30 AM	792	366	426	0.08	0.54	4:15 PM	853	423	430	0.09	0.50	--	--
73	E C 48	E of SE 26th Dr	03/01/23	24-HR	5490	5666	5962	-	7301	8128	**11%**	7:00 AM	575	299	276	0.07	0.52	4:15 PM	727	340	387	0.09	0.53	--	--
74	W C 48	W of CR 625	02/15/23	24-HR	4167	4222	4153	-	5671	4967	**-12%**	10:15 AM	349	164	185	0.07	0.53	3:45 PM	401	166	235	0.08	0.59	--	--
75	E C 48	500' W of CR 747	03/01/23	24-HR	6162	6667	7088	-	8341	9175	**10%**	7:30 AM	712	336	376	0.08	0.53	4:15 PM	815	405	410	0.09	0.50	--	--
76	E C 48	300' E of CR 747	03/01/23	24-HR	5172	5767	6024	-	7340	8151	**11%**	7:15 AM	571	260	311	0.07	0.54	4:15 PM	708	344	364	0.09	0.51	--	--
77	E C 48	300' W of Old RR Tracks (W Jefferson St)	03/02/23	24-HR	5709	6051	6211	-	8608	9575	**11%**	6:30 AM	698	332	366	0.07	0.52	4:45 PM	811	434	377	0.08	0.54	--	--
78	E C 48	500' W of CR 702	03/02/23	24-HR	4221	4023	3775	-	5600	7106	**27%**	6:30 AM	562	348	214	0.08	0.62	4:15 PM	637	289	348	0.09	0.55	--	--
79	E C 48	50' NE of CR 558	03/02/23	24-HR	3105	4303	3422	-	4221	5280	**25%**	7:00 AM	420	294	126	0.08	0.70	4:15 PM	458	186	272	0.09	0.59	--	--
80	W C 48	100' W of C 575	02/15/23	24-HR	3864	3792	3458	-	4814	4529	**-6%**	10:45 AM	317	148	169	0.07	0.53	4:30 PM	379	154	225	0.08	0.59	--	--

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT 2018	2019	2020	2021	2022	2023	ADT (+/-) Change	A.M. Peak Hour Time	Total	NB/EB	SB/WB	K	D	P.M. Peak Hour Time	Total	NB/EB	SB/WB	K	D	Golf Cart North/East Side of Roadway	South/West Side of Roadway
81	W C 48	400' W of CR 616	02/15/23	24-HR	5344	5407	5778	-	6286	6157	**-2%**	10:00 AM	414	203	211	0.07	0.51	4:15 PM	524	195	329	0.09	0.63	--	--
82	W C 48	150' E of CR 313	02/15/23	24-HR	11082	10439	12396	-	18941	18046	**-5%**	11:00 AM	1,153	603	550	0.06	0.52	1:00 PM	1,360	707	653	0.08	0.52	--	--
83	C 575	1.5 Mi S of W C 48	02/15/23	24-HR	581	690	639	-	836	820	**-2%**	10:45 AM	62	28	34	0.08	0.55	1:00 PM	74	19	55	0.09	0.74	--	--
84	C 575	300' N of W C 476	02/15/23	24-HR	-	-	-	-	1053	1062	**1%**	7:00 AM	79	15	64	0.07	0.81	4:00 PM	110	70	40	0.10	0.64	--	--
85	Canal St	200' S of Odell Cir (North End)	02/01/23	24-HR	6839	5629	7158	-	6251	6898	**10%**	11:00 AM	640	323	317	0.09	0.50	12:00 PM	650	356	294	0.09	0.55	--	--
86	Canal St	200' N of Odell Cir (South End)	02/01/23	24-HR	4767	5199	5049	-	4881	4913	**1%**	11:00 AM	448	213	235	0.09	0.52	12:00 PM	493	233	260	0.10	0.53	--	--
87	Canal St	200' S of Odell Cir (South End)	02/01/23	24-HR	3684	3571	3582	-	4010	3991	**0%**	11:00 AM	411	215	196	0.10	0.52	12:00 PM	416	225	191	0.10	0.54	--	--
88	Charlotte Ct	N of Hillsborough Trl	02/08/23	24-HR	3056	3218	3710	-	3349	3545	**6%**	11:00 AM	312	156	156	0.09	0.50	12:30 PM	330	133	197	0.09	0.60	--	--
89	CR 100	150' S of E C 466	01/25/23	24-HR	1874	2080	2478	-	3362	3506	**4%**	7:00 AM	339	235	104	0.10	0.69	3:30 PM	316	124	192	0.09	0.61	--	--
90	CR 101	100' S of Woodridge Dr	01/18/23	24-HR	7448	7772	8107	-	7098	8181	**15%**	7:00 AM	733	195	538	0.09	0.73	2:45 PM	741	382	359	0.09	0.52	--	--
91	CR 101	600' N of Woodridge Dr	01/19/23	24-HR	3861	4198	4656	-	4597	5018	**9%**	7:00 AM	573	155	418	0.11	0.73	5:00 PM	463	303	160	0.09	0.65	--	--
92	CR 102	W of CR 103	01/19/23	24-HR	1076	1324	1440	-	1256	1458	**16%**	7:00 AM	225	180	45	0.15	0.80	4:45 PM	185	44	141	0.13	0.76	--	--
93	CR 103	200' N of Woodridge Dr	01/19/23	24-HR	3422	3720	3873	-	3938	4300	**9%**	6:45 AM	495	136	359	0.12	0.73	2:30 PM	438	268	170	0.10	0.61	--	--
94	CR 104	W of CR 103	01/19/23	24-HR	2437	2928	3387	-	3208	4021	**25%**	6:45 AM	604	424	180	0.15	0.70	4:30 PM	406	122	284	0.10	0.70	--	--
95	CR 117	100' South of C 472	01/25/23	24-HR	-	-	-	-	2964	3324	**12%**	7:00 AM	405	188	217	0.12	0.54	4:30 PM	353	166	187	0.11	0.53	--	--
96	CR 121	S of CR 128	01/25/23	24-HR	2772	3366	3583	-	4174	4516	**8%**	7:00 AM	434	125	309	0.10	0.71	4:45 PM	455	297	158	0.10	0.65	--	--
97	CR 139 (Powell Rd)	S of C 466A	01/25/23	24-HR	11485	13419	15097	-	17456	17598	**1%**	11:00 AM	1,455	798	657	0.08	0.55	4:15 PM	1,538	933	605	0.09	0.61	--	--
98	C 139 (Powell Rd)	N of SR 44	02/08/23	24-HR	9937	10667	12273	-	12446	12550	**1%**	11:00 AM	1,096	544	552	0.09	0.50	12:00 PM	1,095	524	571	0.09	0.52	--	--
99	CR 156	E of CR 181	02/08/23	24-HR	-	-	-	-	1396	2001	**43%**	7:30 AM	199	175	24	0.10	0.88	4:00 PM	185	98	87	0.09	0.53	--	--
100	CR 209	S of E C 466	01/18/23	24-HR	-	-	-	-	2491	2522	**1%**	7:00 AM	286	106	180	0.11	0.63	4:30 PM	273	178	95	0.11	0.65	--	--
101	CR 209	N of CR 222	01/24/23	24-HR	-	-	-	-	1363	1655	**21%**	7:00 AM	177	88	89	0.11	0.50	4:30 PM	198	120	78	0.12	0.61	--	--
102	CR 209	S of E C 462	01/24/23	24-HR	-	-	-	-	610	759	**24%**	6:45 AM	70	25	45	0.09	0.64	3:45 PM	100	68	32	0.13	0.68	--	--
103	CR 209	300' N of E C 466	01/18/23	24-HR	-	-	-	-	1272	1259	**-1%**	6:45 AM	160	56	104	0.13	0.65	5:00 PM	146	113	33	0.12	0.77	--	--
104	CR 213	S of C 44A	02/07/23	24-HR	-	-	-	-	505	630	**25%**	7:00 AM	44	12	32	0.07	0.73	3:30 PM	72	48	24	0.11	0.67	--	--
105	CR 229	300' N of E SR 44	03/29/23	24-HR	-	-	-	-	4654	4847	**4%**	7:15 AM	342	170	172	0.07	0.50	4:15 PM	436	231	205	0.09	0.53	--	--
106	CR 229	1000' N of E C 462	01/18/23	24-HR	-	-	-	-	3893	3619	**-7%**	7:00 AM	261	120	141	0.07	0.54	4:30 PM	362	199	163	0.10	0.55	--	--
107	CR 237	300' S of E C 466	01/18/23	24-HR	-	-	-	-	560	605	**8%**	10:00 AM	74	28	46	0.12	0.62	4:30 PM	49	28	21	0.08	0.57	--	--
108	Marsh Bend Trl	780' S of Warm Springs Ave	02/23/23	24-HR	5444	6291	7295	-	11703	11906	**2%**	11:00 AM	986	553	433	0.08	0.56	12:00 PM	1,050	540	510	0.09	0.51	--	--
109	Marsh Bend Trl	200' N of CR 500	02/23/23	24-HR	-	-	-	-	6079	6867	**13%**	11:00 AM	538	362	176	0.08	0.67	3:15 PM	599	441	158	0.09	0.74	--	--
110	CR 567	300' N of E C 48	03/02/23	24-HR	-	-	-	-	275	287	**4%**	6:30 AM	34	25	9	0.12	0.74	5:45 PM	29	9	20	0.10	0.69	--	--
111	CR 616	200' S of W C 48	02/15/23	24-HR	4253	4388	4517	-	5016	4820	**-4%**	7:45 AM	323	209	114	0.07	0.65	4:00 PM	399	196	203	0.08	0.51	--	--
112	CR 625	S of W C 48	02/15/23	24-HR	-	-	-	-	362	360	**-1%**	6:15 AM	27	13	14	0.08	0.52	4:00 PM	44	25	19	0.12	0.57	--	--
113	CR 673	400' E of I 75	03/01/23	24-HR	1940	2236	2197	-	3508	3696	**5%**	7:45 AM	275	90	185	0.07	0.67	4:15 PM	272	146	126	0.07	0.54	--	--
114	CR 673	1000' E of CR 674	03/02/23	24-HR	1604	2198	1687	-	2532	2598	**3%**	8:30 AM	196	94	102	0.08	0.52	4:30 PM	243	110	133	0.09	0.55	--	--
115	CR 674	200' N of CR 673	03/02/23	24-HR	-	-	-	-	285	270	**-5%**	7:00 AM	20	7	13	0.07	0.65	4:15 PM	37	19	18	0.14	0.51	--	--
116	CR 683D	200' S of CR 673	03/01/23	24-HR	-	-	-	-	1078	1101	**2%**	7:45 AM	67	56	11	0.06	0.84	5:30 PM	107	36	71	0.10	0.66	--	--
117	CR 707	300' E of CR 721	03/02/23	24-HR	-	-	-	-	329	418	**27%**	7:15 AM	39	15	24	0.09	0.62	4:30 PM	54	27	27	0.13	0.50	--	--
118	CR 721	300' E of SR 471	03/01/23	24-HR	710	912	748	-	696	860	**24%**	7:15 AM	74	27	47	0.09	0.64	4:45 PM	101	48	53	0.12	0.52	--	--
119	N CR 416	100' S of N C 470	01/25/23	24-HR	-	-	-	-	330	331	**0%**	9:45 AM	29	18	11	0.09	0.62	5:15 PM	34	15	19	0.10	0.56	--	--
120	CR 727	300' N of SR 50	03/02/23	24-HR	-	-	-	-	245	219	**-11%**	6:15 AM	21	9	12	0.10	0.57	4:00 PM	27	15	12	0.12	0.56	--	--
121	CR 728	E of C 469	03/02/23	24-HR	-	-	-	-	611	608	**0%**	6:00 AM	58	20	38	0.10	0.66	12:45 PM	54	14	40	0.09	0.74	--	--
122	CR 733	200' N of E C 478	03/02/23	24-HR	-	-	-	-	369	422	**14%**	7:45 AM	107	86	21	0.25	0.80	3:30 PM	81	71	10	0.19	0.88	--	--
123	CR 747	300' N of CR 730	03/01/23	24-HR	1210	1395	1587	-	1248	1393	**12%**	7:45 AM	191	102	89	0.14	0.53	5:15 PM	173	89	84	0.12	0.51	--	--
124	CR 747	300' S of CR 730	03/01/23	24-HR	634	894	638	-	718	792	**10%**	11:00 AM	65	30	35	0.08	0.54	4:15 PM	72	30	42	0.09	0.58	--	--
125	El Camino Real	200' W of N Morse Blvd	01/25/23	24-HR	13204	13320	13526	-	11224	12081	**8%**	10:00 AM	1,042	563	479	0.09	0.54	2:15 PM	1,063	566	497	0.09	0.53	--	--
126	El Camino Real	200' E of Buenos Aires Blvd	01/25/23	24-HR	12977	13472	12947	-	11556	11978	**4%**	10:00 AM	1,032	584	448	0.09	0.57	2:15 PM	1,079	529	550	0.09	0.51	--	--
127	El Camino Real	200' W of Buenos Aires Blvd	01/25/23	24-HR	18177	18945	18544	-	16992	18115	**7%**	10:00 AM	1,612	893	719	0.09	0.55	1:45 PM	1,627	794	833	0.09	0.51	--	--
128	El Camino Real	300' E of N Buena Vista Blvd	01/18/23	24-HR	17058	17285	16953	-	15151	16332	**8%**	10:45 AM	1,461	735	726	0.09	0.50	2:15 PM	1,487	674	813	0.09	0.55	--	--
129	Hillsborough Trl	E of S Buena Vista Blvd	02/08/23	24-HR	7404	7673	6889	-	12224	11496	**-6%**	10:15 AM	1,098	532	566	0.10	0.52	12:30 PM	1,113	546	567	0.10	0.51	--	--
130	Hillsborough Trl	W of Morse Blvd	02/08/23	24-HR	-	-	-	-	7338	5424	**-26%**	11:00 AM	563	314	249	0.10	0.56	12:00 PM	503	274	229	0.09	0.54	1,782	3,340
131	Marsh Bend Trl	100' W of Fenney Wy	02/22/23	24-HR	-	-	-	-	7639	7023	**-8%**	11:00 AM	620	343	277	0.09	0.55	12:00 PM	692	353	339	0.10	0.51	--	--
132	Morse Blvd	S of Pinellas Pl	02/08/23	24-HR	12054	13007	13318	-	16973	17162	**1%**	11:00 AM	1,587	806	781	0.09	0.51	2:15 PM	1,539	761	778	0.09	0.51	--	--
133	Morse Blvd	N of Pinellas Pl	02/08/23	24-HR	16677	16307	16420	-	17949	17851	**-1%**	11:00 AM	1,636	859	777	0.09	0.53	12:00 PM	1,646	835	811	0.09	0.51	--	--
134	N Buena Vista Blvd	S of El Camino Real/Glenview Rd	01/18/23	24-HR	20786	21462	20939	-	19234	21186	**10%**	11:00 AM	1,853	910	943	0.09	0.51	1:30 PM	1,828	900	928	0.09	0.51	--	--
135	N Buena Vista Blvd	400' N of E C 466	01/18/23	24-HR	19148	19270	20490	-	17841	19211	**8%**	10:45 AM	1,714	870	844	0.09	0.51	12:15 PM	1,626	802	824	0.08	0.51	--	--
136	N Buena Vista Blvd	300' N of El Camino Real	01/18/23	24-HR	15327	15599	15979	-	14555	15713	**8%**	10:45 AM	1,418	710	708	0.09	0.50	1:30 PM	1,383	691	692	0.09	0.50	--	--
137	N Morse Blvd	150' N of E C 466 Gate	01/25/23	24-HR	20625	19961	20394	-	16966	16869	**-1%**	10:30 AM	1,397	696	701	0.08	0.50	2:45 PM	1,584	900	684	0.09	0.57	3,305	N/A
138	N Morse Blvd	300' W of El Camino Real	01/25/23	24-HR	11369	11368	11474	-	10260	11329	**10%**	10:45 AM	1,069	555	514	0.09	0.52	12:45 PM	1,048	579	469	0.09	0.55	--	--
139	Odell Cir	200' E of S Buena Vista Blvd (North End)	02/01/23	24-HR	5129	4909	4783	-	4669	3374	**-28%**	11:00 AM	293	141	152	0.09	0.52	12:00 PM	360	175	185	0.11	0.51	1,618	N/A
140	Odell Cir	200' W of Morse Blvd (North End)	02/01/23	24-HR	5561	4993	4933	-	5173	3403	**-34%**	10:45 AM	312	164	148	0.09	0.53	12:00 PM	366	198	168	0.11	0.54	2,592	1,482
141	Odell Cir	200' E of Morse Blvd (North End)	02/01/23	24-HR	6483	5866	5642	-	6191	4886	**-21%**	11:00 AM	431	215	216	0.09	0.50	12:00 PM	478	227	251	0.10	0.53	2,245	N/A
142	Odell Cir	200' W of Morse Blvd (South End)	02/22/23	24-HR	7099	6664	7113	-	7857	8319	**6%**	10:30 AM	791	478	313	0.10	0.60	12:00 PM	856	489	367	0.10	0.57	--	--
143	Odell Cir	200' E of Canal St (South End)	02/01/23	24-HR	6687	6734	6059	-	7015	6771	**-3%**	11:00 AM	670	343	327	0.10	0.51	12:00 PM	713	360	353	0.11	0.50	--	--
144	Odell Cir	200' W of Canal St (South End)	02/01/23	24-HR	6369	5630	5635	-	6792	6719	**-1%**	11:00 AM	694	341	353	0.10	0.51	12:00 PM	716	344	372	0.11	0.52	--	--
145	Odell Cir	200' E of S Buena Vista Blvd (South End)	02/01/23	24-HR	6297	6186	6591	-	6500	6750	**4%**	11:00 AM	678	323	355	0.10	0.52	12:00 PM	742	340	402	0.11	0.54	--	--
146	Odell Cir	NE of Morse Blvd (South End)	02/01/23	24-HR	9556	9051	9785	-	11040	10309	**-7%**	10:45 AM	1,012	479	533	0.10	0.53	12:00 PM	1,031	535	496	0.10	0.52	--	--
147	Parr Dr	E of Belvedere Dr	01/18/23	24-HR	4242	4319	4447	-	3876	4239	**9%**	10:30 AM	434	214	220	0.10	0.51	2:30 PM	481	272	209	0.11	0.57	--	--
148	Pennecamp Dr	N of St Charles Pl	02/01/23	24-HR	4539	4230	3790	-	4706	4811	**2%**	10:15 AM	478	240	238	0.10	0.50	12:00 PM	462	224	238	0.10	0.52	--	--
149	Pinellas Pl	E of S Buena Vista Blvd	02/08/23	24-HR	8099	8272	8187	-	9148	9030	**-1%**	11:00 AM	896	422	474	0.10	0.53	12:00 PM	898	429	469	0.10	0.52	--	--
150	Pinellas Pl	600' W of Morse Blvd	02/08/23	24-HR	-	-	-	-	12534	12312	**-2%**	11:00 AM	1,247	618	629	0.10	0.50	12:00 PM	1,186	576	610	0.10	0.51	--	--
151	Rio Grande Ave	200' E of N Morse Blvd	01/25/23	24-HR	8501	8473	7932	-	7804	6559	**-16%**	11:00 AM	563	291	272	0.09	0.52	2:45 PM	652	404	248	0.10	0.62	915	947
152	S Buena Vista Blvd	S of C 466A	02/08/23	24-HR	12804	12447	12455	-	13948	14449	**4%**	11:00 AM	1,362	687	675	0.09	0.50	12:00 PM	1,413	706	707	0.10	0.50	--	--
153	S Buena Vista Blvd	N of E SR 44	02/22/23	24-HR	4332	4822	6048	-	6714	9202	**37%**	11:00 AM	788	401	387	0.09	0.51	4:00 PM	856	419	437	0.09	0.51	--	--
154	Morse Blvd	S of Kristine Wy	02/08/23	24-HR	8776	9949	13347	-	16624	17081	**3%**	11:00 AM	1,581	796	785	0.09	0.50	12:00 PM	1,536	765	771	0.09	0.50	--	--
155	Morse Blvd	S of Hillsborough Trl	02/08/23	24-HR	12839	13949	15291	-	19101	18884	**-1%**	11:00 AM	1,785	884	901	0.09	0.50	2:15 PM	1,681	845	836	0.09	0.50	--	--
156	S Buena Vista Blvd	200' S of E C 466	01/18/23	24-HR	17265	17836	17398	-	15658	17190	**10%**	11:00 AM	1,532	837	695	0.09	0.55	12:00 PM	1,622	879	743	0.09	0.54	--	--
157	S Buena Vista Blvd	200' S of Bailey Trl (North End)	02/01/23	24-HR	13389	14224	13320	-	13597	14571	**7%**	10:30 AM	1,311	663	648	0.09	0.51	12:00 PM	1,391	670	721	0.10	0.52	--	--
158	S Buena Vista Blvd	300' S of Turtle Mound Path	02/08/23	24-HR	20460	21147	22107	-	22158	23508	**6%**	11:00 AM	2,254	1,070	1,184	0.10	0.53	12:00 PM	2,206	1,063	1,143	0.09	0.52	--	--
159	Morse Blvd	200' S of Mariposa Wy	01/25/23	24-HR	26851	26685	27188	-	23474	24453	**4%**	11:00 AM	2,164	1,107	1,057	0.09	0.51	2:15 PM	2,208	1,150	1,058	0.09	0.52	--	--
160	Morse Blvd	200' S of Stillwater Trl	02/01/23	24-HR	16197	16467	15249	-	15312	15809	**3%**	11:00 AM	1,387	696	691	0.09	0.50	1:30 PM	1,434	731	703	0.09	0.51	--	--

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT 2018	2019	2020	2021	2022	2023	ADT (+/-) Change	A.M. Peak Hour Time	Total	NB/EB	SB/WB	K	D	P.M. Peak Hour Time	Total	NB/EB	SB/WB	K	D	Golf Cart North/East Side of Roadway	South/West Side of Roadway
161	Morse Blvd	200' S of Bonita Blvd	02/08/23	24-HR	14121	14473	14411	-	15263	15769	**3%**	11:00 AM	1,437	695	742	0.09	0.52	12:15 PM	1,422	706	716	0.09	0.50	--	--
162	S Buena Vista Blvd	200' S of Laurel Manor Dr	01/18/23	24-HR	-	-	-	-	18301	19009	**4%**	11:00 AM	1,722	891	831	0.09	0.52	12:15 PM	1,791	980	811	0.09	0.55	--	--
163	S Buena Vista Blvd	200' N of Belvedere Blvd	01/18/23	24-HR	19540	20031	18764	-	18280	19456	**6%**	11:00 AM	1,729	910	819	0.09	0.53	12:15 PM	1,826	1,000	826	0.09	0.55	--	--
164	S Buena Vista Blvd	200' S of Belvedere Blvd	01/18/23	24-HR	19748	20360	19229	-	18780	20079	**7%**	11:00 AM	1,768	889	879	0.09	0.50	12:15 PM	1,843	972	871	0.09	0.53	--	--
165	S Buena Vista Blvd	200' S of Rainey Trl	01/25/23	24-HR	22279	22645	22358	-	20459	20655	**1%**	10:45 AM	1,888	897	991	0.09	0.52	12:00 PM	1,983	924	1,059	0.10	0.53	--	--
166	S Buena Vista Blvd	200' N of Stillwater Trl	02/01/23	24-HR	18261	18964	17541	-	17165	17833	**4%**	10:45 AM	1,675	872	803	0.09	0.52	2:45 PM	1,708	878	830	0.10	0.51	--	--
167	S Buena Vista Blvd	300' S of Stillwater Trl	02/01/23	24-HR	22996	23446	21900	-	21217	22069	**4%**	11:00 AM	2,040	1,027	1,013	0.09	0.50	12:15 PM	2,074	1,008	1,066	0.09	0.51	--	--
168	S Buena Vista Blvd	1320' S of St Charles Pl	02/01/23	24-HR	12029	12758	12328	-	12583	13445	**7%**	10:45 AM	1,218	604	614	0.09	0.50	12:00 PM	1,294	629	665	0.10	0.51	--	--
169	S Buena Vista Blvd	300' S of Bailey Trl (South End)	02/01/23	24-HR	14228	15270	14542	-	15651	16618	**6%**	10:45 AM	1,492	716	776	0.09	0.52	12:00 PM	1,591	741	850	0.10	0.53	--	--
170	Morse Blvd	200' S of Odell Cir (North End)	02/01/23	24-HR	12588	12800	12315	-	12929	13213	**2%**	11:00 AM	1,178	599	579	0.09	0.51	12:15 PM	1,196	644	552	0.09	0.54	--	--
171	Morse Blvd	200' S of Odell Cir (South End)	02/01/23	24-HR	22417	22470	23061	-	23375	23249	**-1%**	10:45 AM	2,021	990	1,031	0.09	0.51	1:00 PM	2,134	1,135	999	0.09	0.53	--	--
172	Southern Trce	300' W of Buena Vista Blvd	01/18/23	24-HR	-	-	-	-	5995	6758	**13%**	10:45 AM	653	307	346	0.10	0.53	1:00 PM	680	395	285	0.10	0.58	--	--
173	W C 48	E of SW 20th Dr	02/15/23	24-HR	14509	16596	17375	-	17514	19317	**10%**	11:00 AM	1,275	593	682	0.07	0.53	12:00 PM	1,629	795	834	0.08	0.51	--	--
174	W C 48	E of N Wall St	02/15/23	24-HR	11714	13022	12900	-	13215	13448	**2%**	11:00 AM	965	448	517	0.07	0.54	12:15 PM	1,176	602	574	0.09	0.51	--	--
175	W C 48	N of W Dade Ave	02/15/23	24-HR	-	-	-	-	12551	12589	**0%**	7:45 AM	933	532	401	0.07	0.57	4:00 PM	1,092	487	605	0.09	0.55	--	--
176	St Charles Pl	W of Bailey Trl	02/01/23	24-HR	8792	8397	8185	-	8132	8470	**4%**	11:00 AM	838	451	387	0.10	0.54	12:00 PM	837	417	420	0.10	0.50	--	--
177	St Charles Pl	W of Buena Vista Blvd (North End)	02/01/23	24-HR	4464	4520	4491	-	4638	4382	**-6%**	11:00 AM	444	221	223	0.10	0.50	12:00 PM	464	253	211	0.11	0.55	--	--
178	St Charles Pl	NW of S Buena Vista Blvd (South End)	02/23/23	24-HR	10238	10843	10858	-	11586	13040	**13%**	10:30 AM	1,693	721	972	0.13	0.57	12:00 PM	1,248	587	661	0.10	0.53	--	--
179	Stillwater Trl	200' E of S Buena Vista Blvd	02/01/23	24-HR	11600	11678	11298	-	10322	10997	**7%**	10:45 AM	1,003	490	513	0.09	0.51	12:00 PM	1,004	497	507	0.09	0.50	--	--
180	Stillwater Trl	200' W of Morse Blvd	02/01/23	24-HR	11169	11306	11061	-	10488	10891	**4%**	10:45 AM	956	440	516	0.09	0.54	12:30 PM	1,030	484	546	0.09	0.53	781	N/A
181	Stillwater Trl	200' E of Morse Blvd	02/01/23	24-HR	5549	4961	4857	-	5533	6032	**9%**	11:00 AM	586	257	329	0.10	0.56	12:15 PM	574	282	292	0.10	0.51	--	--
182	Talley Ridge Dr	W of Buena Vista Blvd	01/18/23	24-HR	3778	4242	3585	-	3958	3817	**-4%**	10:45 AM	362	181	181	0.09	0.50	12:00 PM	396	210	186	0.10	0.53	--	--
183	Tamarind Grove Run	W of St Charles Pl	01/31/23	24-HR	3448	3412	3270	-	3339	3230	**-3%**	11:00 AM	324	140	184	0.10	0.57	3:00 PM	312	137	175	0.10	0.56	--	--
184	Woodridge Dr	E of CR 101	01/19/23	24-HR	5906	4394	5871	-	4177	3840	**-8%**	11:00 AM	407	201	206	0.11	0.51	12:00 PM	415	226	189	0.11	0.54	--	--
185	NE 136th AVE	200' E of US 441	03/29/23	24-HR	-	-	-	-	-	8586		11:00 AM	841	398	443	0.10	0.53	1:45 PM	811	372	439	0.09	0.54	--	--
186	CR 209	200' S of County Line	01/18/23	24-HR	-	-	-	-	-	1047		6:45 AM	123	49	74	0.12	0.60	5:00 PM	139	107	32	0.13	0.77	--	--
187	CR 247	200' N of W SR 44	01/25/23	24-HR	-	-	-	-	-	406		7:15 AM	38	17	21	0.09	0.55	4:45 PM	48	23	25	0.12	0.52	--	--
188	CR 251	200' S of W SR 44	01/25/23	24-HR	-	-	-	-	-	34		10:30 AM	5	2	3	0.15	0.60	1:15 PM	8	3	5	0.24	0.63	--	--
189	CR 317	200' N of C 48 W	02/15/23	24-HR	-	-	-	-	-	686		6:45 AM	66	10	56	0.10	0.85	3:30 PM	79	41	38	0.12	0.52	--	--
190	N C 475	200' E of I 75	01/18/23	24-HR	-	-	-	-	-	5846		7:15 AM	454	267	187	0.08	0.59	4:45 PM	526	222	304	0.09	0.58	--	--
191	CR 479	200' W of C 470	01/25/23	24-HR	-	-	-	-	-	1105		7:00 AM	83	53	30	0.08	0.64	5:15 PM	108	43	65	0.10	0.60	--	--
192	CR 489	200' W of N C 470	01/25/23	24-HR	-	-	-	-	-	896		7:00 AM	177	59	118	0.20	0.67	2:45 PM	103	59	44	0.11	0.57	--	--
193	CR 400	200' E of C 470 N	01/25/23	24-HR	-	-	-	-	-	648		9:00 AM	43	27	16	0.07	0.63	5:00 PM	60	18	42	0.09	0.70	--	--
194	CR 412	200' E of C 470 N	01/25/23	24-HR	-	-	-	-	-	812		9:00 AM	50	19	31	0.06	0.62	3:15 PM	82	51	31	0.10	0.62	--	--
195	CR 525 E	200' W of N US 301	02/22/23	24-HR	-	-	-	-	-	4128		9:00 AM	366	156	210	0.09	0.57	12:45 PM	372	200	172	0.09	0.54	--	--
196	CR 526	200' W of SR 471	02/22/23	24-HR	-	-	-	-	-	794		6:30 AM	59	38	21	0.07	0.64	3:45 PM	77	39	38	0.10	0.51	--	--
197	CR 569	200' N of East LN	03/01/23	24-HR	-	-	-	-	-	713		9:15 AM	53	18	35	0.07	0.66	2:45 PM	74	38	36	0.10	0.51	--	--
198	CR 609 A	200' S of W C 476	02/15/23	24-HR	-	-	-	-	-	486		6:45 AM	32	25	7	0.07	0.78	3:30 PM	56	26	30	0.12	0.54	--	--
199	CR 532	200' W of S US 301	02/22/23	24-HR	-	-	-	-	-	1369		7:30 AM	114	53	61	0.08	0.54	4:00 PM	144	56	88	0.11	0.61	--	--
200	CR 656	200' W of US 301	03/01/23	24-HR	-	-	-	-	-	2326		7:15 AM	170	134	36	0.07	0.79	5:00 PM	233	80	153	0.10	0.66	--	--
201	CR 674	200' S of SW 77th Rd	02/15/23	24-HR	-	-	-	-	-	266		7:00 AM	18	14	4	0.07	0.78	4:45 PM	33	18	15	0.12	0.55	--	--
202	Canal St	200' S of Stillwater Trl	02/01/23	24-HR	-	-	-	-	-	3655		10:30 AM	327	175	152	0.09	0.54	12:30 PM	357	197	160	0.10	0.55	N/A	2,034
203	Corbin Trl	200' E of Marsh Bend Trl	02/22/23	24-HR	-	-	-	-	-	3391		10:15 AM	329	153	176	0.10	0.53	12:00 PM	337	168	169	0.10	0.50	--	--
204	Corbin Trl	200' W of Marsh Bend Trl	02/22/23	24-HR	-	-	-	-	-	2281		10:30 AM	219	141	78	0.10	0.64	12:00 PM	211	119	92	0.09	0.56	--	--
205	Meggison Rd	200 N of Warm Springs Ave	02/08/23	24-HR	-	-	-	-	-	7939		9:45 AM	735	384	351	0.09	0.52	1:30 PM	775	405	370	0.10	0.52	--	--
206	Meggison Rd	200 S of Warm Springs Ave	02/08/23	24-HR	-	-	-	-	-	8804		11:00 AM	839	424	415	0.10	0.51	12:00 PM	786	406	380	0.09	0.52	--	--
207	Morse Blvd	200 S of Warm Springs Ave	02/08/23	24-HR	-	-	-	-	-	10221		11:00 AM	879	446	433	0.09	0.51	12:00 PM	903	479	424	0.09	0.53	--	--
208	Meggison Rd	200 E of Bexley Trl	02/08/23	24-HR	-	-	-	-	-	9079		11:00 AM	779	360	419	0.09	0.54	12:15 PM	785	371	414	0.09	0.53	--	--
209	CR 714	200' S of E C 48	03/29/23	24-HR	-	-	-	-	-	188		8:15 AM	11	7	4	0.06	0.64	2:15 PM	28	13	15	0.15	0.54	--	--
210	Marsh Bend Trl	200' E of N US 301	02/08/23	24-HR	-	-	-	-	-	5149		11:00 AM	465	212	253	0.09	0.54	12:45 PM	537	293	244	0.10	0.55	--	--

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

SITE: 0026 - ON US-301, 0.375 MI. N OF CR-44A (RVL)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	26000 F	N 13000	S 13000	9.00	54.00	12.00
2021	26000 C	N 13000	S 13000	9.00	53.00	12.00
2020	22000 F	N 11000	S 11000	9.00	54.70	9.90
2019	23000 C	N 11500	S 11500	9.00	53.30	9.90
2018	21000 F	N 10500	S 10500	9.00	53.70	15.40
2017	21000 C	N 10500	S 10500	9.00	53.50	15.40
2016	20000 C	N 10000	S 10000	9.00	53.10	13.80
2015	17300 C	N 8500	S 8800	9.00	54.70	13.30
2014	16200 C	N 8200	S 8000	9.00	55.10	13.50
2013	18300 C	N 9300	S 9000	9.00	56.40	13.70
2012	18600 C	N 9500	S 9100	9.00	56.30	11.70
2011	17500 C	N 8600	S 8900	9.00	51.30	10.80
2010	19200 C	N 9800	S 9400	9.85	55.51	10.40
2009	18300 C	N 9100	S 9200	9.88	55.48	11.10
2008	18900 C	N 9600	S 9300	10.19	54.63	12.60
2007	19000 C	N 9800	S 9200	10.14	54.93	11.10

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

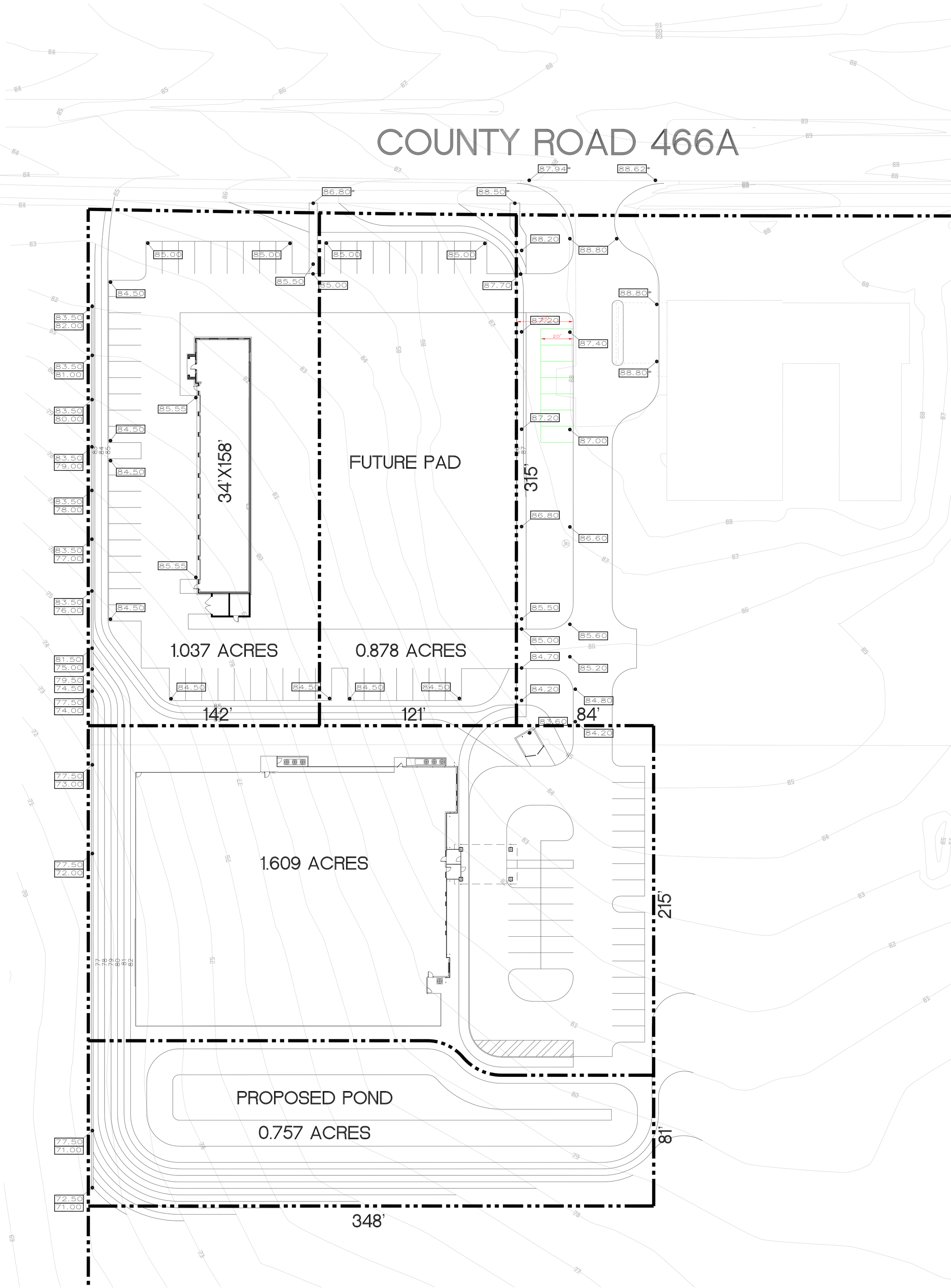
COUNTY: 18 - SUMTER

SITE: 5008 - ON US-301, 0.226 MI. N OF CR-466A (RVL)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	28000 F	N 14000	S 14000	9.00	54.00	11.00
2021	28000 C	N 14000	S 14000	9.00	53.00	11.00
2020	25000 F	N 12500	S 12500	9.00	54.70	14.20
2019	26000 C	N 13000	S 13000	9.00	53.30	14.20
2018	18900 F	N 9500	S 9400	9.00	53.70	14.80
2017	18900 C	N 9500	S 9400	9.00	53.50	14.80
2016	20500 C	N 10000	S 10500	9.00	53.10	14.50
2015	16100 C	N 8000	S 8100	9.00	54.70	12.80
2014	15100 C	N 7300	S 7800	9.00	55.10	16.40
2013	14700 C	N 7400	S 7300	9.00	56.40	14.00
2012	14000 C	N 7000	S 7000	9.00	56.30	13.30
2011	12400 C	N 5900	S 6500	9.00	51.30	17.60
2010	14100 C	N 7300	S 6800	9.85	55.51	12.90
2009	14300 C	N 7400	S 6900	9.88	55.48	11.10
2008	14500 C	N 7500	S 7000	10.19	54.63	12.60
2007	15400 C	N 8000	S 7400	10.14	54.93	11.10

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

Appendix B: Site Plan


COUNTY ROAD 466A
FUTURE PAD
34'X158'
1.037 ACRES
0.878 ACRES
1.609 ACRES
PROPOSED POND
0.757 ACRES
142'
121'
84'
315'
215'
81'
348'

Appendix C: Turning Movement Counts and Signal Timings

DE TRAFFIC

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

File Name : 01 us 301 at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	US 301 Southbound					CR 466A Westbound					US 301 Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
07:00 AM	16	303	0	0	319	27	0	16	3	46	0	176	27	2	205	0	0	0	0	0	570
07:15 AM	21	302	3	0	326	46	0	22	2	70	1	202	54	1	258	1	0	0	0	1	655
07:30 AM	33	308	1	0	342	72	0	23	6	101	1	201	68	1	271	0	0	0	1	1	715
07:45 AM	39	293	0	0	332	79	0	43	4	126	0	207	77	3	287	0	0	0	0	0	745
Total	109	1206	4	0	1319	224	0	104	15	343	2	786	226	7	1021	1	0	0	1	2	2685
08:00 AM	45	294	0	0	339	86	0	34	3	123	1	201	47	1	250	0	0	2	0	2	714
08:15 AM	18	288	0	0	306	78	0	19	7	104	3	206	46	2	257	1	0	0	0	1	668
08:30 AM	25	290	1	0	316	57	0	12	6	75	1	199	55	3	258	0	0	1	0	1	650
08:45 AM	15	279	1	0	295	49	0	17	2	68	1	189	44	4	238	1	0	1	0	2	603
Total	103	1151	2	0	1256	270	0	82	18	370	6	795	192	10	1003	2	0	4	0	6	2635
04:00 PM	34	196	0	0	230	84	0	20	6	110	1	216	71	1	289	0	0	0	0	0	629
04:15 PM	40	219	0	0	259	90	0	30	4	124	1	239	78	3	321	1	0	2	0	3	707
04:30 PM	48	213	1	0	262	87	0	29	2	118	2	277	63	4	346	0	0	0	1	1	727
04:45 PM	49	222	0	0	271	72	0	30	3	105	1	281	67	3	352	0	0	0	0	0	728
Total	171	850	1	0	1022	333	0	109	15	457	5	1013	279	11	1308	1	0	2	1	4	2791
05:00 PM	38	220	0	0	258	76	0	23	4	103	2	248	55	1	306	0	0	1	0	1	668
05:15 PM	29	222	1	0	252	87	0	28	2	117	1	242	47	3	293	0	0	0	0	0	662
05:30 PM	28	201	0	0	229	80	0	24	3	107	1	247	41	4	293	1	0	2	0	3	632
05:45 PM	26	205	0	0	231	69	0	18	4	91	2	222	48	2	274	0	0	0	0	0	596
Total	121	848	1	0	970	312	0	93	13	418	6	959	191	10	1166	1	0	3	0	4	2558
Grand Total	504	4055	8	0	4567	1139	0	388	61	1588	19	3553	888	38	4498	5	0	9	2	16	10669
Apprch %	11	88.8	0.2	0		71.7	0	24.4	3.8		0.4	79	19.7	0.8		31.2	0	56.2	12.5		
Total %	4.7	38	0.1	0	42.8	10.7	0	3.6	0.6	14.9	0.2	33.3	8.3	0.4	42.2	0	0	0.1	0	0.1	
Automobiles	431	3730	4	0	4165	1073	0	345	61	1479	16	3278	825	36	4155	4	0	8	2	14	9813
% Automobiles	85.5	92	50	0	91.2	94.2	0	88.9	100	93.1	84.2	92.3	92.9	94.7	92.4	80	0	88.9	100	87.5	92
Commercial	73	325	4	0	402	66	0	43	0	109	3	275	63	2	343	1	0	1	0	2	856
% Commercial	14.5	8	50	0	8.8	5.8	0	11.1	0	6.9	15.8	7.7	7.1	5.3	7.6	20	0	11.1	0	12.5	8

DE TRAFFIC

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

File Name : 01 us 301 at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 2

	US 301 Southbound					CR 466A Westbound					US 301 Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	33	308	1	0	342	72	0	23	6	101	1	201	68	1	271	0	0	0	1	1	715
07:45 AM	39	293	0	0	332	79	0	43	4	126	0	207	77	3	287	0	0	0	0	0	745
08:00 AM	45	294	0	0	339	86	0	34	3	123	1	201	47	1	250	0	0	2	0	2	714
08:15 AM	18	288	0	0	306	78	0	19	7	104	3	206	46	2	257	1	0	0	0	1	668
Total Volume	135	1183	1	0	1319	315	0	119	20	454	5	815	238	7	1065	1	0	2	1	4	2842
% App. Total	10.2	89.7	0.1	0		69.4	0	26.2	4.4		0.5	76.5	22.3	0.7		25	0	50	25		
PHF	.750	.960	.250	.000	.964	.916	.000	.692	.714	.901	.417	.984	.773	.583	.928	.250	.000	.250	.250	.500	.954
Automobiles	114	1105	0	0	1219	304	0	113	20	437	3	759	223	7	992	1	0	1	1	3	2651
% Automobiles	84.4	93.4	0	0	92.4	96.5	0	95.0	100	96.3	60.0	93.1	93.7	100	93.1	100	0	50.0	100	75.0	93.3
Commercial	21	78	1	0	100	11	0	6	0	17	2	56	15	0	73	0	0	1	0	1	191
% Commercial	15.6	6.6	100	0	7.6	3.5	0	5.0	0	3.7	40.0	6.9	6.3	0	6.9	0	0	50.0	0	25.0	6.7

DE TRAFFIC

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

File Name : 01 us 301 at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 3

Peak Hour Data

Peak Hour Begins at 07:30 AM

Automobiles
Commercial

North

US 301

Out	In	Total
873	1219	2092
62	100	162
935	1319	2254

Right	Thru	Left	R/R
0	1105	114	0
1	78	21	0
1	1183	135	0

CR 466A

Out	In	Total
337	437	774
36	17	53
373	454	827

Right	Thru	Left	R/R
119	0	315	20
6	0	11	0
113	0	304	20

CR 466A

Out	In	Total
3	3	6
3	1	4
6	4	10

Left	Thru	Right	R/R
1	0	1	1
0	0	0	0
1	0	2	1

US 301

Left	Thru	Right	R/R
3	759	223	7
2	56	15	0
5	815	238	7

Out	In	Total
1410	992	2402
90	73	163
1500	1065	2565

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

File Name : 01 us 301 at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 4

	US 301 Southbound					CR 466A Westbound					US 301 Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	40	219	0	0	259	90	0	30	4	124	1	239	78	3	321	1	0	2	0	3	707
04:30 PM	48	213	1	0	262	87	0	29	2	118	2	277	63	4	346	0	0	0	1	1	727
04:45 PM	49	222	0	0	271	72	0	30	3	105	1	281	67	3	352	0	0	0	0	0	728
05:00 PM	38	220	0	0	258	76	0	23	4	103	2	248	55	1	306	0	0	1	0	1	668
Total Volume	175	874	1	0	1050	325	0	112	13	450	6	1045	263	11	1325	1	0	3	1	5	2830
% App. Total	16.7	83.2	0.1	0		72.2	0	24.9	2.9		0.5	78.9	19.8	0.8		20	0	60	20		
PHF	.893	.984	.250	.000	.969	.903	.000	.933	.813	.907	.750	.930	.843	.688	.941	.250	.000	.375	.250	.417	.972
Automobiles	151	792	1	0	944	306	0	94	13	413	6	961	242	10	1219	1	0	3	1	5	2581
% Automobiles	86.3	90.6	100	0	89.9	94.2	0	83.9	100	91.8	100	92.0	92.0	90.9	92.0	100	0	100	100	100	91.2
Commercial	24	82	0	0	106	19	0	18	0	37	0	84	21	1	106	0	0	0	0	0	249
% Commercial	13.7	9.4	0	0	10.1	5.8	0	16.1	0	8.2	0	8.0	8.0	9.1	8.0	0	0	0	0	0	8.8

DE TRAFFIC

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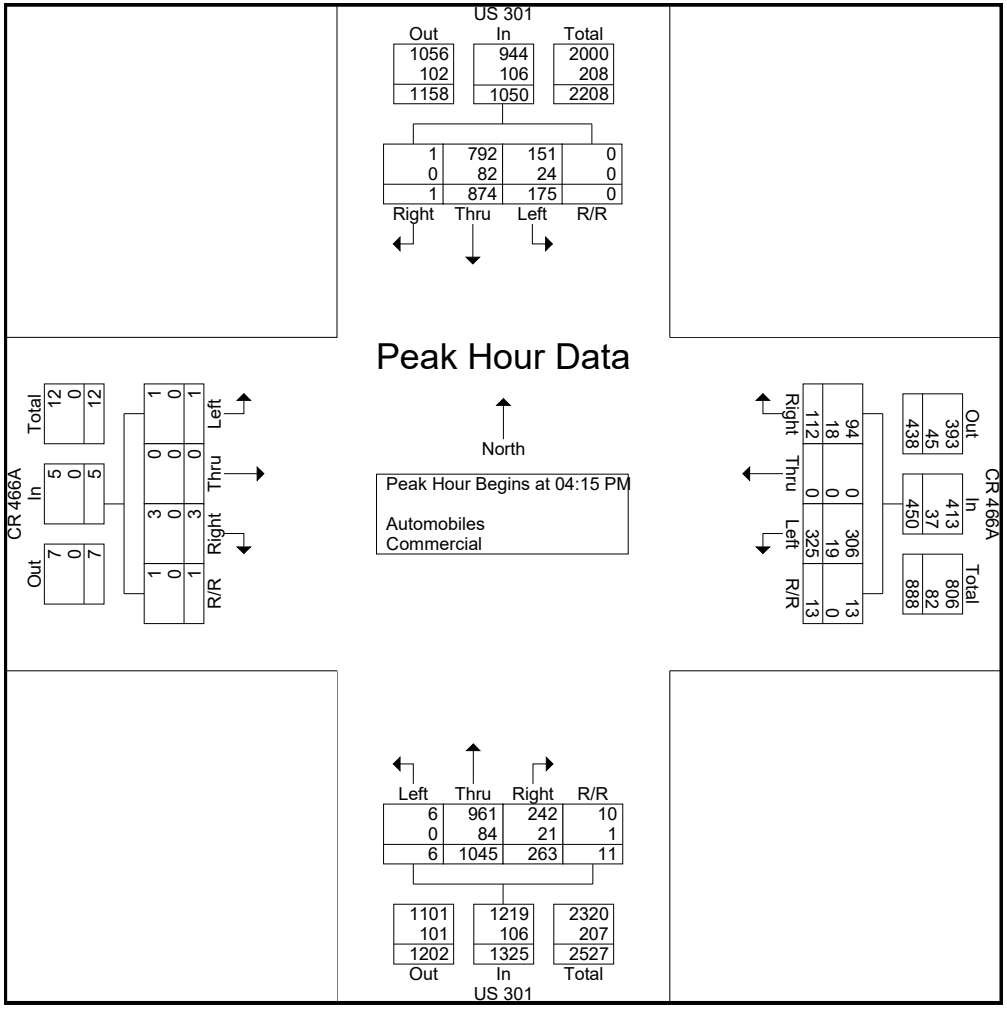
(386) 341-4186
US 301 at CR 466A
Sumter County, Fl

File Name : 01 us 301 at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 5



DE TRAFFIC

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

File Name : 01 us 301 at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 6

Groups Printed- Peds

	US 301 Southbound					CR 466A Westbound					US 301 Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
08:00 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
04:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
05:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3
05:15 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	4	4	0	0	0	1	1	0	0	0	2	2	0	0	0	1	1	8
Grand Total	0	0	0	9	9	0	0	0	1	1	0	0	0	5	5	0	0	0	1	1	16
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	56.2	56.2	0	0	0	6.2	6.2	0	0	0	31.2	31.2	0	0	0	6.2	6.2	

DE TRAFFIC

detraffic.com
(386) 341-4186
Cleveland Professional Plaza/ Crossings Church at CR 466A
Sumter County, Fl

File Name : drwy at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	Cleveland Professional Plaza Southbound				CR 466A Westbound				Crossings Christian Church Northbound				CR 466A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	82	2	84	0	0	0	0	1	81	0	82	166
07:15 AM	0	0	1	1	0	100	3	103	0	0	0	0	3	84	1	88	192
07:30 AM	1	0	2	3	0	120	1	121	1	0	0	1	3	108	0	111	236
07:45 AM	3	0	0	3	0	106	1	107	0	0	0	0	1	87	0	88	198
Total	4	0	3	7	0	408	7	415	1	0	0	1	8	360	1	369	792
08:00 AM	0	0	1	1	1	129	2	132	0	0	0	0	2	93	0	95	228
08:15 AM	1	0	2	3	0	132	0	132	0	0	0	0	0	95	0	95	230
08:30 AM	0	0	2	2	0	109	0	109	0	0	0	0	1	78	0	79	190
08:45 AM	2	0	0	2	0	105	1	106	0	0	0	0	2	74	0	76	184
Total	3	0	5	8	1	475	3	479	0	0	0	0	5	340	0	345	832
04:00 PM	1	0	1	2	0	97	1	98	0	0	0	0	0	71	0	71	171
04:15 PM	0	0	0	0	0	103	0	103	0	0	0	0	2	100	0	102	205
04:30 PM	1	0	1	2	0	129	3	132	0	0	0	0	1	122	0	123	257
04:45 PM	0	0	3	3	0	139	1	140	0	0	1	1	0	134	1	135	279
Total	2	0	5	7	0	468	5	473	0	0	1	1	3	427	1	431	912
05:00 PM	3	0	1	4	0	134	0	134	0	0	0	0	0	103	0	103	241
05:15 PM	2	0	1	3	0	120	2	122	0	0	0	0	2	83	0	85	210
05:30 PM	1	0	4	5	0	112	1	113	0	0	1	1	1	69	1	71	190
05:45 PM	3	0	2	5	0	97	0	97	0	0	0	0	0	75	0	75	177
Total	9	0	8	17	0	463	3	466	0	0	1	1	3	330	1	334	818
Grand Total	18	0	21	39	1	1814	18	1833	1	0	2	3	19	1457	3	1479	3354
Apprch %	46.2	0	53.8		0.1	99	1		33.3	0	66.7		1.3	98.5	0.2		
Total %	0.5	0	0.6	1.2	0	54.1	0.5	54.7	0	0	0.1	0.1	0.6	43.4	0.1	44.1	
Automobiles	18	0	21	39	1	1706	18	1725	1	0	2	3	19	1326	3	1348	3115
% Automobiles	100	0	100	100	100	94	100	94.1	100	0	100	100	100	91	100	91.1	92.9
Commercial	0	0	0	0	0	108	0	108	0	0	0	0	0	131	0	131	239
% Commercial	0	0	0	0	0	6	0	5.9	0	0	0	0	0	9	0	8.9	7.1

DE TRAFFIC

detraffic.com
(386) 341-4186
Cleveland Professional Plaza/ Crossings Church at CR 466A
Sumter County, Fl

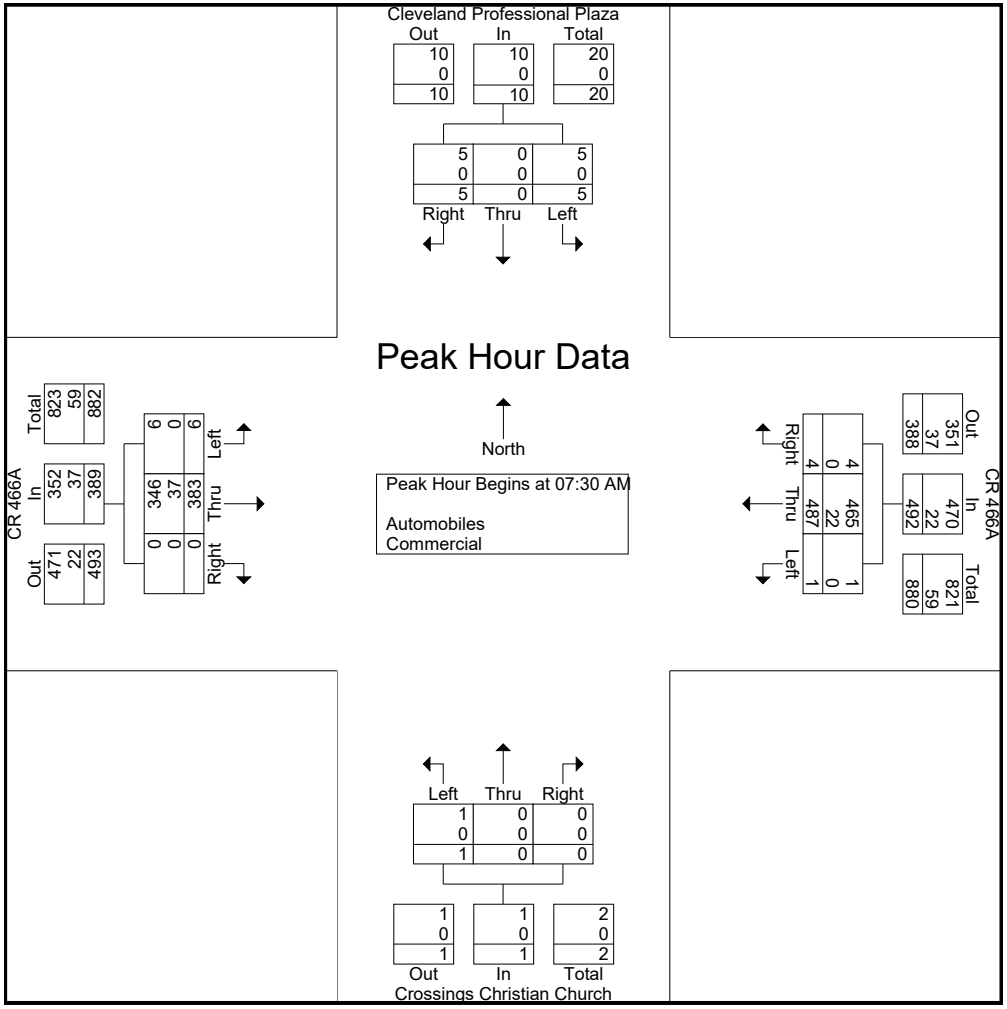
File Name : drwy at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 2

	Cleveland Professional Plaza Southbound				CR 466A Westbound				Crossings Christian Church Northbound				CR 466A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	0	2	3	0	120	1	121	1	0	0	1	3	108	0	111	236
07:45 AM	3	0	0	3	0	106	1	107	0	0	0	0	1	87	0	88	198
08:00 AM	0	0	1	1	1	129	2	132	0	0	0	0	2	93	0	95	228
08:15 AM	1	0	2	3	0	132	0	132	0	0	0	0	0	95	0	95	230
Total Volume	5	0	5	10	1	487	4	492	1	0	0	1	6	383	0	389	892
% App. Total	50	0	50		0.2	99	0.8		100	0	0		1.5	98.5	0		
PHF	.417	.000	.625	.833	.250	.922	.500	.932	.250	.000	.000	.250	.500	.887	.000	.876	.945
Automobiles	5	0	5	10	1	465	4	470	1	0	0	1	6	346	0	352	833
% Automobiles	100	0	100	100	100	95.5	100	95.5	100	0	0	100	100	90.3	0	90.5	93.4
Commercial	0	0	0	0	0	22	0	22	0	0	0	0	0	37	0	37	59
% Commercial	0	0	0	0	0	4.5	0	4.5	0	0	0	0	0	9.7	0	9.5	6.6

DE TRAFFIC

detraffic.com
(386) 341-4186
Cleveland Professional Plaza/ Crossings Church at CR 466A
Sumter County, Fl

File Name : drwy at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 3



DE TRAFFIC

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(386) 341-4186
Cleveland Professional Plaza/ Crossings Church at CR 466A
Sumter County, Fl

File Name : drwy at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 4

	Cleveland Professional Plaza Southbound				CR 466A Westbound				Crossings Christian Church Northbound				CR 466A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	0	1	2	0	129	3	132	0	0	0	0	1	122	0	123	257
04:45 PM	0	0	3	3	0	139	1	140	0	0	1	1	0	134	1	135	279
05:00 PM	3	0	1	4	0	134	0	134	0	0	0	0	0	103	0	103	241
05:15 PM	2	0	1	3	0	120	2	122	0	0	0	0	2	83	0	85	210
Total Volume	6	0	6	12	0	522	6	528	0	0	1	1	3	442	1	446	987
% App. Total	50	0	50		0	98.9	1.1		0	0	100		0.7	99.1	0.2		
PHF	.500	.000	.500	.750	.000	.939	.500	.943	.000	.000	.250	.250	.375	.825	.250	.826	.884
Automobiles	6	0	6	12	0	492	6	498	0	0	1	1	3	411	1	415	926
% Automobiles	100	0	100	100	0	94.3	100	94.3	0	0	100	100	100	93.0	100	93.0	93.8
Commercial	0	0	0	0	0	30	0	30	0	0	0	0	0	31	0	31	61
% Commercial	0	0	0	0	0	5.7	0	5.7	0	0	0	0	0	7.0	0	7.0	6.2

DE TRAFFIC

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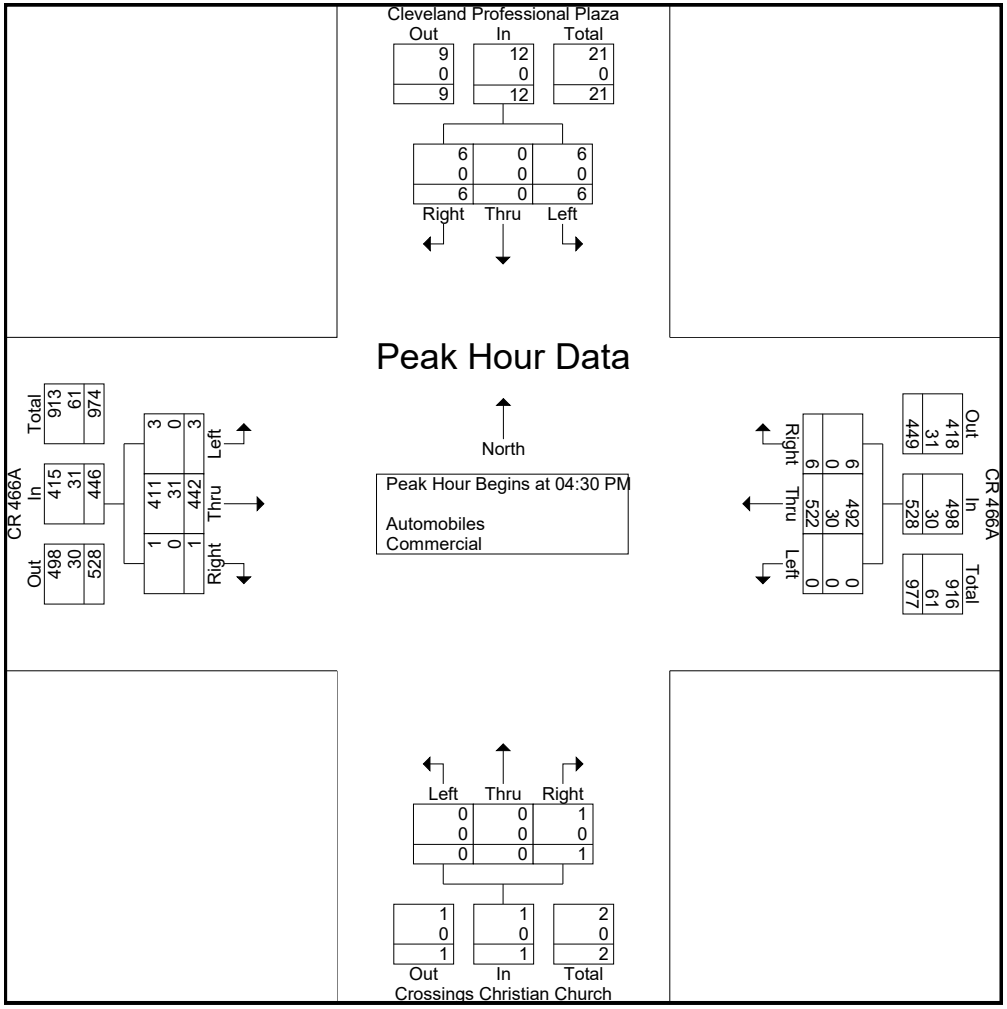
(386) 341-4186
Cleveland Professional Plaza/ Crossings Church at CR 466A
Sumter County, Fl

File Name : drwy at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 5



DE TRAFFIC

detraffic.com
(386) 341-4186
Cleveland Professional Plaza/ Crossings Church at CR 466A
Sumter County, Fl

File Name : drwy at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 6

Groups Printed- Peds

	Cleveland Professional Plaza Southbound					CR 466A Westbound					Crossings Christian Church Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
Grand Total	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	4
Apprch %	0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	75	75	0	0	0	0	0	0	0	0	25	25	

DE TRAFFIC

detraffic.com
(386) 341-4186
Powell Rd at CR 466A
Sumter County, Fl

File Name : 03 powell at cr 466a
Site Code : 00000003
Start Date : 3/12/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	CR 462 Southbound					CR 466A Westbound					Powell Rd Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
07:00 AM	20	45	10	3	78	30	68	20	3	121	11	28	11	13	63	9	60	9	6	84	346
07:15 AM	18	52	18	3	91	36	74	27	9	146	20	25	16	18	79	18	60	16	8	102	418
07:30 AM	21	48	7	4	80	43	94	28	11	176	20	36	15	8	79	15	74	15	4	108	443
07:45 AM	32	62	4	6	104	52	79	27	9	167	21	44	24	10	99	17	73	16	2	108	478
Total	91	207	39	16	353	161	315	102	32	610	72	133	66	49	320	59	267	56	20	402	1685
08:00 AM	65	44	9	8	126	44	92	25	8	169	18	55	34	14	121	15	75	16	3	109	525
08:15 AM	55	54	7	8	124	38	107	34	14	193	17	44	25	13	99	14	72	15	6	107	523
08:30 AM	44	65	9	9	127	43	81	28	11	163	20	38	28	13	99	12	60	13	4	89	478
08:45 AM	35	45	11	8	99	54	67	13	13	147	17	28	32	9	86	13	53	14	8	88	420
Total	199	208	36	33	476	179	347	100	46	672	72	165	119	49	405	54	260	58	21	393	1946
04:00 PM	20	31	12	2	65	57	49	25	9	140	35	37	35	10	117	10	75	11	2	98	420
04:15 PM	36	34	17	4	91	63	57	36	13	169	29	53	41	13	136	13	88	16	3	120	516
04:30 PM	40	41	18	8	107	73	69	43	11	196	35	50	36	14	135	16	94	15	4	129	567
04:45 PM	45	53	23	8	129	56	56	45	10	167	41	69	35	11	156	19	77	19	2	117	569
Total	141	159	70	22	392	249	231	149	43	672	140	209	147	48	544	58	334	61	11	464	2072
05:00 PM	38	43	19	9	109	72	47	37	8	164	51	76	51	18	196	18	63	15	1	97	566
05:15 PM	41	52	17	12	122	64	68	30	14	176	44	68	35	19	166	20	59	12	3	94	558
05:30 PM	42	43	17	8	110	54	48	35	10	147	35	64	42	12	153	8	57	5	4	74	484
05:45 PM	38	39	12	7	96	47	48	28	14	137	42	63	38	9	152	8	54	10	5	77	462
Total	159	177	65	36	437	237	211	130	46	624	172	271	166	58	667	54	233	42	13	342	2070
Grand Total	590	751	210	107	1658	826	1104	481	167	2578	456	778	498	204	1936	225	1094	217	65	1601	7773
Apprch %	35.6	45.3	12.7	6.5		32	42.8	18.7	6.5		23.6	40.2	25.7	10.5		14.1	68.3	13.6	4.1		
Total %	7.6	9.7	2.7	1.4	21.3	10.6	14.2	6.2	2.1	33.2	5.9	10	6.4	2.6	24.9	2.9	14.1	2.8	0.8	20.6	
Automobiles	569	730	197	104	1600	805	1034	456	164	2459	445	734	489	201	1869	202	1007	199	65	1473	7401
% Automobiles	96.4	97.2	93.8	97.2	96.5	97.5	93.7	94.8	98.2	95.4	97.6	94.3	98.2	98.5	96.5	89.8	92	91.7	100	92	95.2
Commercial	21	21	13	3	58	21	70	25	3	119	11	44	9	3	67	23	87	18	0	128	372
% Commercial	3.6	2.8	6.2	2.8	3.5	2.5	6.3	5.2	1.8	4.6	2.4	5.7	1.8	1.5	3.5	10.2	8	8.3	0	8	4.8

DE TRAFFIC

detraffic.com
(386) 341-4186
Powell Rd at CR 466A
Sumter County, Fl

File Name : 03 powell at cr 466a
Site Code : 00000003
Start Date : 3/12/2024
Page No : 2

	CR 462 Southbound					CR 466A Westbound					Powell Rd Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	32	62	4	6	104	52	79	27	9	167	21	44	24	10	99	17	73	16	2	108	478
08:00 AM	65	44	9	8	126	44	92	25	8	169	18	55	34	14	121	15	75	16	3	109	525
08:15 AM	55	54	7	8	124	38	107	34	14	193	17	44	25	13	99	14	72	15	6	107	523
08:30 AM	44	65	9	9	127	43	81	28	11	163	20	38	28	13	99	12	60	13	4	89	478
Total Volume	196	225	29	31	481	177	359	114	42	692	76	181	111	50	418	58	280	60	15	413	2004
% App. Total	40.7	46.8	6	6.4		25.6	51.9	16.5	6.1		18.2	43.3	26.6	12		14	67.8	14.5	3.6		
PHF	.754	.865	.806	.861	.947	.851	.839	.838	.750	.896	.905	.823	.816	.893	.864	.853	.933	.938	.625	.947	.954
Automobiles	189	219	27	29	464	172	340	108	41	661	74	168	108	49	399	53	254	54	15	376	1900
% Automobiles	96.4	97.3	93.1	93.5	96.5	97.2	94.7	94.7	97.6	95.5	97.4	92.8	97.3	98.0	95.5	91.4	90.7	90.0	100	91.0	94.8
Commercial	7	6	2	2	17	5	19	6	1	31	2	13	3	1	19	5	26	6	0	37	104
% Commercial	3.6	2.7	6.9	6.5	3.5	2.8	5.3	5.3	2.4	4.5	2.6	7.2	2.7	2.0	4.5	8.6	9.3	10.0	0	9.0	5.2

DE TRAFFIC

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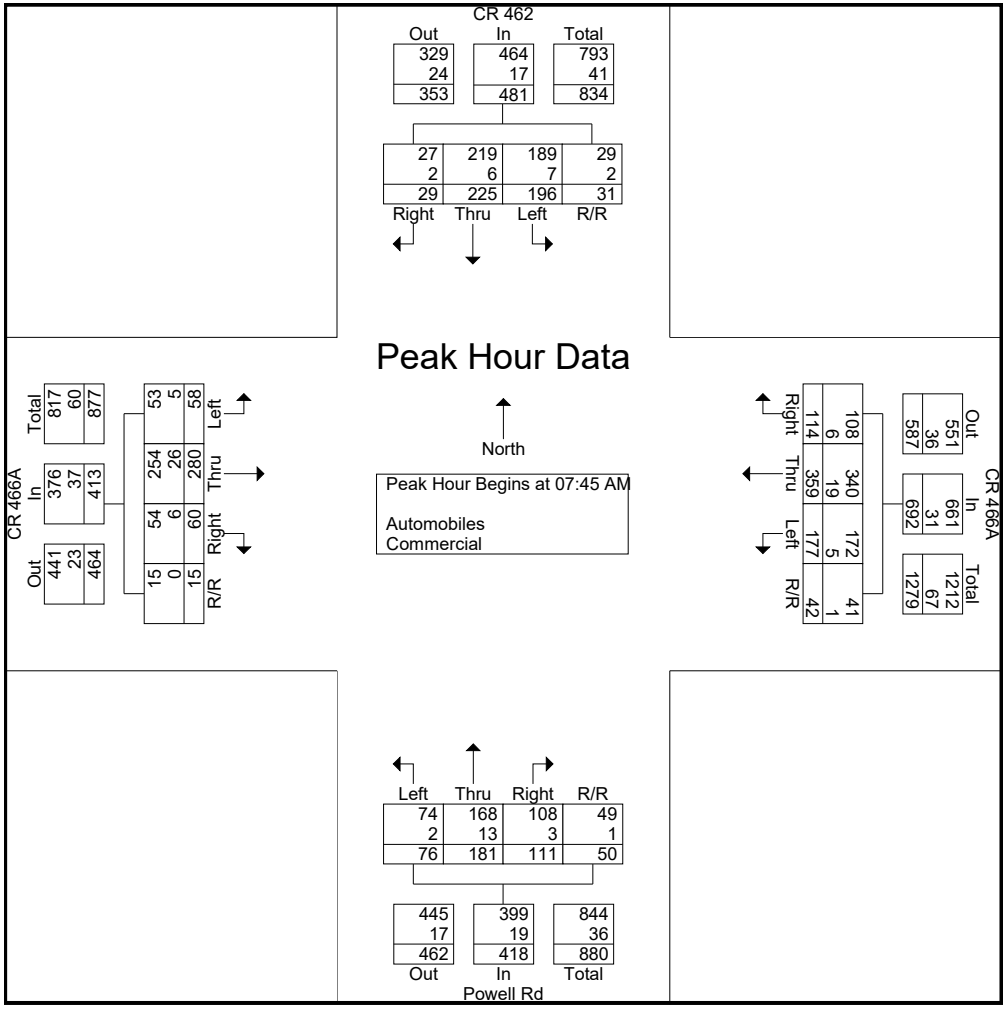
(386) 341-4186
Powell Rd at CR 466A
Sumter County, Fl

File Name : 03 powell at cr 466a
Site Code : 00000003
Start Date : 3/12/2024
Page No : 3



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(386) 341-4186
Powell Rd at CR 466A
Sumter County, Fl

File Name : 03 powell at cr 466a
Site Code : 00000003
Start Date : 3/12/2024
Page No : 4

	CR 462 Southbound					CR 466A Westbound					Powell Rd Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	40	41	18	8	107	73	69	43	11	196	35	50	36	14	135	16	94	15	4	129	567
04:45 PM	45	53	23	8	129	56	56	45	10	167	41	69	35	11	156	19	77	19	2	117	569
05:00 PM	38	43	19	9	109	72	47	37	8	164	51	76	51	18	196	18	63	15	1	97	566
05:15 PM	41	52	17	12	122	64	68	30	14	176	44	68	35	19	166	20	59	12	3	94	558
Total Volume	164	189	77	37	467	265	240	155	43	703	171	263	157	62	653	73	293	61	10	437	2260
% App. Total	35.1	40.5	16.5	7.9		37.7	34.1	22	6.1		26.2	40.3	24	9.5		16.7	67	14	2.3		
PHF	.911	.892	.837	.771	.905	.908	.870	.861	.768	.897	.838	.865	.770	.816	.833	.913	.779	.803	.625	.847	.993
Automobiles	161	186	74	36	457	262	222	147	42	673	168	247	155	61	631	66	281	58	10	415	2176
% Automobiles	98.2	98.4	96.1	97.3	97.9	98.9	92.5	94.8	97.7	95.7	98.2	93.9	98.7	98.4	96.6	90.4	95.9	95.1	100	95.0	96.3
Commercial	3	3	3	1	10	3	18	8	1	30	3	16	2	1	22	7	12	3	0	22	84
% Commercial	1.8	1.6	3.9	2.7	2.1	1.1	7.5	5.2	2.3	4.3	1.8	6.1	1.3	1.6	3.4	9.6	4.1	4.9	0	5.0	3.7

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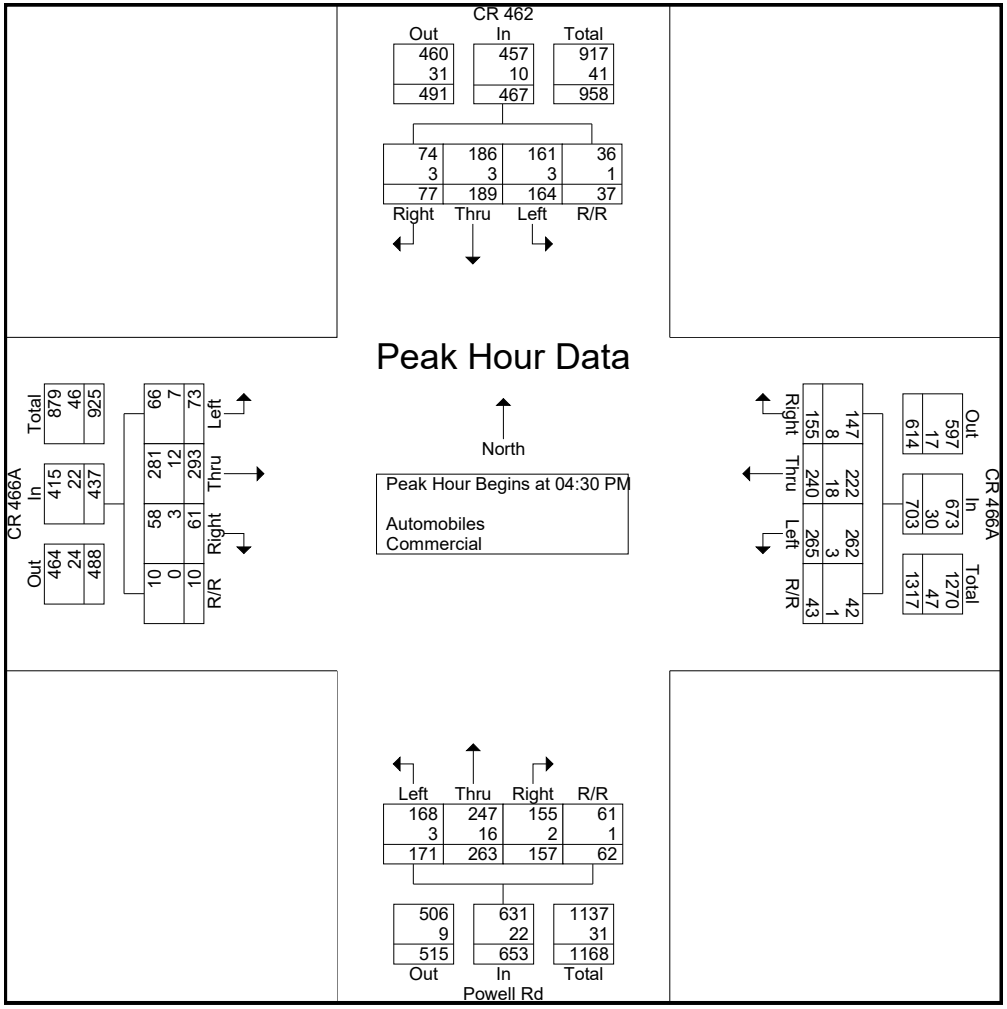
Powell Rd at CR 466A
Sumter County, Fl

File Name : 03 powell at cr 466a
Site Code : 00000003
Start Date : 3/12/2024
Page No : 5



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(386) 341-4186
Powell Rd at CR 466A
Sumter County, Fl

File Name : 03 powell at cr 466a
Site Code : 00000003
Start Date : 3/12/2024
Page No : 6

Groups Printed- Peds

	CR 462 Southbound					CR 466A Westbound					Powell Rd Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	3
Total	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	5
Grand Total	0	0	0	2	2	0	0	0	2	2	0	0	0	1	1	0	0	0	6	6	11
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	18.2	18.2	0	0	0	18.2	18.2	0	0	0	9.1	9.1	0	0	0	54.5	54.5	

DE TRAFFIC

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(386) 341-4186
Buena Vista Blvd at CR 466A
Sumter County, Fl

File Name : 04 Buena Vi at CR 466
Site Code : 00000004
Start Date : 3/12/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	Buena Vista Blvd Southbound					CR 466 Westbound					Buena Vista Blvd Northbound					CR 466 Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	29	42	22	11	104	61	103	23	11	198	22	29	62	15	128	22	84	12	9	127	557
07:15 AM	35	54	42	19	150	55	118	19	13	205	34	36	71	17	158	36	81	16	5	138	651
07:30 AM	30	44	36	13	123	77	171	35	16	299	31	41	91	16	179	48	102	15	4	169	770
07:45 AM	26	46	41	15	128	88	176	43	15	322	34	53	125	21	233	36	111	15	6	168	851
Total	120	186	141	58	505	281	568	120	55	1024	121	159	349	69	698	142	378	58	24	602	2829
08:00 AM	35	51	44	17	147	77	158	51	21	307	43	42	134	25	244	32	125	14	8	179	877
08:15 AM	43	43	35	12	133	65	146	44	14	269	35	45	117	24	221	42	108	13	9	172	795
08:30 AM	35	37	22	13	107	68	140	35	16	259	30	43	99	19	191	37	96	17	10	160	717
08:45 AM	30	44	23	10	107	51	127	27	13	218	23	35	79	11	148	23	95	10	11	139	612
Total	143	175	124	52	494	261	571	157	64	1053	131	165	429	79	804	134	424	54	38	650	3001
04:00 PM	35	43	20	9	107	73	75	45	9	202	36	38	62	11	147	19	84	24	9	136	592
04:15 PM	53	53	35	9	150	103	68	62	12	245	42	45	83	13	183	25	112	26	8	171	749
04:30 PM	43	44	31	6	124	101	77	54	13	245	54	55	76	15	200	41	112	29	8	190	759
04:45 PM	43	54	24	8	129	125	85	43	15	268	35	45	84	17	181	34	128	36	10	208	786
Total	174	194	110	32	510	402	305	204	49	960	167	183	305	56	711	119	436	115	35	705	2886
05:00 PM	37	45	26	7	115	145	85	56	15	301	43	44	77	18	182	31	120	26	8	185	783
05:15 PM	42	52	26	5	125	135	91	44	13	283	36	51	84	13	184	27	135	36	8	206	798
05:30 PM	52	43	26	9	130	108	83	52	15	258	38	60	78	13	189	25	142	24	9	200	777
05:45 PM	36	36	23	7	102	101	88	42	13	244	27	54	65	13	159	26	132	17	13	188	693
Total	167	176	101	28	472	489	347	194	56	1086	144	209	304	57	714	109	529	103	38	779	3051
Grand Total	604	731	476	170	1981	1433	1791	675	224	4123	563	716	1387	261	2927	504	1767	330	135	2736	11767
Apprch %	30.5	36.9	24	8.6		34.8	43.4	16.4	5.4		19.2	24.5	47.4	8.9		18.4	64.6	12.1	4.9		
Total %	5.1	6.2	4	1.4	16.8	12.2	15.2	5.7	1.9	35	4.8	6.1	11.8	2.2	24.9	4.3	15	2.8	1.1	23.3	
Automobiles	589	711	460	167	1927	1405	1725	655	222	4007	542	694	1363	261	2860	490	1688	310	131	2619	11413
% Automobiles	97.5	97.3	96.6	98.2	97.3	98	96.3	97	99.1	97.2	96.3	96.9	98.3	100	97.7	97.2	95.5	93.9	97	95.7	97
Commercial	15	20	16	3	54	28	66	20	2	116	21	22	24	0	67	14	79	20	4	117	354
% Commercial	2.5	2.7	3.4	1.8	2.7	2	3.7	3	0.9	2.8	3.7	3.1	1.7	0	2.3	2.8	4.5	6.1	3	4.3	3

DE TRAFFIC

detraffic.com
(386) 341-4186
Buena Vista Blvd at CR 466A
Sumter County, Fl

File Name : 04 Buena Vi at CR 466
Site Code : 00000004
Start Date : 3/12/2024
Page No : 2

	Buena Vista Blvd Southbound					CR 466 Westbound					Buena Vista Blvd Northbound					CR 466 Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	30	44	36	13	123	77	171	35	16	299	31	41	91	16	179	48	102	15	4	169	770
07:45 AM	26	46	41	15	128	88	176	43	15	322	34	53	125	21	233	36	111	15	6	168	851
08:00 AM	35	51	44	17	147	77	158	51	21	307	43	42	134	25	244	32	125	14	8	179	877
08:15 AM	43	43	35	12	133	65	146	44	14	269	35	45	117	24	221	42	108	13	9	172	795
Total Volume	134	184	156	57	531	307	651	173	66	1197	143	181	467	86	877	158	446	57	27	688	3293
% App. Total	25.2	34.7	29.4	10.7		25.6	54.4	14.5	5.5		16.3	20.6	53.2	9.8		23	64.8	8.3	3.9		
PHF	.779	.902	.886	.838	.903	.872	.925	.848	.786	.929	.831	.854	.871	.860	.899	.823	.892	.950	.750	.961	.939
Automobiles	127	182	151	56	516	302	634	168	66	1170	139	177	462	86	864	154	424	55	26	659	3209
% Automobiles	94.8	98.9	96.8	98.2	97.2	98.4	97.4	97.1	100	97.7	97.2	97.8	98.9	100	98.5	97.5	95.1	96.5	96.3	95.8	97.4
Commercial	7	2	5	1	15	5	17	5	0	27	4	4	5	0	13	4	22	2	1	29	84
% Commercial	5.2	1.1	3.2	1.8	2.8	1.6	2.6	2.9	0	2.3	2.8	2.2	1.1	0	1.5	2.5	4.9	3.5	3.7	4.2	2.6

DE TRAFFIC

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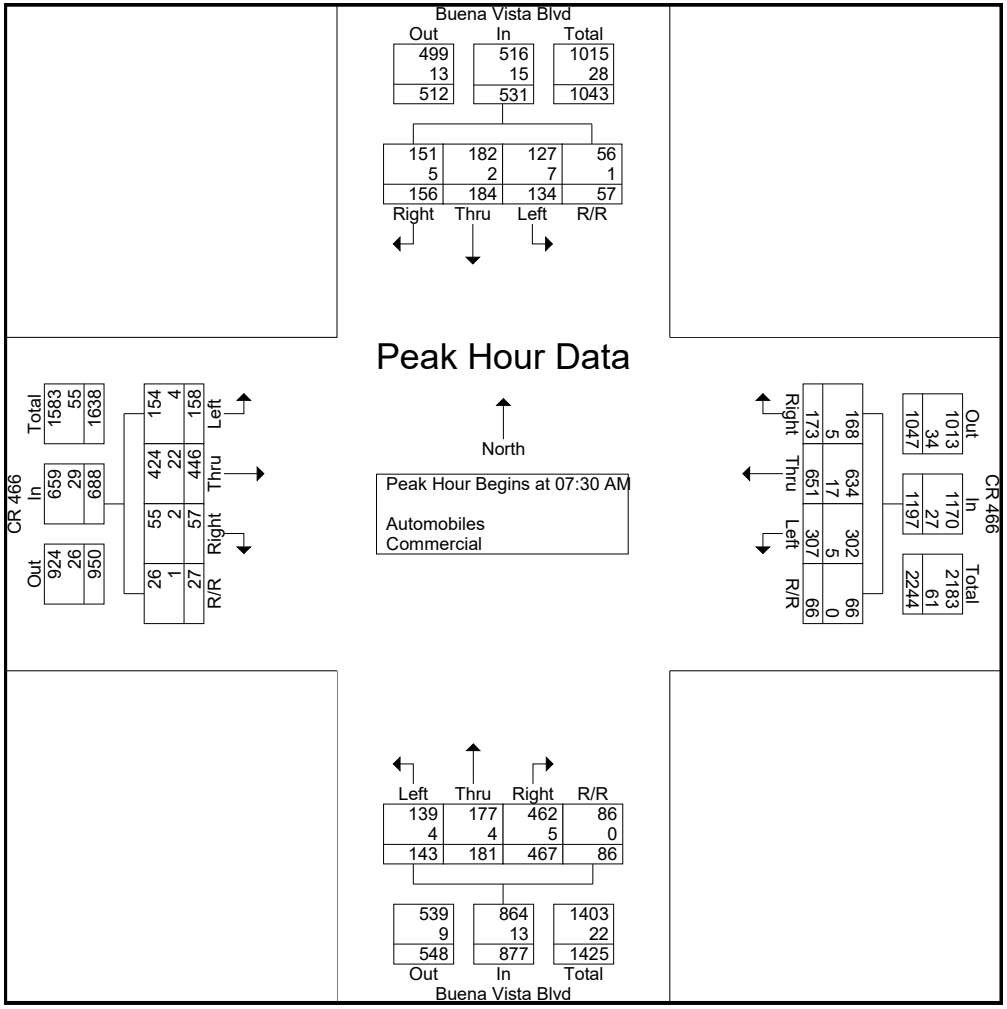
(386) 341-4186
Buena Vista Blvd at CR 466A
Sumter County, Fl

File Name : 04 Buena Vi at CR 466
Site Code : 00000004
Start Date : 3/12/2024
Page No : 3



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(386) 341-4186
Buena Vista Blvd at CR 466A
Sumter County, Fl

File Name : 04 Buena Vi at CR 466
Site Code : 00000004
Start Date : 3/12/2024
Page No : 4

	Buena Vista Blvd Southbound					CR 466 Westbound					Buena Vista Blvd Northbound					CR 466 Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	43	54	24	8	129	125	85	43	15	268	35	45	84	17	181	34	128	36	10	208	786
05:00 PM	37	45	26	7	115	145	85	56	15	301	43	44	77	18	182	31	120	26	8	185	783
05:15 PM	42	52	26	5	125	135	91	44	13	283	36	51	84	13	184	27	135	36	8	206	798
05:30 PM	52	43	26	9	130	108	83	52	15	258	38	60	78	13	189	25	142	24	9	200	777
Total Volume	174	194	102	29	499	513	344	195	58	1110	152	200	323	61	736	117	525	122	35	799	3144
% App. Total	34.9	38.9	20.4	5.8		46.2	31	17.6	5.2		20.7	27.2	43.9	8.3		14.6	65.7	15.3	4.4		
PHF	.837	.898	.981	.806	.960	.884	.945	.871	.967	.922	.884	.833	.961	.847	.974	.860	.924	.847	.875	.960	.985
Automobiles	172	187	100	29	488	505	325	190	57	1077	145	195	315	61	716	113	506	118	33	770	3051
% Automobiles	98.9	96.4	98.0	100	97.8	98.4	94.5	97.4	98.3	97.0	95.4	97.5	97.5	100	97.3	96.6	96.4	96.7	94.3	96.4	97.0
Commercial	2	7	2	0	11	8	19	5	1	33	7	5	8	0	20	4	19	4	2	29	93
% Commercial	1.1	3.6	2.0	0	2.2	1.6	5.5	2.6	1.7	3.0	4.6	2.5	2.5	0	2.7	3.4	3.6	3.3	5.7	3.6	3.0

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File Name : 04 Buena Vi at CR 466
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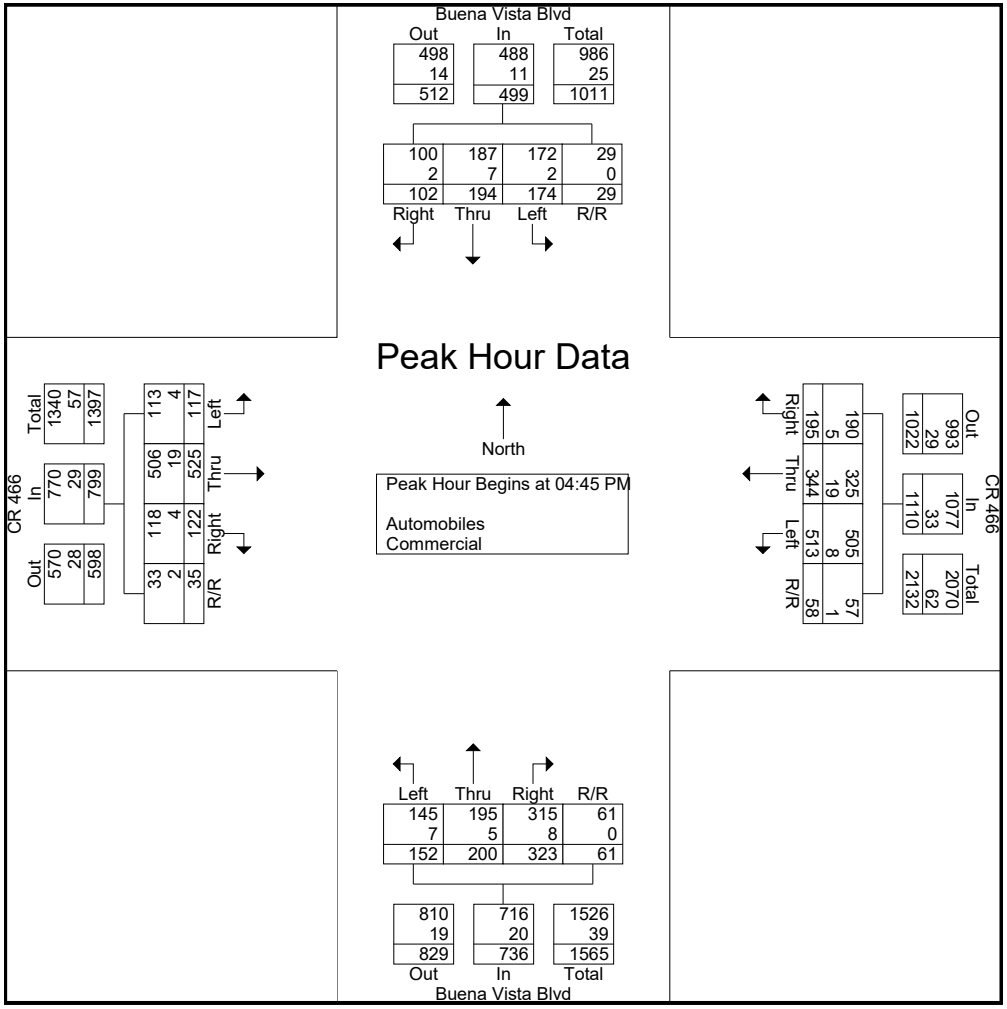
Page No : 5



DE TRAFFIC

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(386) 341-4186
Buena Vista Blvd at CR 466A
Sumter County, Fl

File Name : 04 Buena Vi at CR 466
Site Code : 00000004
Start Date : 3/12/2024
Page No : 6

Groups Printed- Peds

	Buena Vista Blvd Southbound					CR 466 Westbound					Buena Vista Blvd Northbound					CR 466 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:15 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
07:45 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0	0	0	3	3	7
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	4
Grand Total	0	0	0	1	1	0	0	0	4	4	0	0	0	0	0	0	0	0	6	6	11
Apprch %	0	0	0	100		0	0	0	100		0	0	0	0		0	0	0	100		
Total %	0	0	0	9.1	9.1	0	0	0	36.4	36.4	0	0	0	0	0	0	0	0	54.5	54.5	

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

MOCF: 0.94

WEEK	DATES	SF	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

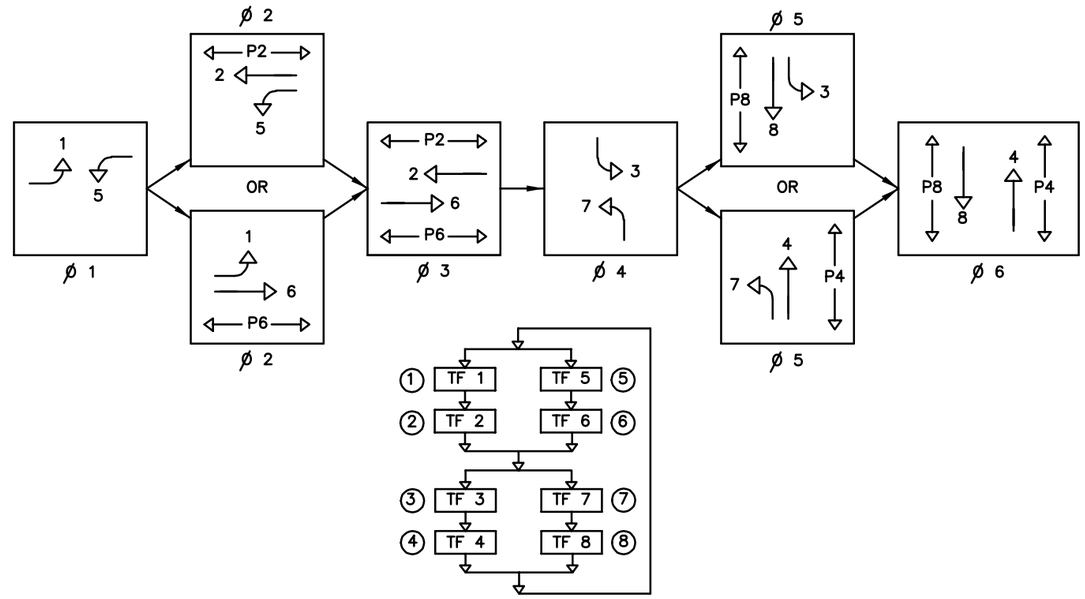
* PEAK SEASON

23-FEB-2023 09:11:22 830UPD 5_1800_PKSEASON.TXT

NOTES:

1. MAJOR STREET IS C 466A, MINOR STREETS ARE C 462/POWELL ROAD.
2. SIGNAL OPERATING PLAN SHALL BE SOP 10.
3. FLASHING OPERATION: SIGNAL HEADS 2 AND 6 YELLOW, SIGNAL HEADS 1, 3, 4, 5, 7 AND 8 RED.
4. PROPOSED VIDEO DETECTION ZONES SHOWN ARE FOR GUIDANCE TO THE TECHNICIAN SETTING UP THE SYSTEM. DIMENSIONS GIVEN ARE NOMINAL AND SHOULD CONFORM AS CLOSELY AS POSSIBLE TO THOSE PLANNED WITHOUT CREATING OVERLAPS OR CONFLICTS IN COVERAGE AREAS.

SIGNAL OPERATING PLAN
SOP 10



VIDEO DETECTION ZONES				
VIDEO CAMERA NO.	ZONE	COVERAGE AREA	DETECTOR OPERATION	DELAY TIME (SEC)
VC–1	VDZ–7	11'x40	NORMAL	–
	VDZ–4	11'x40'	NORMAL	–
	VDZ–4R	11'x40	NORMAL	5
VC–2	VDZ–3	21'x40	NORMAL	–
	VDZ–8	10'x40	NORMAL	5
	–	–	–	–

CONTROLLER TIMINGS									
DIRECTION		EBL	WB	SBL	NB	WBL	EB	NBL	SB
MOVEMENT NUMBER		1	2	3	4	5	6	7	8
TIMING FUNCTION	MINIMUM GREEN	10	20	10	10	10	20	10	10
	EXTENSION	2.7	2	2	2	2	2	2	3
	MAXIMUM GREEN 1	20	55	20	30	20	55	20	20
	MAXIMUM GREEN 2	–	–	–	–	–	–	–	–
	YELLOW CLEARANCE	4.0	4.8	4.4	4.0	4.8	4.0	4.0	4.0
	ALL RED	2.0	2.3	2.6	2.7	2.2	2.2	2.3	2.5
	PEDESTRIAN WALK	–	7	–	7	–	7	–	7
	PED. CLEARANCE	–	39	–	29	–	35	–	37
	RECALL	–	MIN	–	–	–	MIN	–	–

COORDINATED SIGNAL TIMINGS								
CYCLE #	CYCLE SEC.	OFFSET SEC.	BASE DAY 2		BASE DAY 3		BASE DAY 1	
			MON.–FRI.		SAT.		SUN.	
AM 1/1/1	140	0	00:00	FREE	00:00	FREE	00:00	FREE
MID 2/2/2	160	0	07:00	C1 O1 S1			09:00	C1 O3 S4
PM 3/3/3	150	0	09:30	C2 O2 S2			13:30	FREE
			14:00	C3 O3 S3				
SUNDAY 1/3/4	140	0	18:30	FREE				

PHASE ALLOCATIONS (SECONDS)								
PHASE	1	2	3	4	5	6	7	8
AM	17	54	29	40	27	44	17	52
MID	19	62	28	51	37	44	25	54
PM	23	54	22	51	33	44	31	42
SUN	20	45	29	46	21	44	17	58

NOTES:

1. OFFSET REFERENCED TO 'START OF YELLOW' FOR PHASES 4 & 8.

No.	REVISIONS	DATE	BY

Kimley»Horn
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LICENSED PROFESSIONAL
MOHAMMAD A. ANSARI, P.E.
FLORIDA LICENSE NUMBER 86833

KHA PROJECT 042174001
DATE SEPTEMBER 2023
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA

SIGNALIZATION PLAN

C 462 AT
C 466A INTERSECTION IMPROVEMENTS
PREPARED FOR
ROCK VENTURES, LLC.

SHEET NUMBER
T-04

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

Drawing name: K:\OCA_Civil\042174001-C462 Improvements at C466A Intx\CAD\PlanSheets\18 SIGNALIZATION PLAN-0.dwg T-04 Sep 13, 2023 12:11pm by: Mo.Ansari

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

EAGLE EPAC TIMING SHEET

CONTROLLER SETTINGS

Mvmt.	Timing Function	Min Initial	Green Passage	Max I	Green II	Yellow Clear	All Red	Walk	F.D.W.	Recall	Det. Func.
1											Lock
2		15	3.0	60	60	4.1	2.5	7	12	min	Non Lock
3											Lock
4		7	3.0	30	30	3.7	2.3	7	22		Non Lock
5		7	3.0	20	20	4.0	2.5				Lock
6		15	3.0	60	60	4.1	2.5	7	21	min	Non Lock
7											Lock
8		7	3.0	30	30	3.7	2.3	7	19		Non Lock

COORDINATION SETTINGS

	Dial 1 AVC	Dial 2/AM	Dial 3/PM
	Split Sec	Split Sec	Split Sec
Off Set			

INTERSECTION: S 004 US 301 (SR 35) & CR 466A (Cleveland Ave)

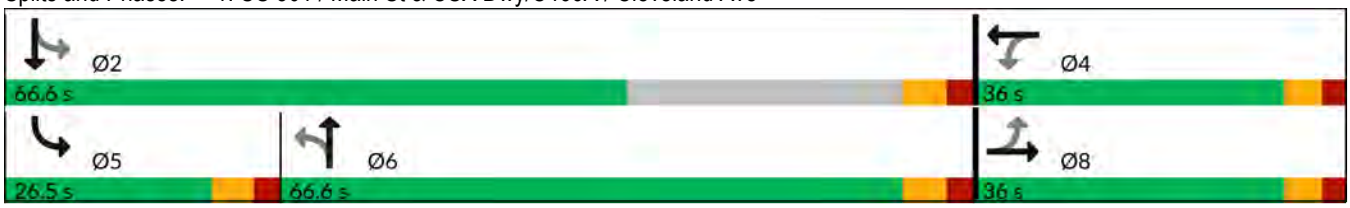
DATE: June 2019

Appendix D:
Existing Synchro Printouts

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1	0	315	0	5	815	135	1183
Future Volume (vph)	1	0	315	0	5	815	135	1183
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		8		4		6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0
Minimum Split (s)	35.0	35.0	35.0	35.0	34.6	34.6	13.6	25.6
Total Split (s)	36.0	36.0	36.0	36.0	66.6	66.6	26.5	66.6
Total Split (%)	27.9%	27.9%	27.9%	27.9%	51.6%	51.6%	20.5%	51.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	4.1	4.1	4.0	4.1
All-Red Time (s)	2.3	2.3	2.3	2.3	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.6	6.6	6.5	6.6
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		30.5	30.5	30.5	41.6	41.6	60.7	60.6
Actuated g/C Ratio		0.29	0.29	0.29	0.40	0.40	0.58	0.58
v/c Ratio		0.00	0.82	0.20	0.04	0.83	0.55	0.63
Control Delay (s/veh)		0.0	54.6	0.6	19.8	33.2	22.4	15.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		0.0	54.6	0.6	19.8	33.2	22.4	15.4
LOS		A	D	A	B	C	C	B
Approach Delay (s/veh)				38.2		33.2		16.2
Approach LOS				D		C		B

Intersection Summary	
Cycle Length: 129.1	
Actuated Cycle Length: 103.8	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 26.0	Intersection LOS: C
Intersection Capacity Utilization 85.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave



HCM 7th Signalized Intersection Summary
1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave

04/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	3	315	0	139	5	815	245	135	1183	1
Future Volume (veh/h)	1	0	3	315	0	139	5	815	245	135	1183	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1411	1841	1900	1841	1307	1796	1811	1663	1796	418
Adj Flow Rate, veh/h	1	0	3	332	0	146	5	858	258	142	1245	1
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, %	0	0	33	4	0	4	40	7	6	16	7	100
Cap, veh/h	130	28	318	456	0	447	190	1085	326	268	2011	2
Arrive On Green	0.28	0.00	0.28	0.28	0.00	0.28	0.42	0.42	0.42	0.08	0.57	0.57
Sat Flow, veh/h	279	102	1144	1391	0	1610	312	2586	777	1584	3499	3
Grp Volume(v), veh/h	4	0	0	332	0	146	5	566	550	142	607	639
Grp Sat Flow(s),veh/h/ln	1525	0	0	1391	0	1610	312	1706	1656	1584	1706	1796
Q Serve(g_s), s	0.0	0.0	0.0	14.4	0.0	6.1	0.9	24.6	24.6	4.0	20.0	20.0
Cycle Q Clear(g_c), s	6.2	0.0	0.0	20.5	0.0	6.1	7.7	24.6	24.6	4.0	20.0	20.0
Prop In Lane	0.25		0.75	1.00		1.00	1.00		0.47	1.00		0.00
Lane Grp Cap(c), veh/h	476	0	0	456	0	447	190	716	695	268	981	1032
V/C Ratio(X)	0.01	0.00	0.00	0.73	0.00	0.33	0.03	0.79	0.79	0.53	0.62	0.62
Avail Cap(c_a), veh/h	587	0	0	559	0	566	279	1199	1164	514	1199	1262
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	0.0	0.0	30.0	0.0	24.5	18.9	21.5	21.5	16.8	12.0	12.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	3.7	0.0	0.4	0.1	2.0	2.1	1.6	0.7	0.6
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(50%),veh/ln	0.1	0.0	0.0	6.8	0.0	2.3	0.1	9.4	9.2	1.4	6.8	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.3	0.0	0.0	33.7	0.0	24.9	18.9	23.5	23.6	18.4	12.7	12.6
LnGrp LOS	C			C		C	B	C	C	B	B	B
Approach Vol, veh/h		4			478			1121			1388	
Approach Delay, s/veh		22.3			31.0			23.6			13.2	
Approach LOS		C			C			C			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		55.7		29.7	13.3	42.4		29.7				
Change Period (Y+Rc), s		6.6		6.0	6.5	6.6		6.0				
Max Green Setting (Gmax), s		60.0		30.0	20.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s		22.0		22.5	6.0	26.6		8.2				
Green Ext Time (p_c), s		10.6		1.2	0.3	9.2		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			20.0									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	383	0	1	487	4	1	0	0	5	0	5
Future Vol, veh/h	6	383	0	1	487	4	1	0	0	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	180	-	-	290	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	10	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	6	403	0	1	513	4	1	0	0	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	517	0	0	403	0	0	674	935	202	731	933	258
Stage 1	-	-	-	-	-	-	416	416	-	517	517	-
Stage 2	-	-	-	-	-	-	258	519	-	214	416	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1059	-	-	1166	-	-	344	268	812	313	268	747
Stage 1	-	-	-	-	-	-	590	595	-	515	537	-
Stage 2	-	-	-	-	-	-	729	536	-	774	595	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1059	-	-	1166	-	-	339	266	812	311	266	747
Mov Cap-2 Maneuver	-	-	-	-	-	-	446	376	-	412	378	-
Stage 1	-	-	-	-	-	-	587	592	-	514	537	-
Stage 2	-	-	-	-	-	-	724	535	-	769	592	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.13	0.02	13.09	11.91
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	446	1059	-	-	1166	-	-	531
HCM Lane V/C Ratio	0.002	0.006	-	-	0.001	-	-	0.02
HCM Control Delay (s/veh)	13.1	8.4	-	-	8.1	-	-	11.9
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	58	280	177	359	156	76	181	161	196	225
Future Volume (vph)	58	280	177	359	156	76	181	161	196	225
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2		7	4		3	8
Permitted Phases					2	4		4	8	
Detector Phase	1	6	5	2	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	10.0	20.0	10.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	17.0	50.5	17.1	53.1	53.1	16.3	42.7	42.7	17.0	50.5
Total Split (s)	17.0	44.0	27.0	54.0	54.0	17.0	40.0	40.0	29.0	52.0
Total Split (%)	12.1%	31.4%	19.3%	38.6%	38.6%	12.1%	28.6%	28.6%	20.7%	37.1%
Yellow Time (s)	4.0	4.0	4.8	4.8	4.8	4.0	4.0	4.0	4.4	4.0
All-Red Time (s)	2.0	2.2	2.2	2.3	2.3	2.3	2.7	2.7	2.6	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.2	7.0	7.1	7.1	6.3	6.7	6.7	7.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	11.3	62.4	12.4	66.8	66.8	31.5	20.7	20.7	44.0	28.9
Actuated g/C Ratio	0.08	0.45	0.09	0.48	0.48	0.23	0.15	0.15	0.31	0.21
v/c Ratio	0.45	0.25	0.62	0.23	0.21	0.34	0.72	0.38	0.63	0.80
Control Delay (s/veh)	72.2	24.9	70.6	24.6	3.7	36.5	72.8	3.5	44.5	66.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.2	24.9	70.6	24.6	3.7	36.5	72.8	3.5	44.5	66.8
LOS	E	C	E	C	A	D	E	A	D	E
Approach Delay (s/veh)		31.6		31.7			39.6			57.8
Approach LOS		C		C			D			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 39.6	Intersection LOS: D
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A

HCM 7th Signalized Intersection Summary
3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A

04/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	280	75	177	359	156	76	181	161	196	225	60
Future Volume (veh/h)	58	280	75	177	359	156	76	181	161	196	225	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1767	1767	1781	1856	1826	1707	1856	1796	1870	1841	1856	1796
Adj Flow Rate, veh/h	61	295	79	186	378	164	80	191	169	206	237	63
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, %	9	9	8	3	5	13	3	7	2	4	3	7
Cap, veh/h	109	1256	330	245	1705	711	200	250	221	287	267	71
Arrive On Green	0.06	0.48	0.48	0.07	0.49	0.49	0.07	0.14	0.14	0.11	0.19	0.19
Sat Flow, veh/h	1682	2628	692	3428	3469	1447	1767	1796	1585	1753	1412	375
Grp Volume(v), veh/h	61	187	187	186	378	164	80	191	169	206	0	300
Grp Sat Flow(s),veh/h/ln	1682	1678	1642	1714	1735	1447	1767	1796	1585	1753	0	1788
Q Serve(g_s), s	4.9	9.1	9.4	7.5	8.7	9.1	5.3	14.3	14.4	13.7	0.0	22.9
Cycle Q Clear(g_c), s	4.9	9.1	9.4	7.5	8.7	9.1	5.3	14.3	14.4	13.7	0.0	22.9
Prop In Lane	1.00		0.42	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	109	802	784	245	1705	711	200	250	221	287	0	338
V/C Ratio(X)	0.56	0.23	0.24	0.76	0.22	0.23	0.40	0.76	0.76	0.72	0.00	0.89
Avail Cap(c_a), veh/h	132	802	784	490	1705	711	214	427	377	364	0	581
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	63.5	21.5	21.6	63.8	20.3	20.4	47.0	58.0	58.0	43.9	0.0	55.3
Incr Delay (d2), s/veh	3.8	0.7	0.7	1.8	0.3	0.8	0.5	1.8	2.1	3.1	0.0	8.6
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(50%),veh/ln	2.2	3.8	3.8	3.3	3.5	3.2	2.3	6.6	5.8	6.1	0.0	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.3	22.2	22.3	65.7	20.6	21.2	47.5	59.8	60.1	47.0	0.0	63.9
LnGrp LOS	E	C	C	E	C	C	D	E	E	D		E
Approach Vol, veh/h		435			728			440			506	
Approach Delay, s/veh		28.5			32.3			57.7			57.1	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	75.9	22.8	26.2	17.0	74.0	15.9	33.2
Change Period (Y+Rc), s	6.0	* 7.1	7.0	6.7	7.0	* 7.1	6.3	* 6.7
Max Green Setting (Gmax), s	11.0	* 47	22.0	33.3	20.0	* 38	10.7	* 46
Max Q Clear Time (g_c+I1), s	6.9	11.1	15.7	16.4	9.5	11.4	7.3	24.9
Green Ext Time (p_c), s	0.0	1.7	0.1	0.9	0.2	1.4	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	42.7
HCM 7th LOS	D

Notes

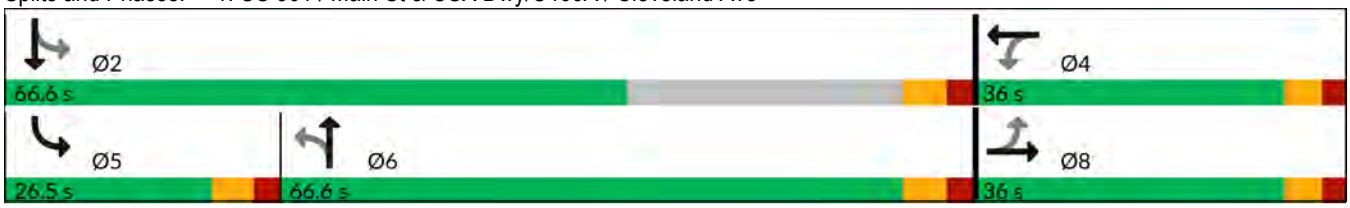
User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1	0	325	0	6	1045	175	874
Future Volume (vph)	1	0	325	0	6	1045	175	874
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		8		4		6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0
Minimum Split (s)	35.0	35.0	35.0	35.0	34.6	34.6	13.6	25.6
Total Split (s)	36.0	36.0	36.0	36.0	66.6	66.6	26.5	66.6
Total Split (%)	27.9%	27.9%	27.9%	27.9%	51.6%	51.6%	20.5%	51.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	4.1	4.1	4.0	4.1
All-Red Time (s)	2.3	2.3	2.3	2.3	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.6	6.6	6.5	6.6
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		30.3	30.3	30.3	54.5	54.5	77.8	77.7
Actuated g/C Ratio		0.25	0.25	0.25	0.45	0.45	0.64	0.64
v/c Ratio		0.01	0.98	0.22	0.02	0.91	0.65	0.42
Control Delay (s/veh)		0.0	93.1	0.8	19.1	41.2	38.9	10.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		0.0	93.1	0.8	19.1	41.2	38.9	10.9
LOS		A	F	A	B	D	D	B
Approach Delay (s/veh)				67.5		41.1		15.6
Approach LOS				E		D		B

Intersection Summary	
Cycle Length: 129.1	
Actuated Cycle Length: 120.7	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay (s/veh): 35.8	Intersection LOS: D
Intersection Capacity Utilization 87.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave



HCM 7th Signalized Intersection Summary
1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave

04/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	4	325	0	125	6	1045	274	175	874	1
Future Volume (veh/h)	1	0	4	325	0	125	6	1045	274	175	874	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1811	1900	1693	1900	1781	1781	1693	1767	1900
Adj Flow Rate, veh/h	1	0	4	335	0	129	6	1077	282	180	901	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	6	0	14	0	8	8	14	9	0
Cap, veh/h	100	24	331	431	0	425	368	1265	329	234	2115	2
Arrive On Green	0.26	0.00	0.26	0.26	0.00	0.26	0.48	0.48	0.48	0.08	0.61	0.61
Sat Flow, veh/h	221	93	1254	1368	0	1610	628	2658	691	1612	3440	4
Grp Volume(v), veh/h	5	0	0	335	0	129	6	683	676	180	440	462
Grp Sat Flow(s),veh/h/ln	1568	0	0	1368	0	1610	628	1692	1657	1612	1678	1766
Q Serve(g_s), s	0.0	0.0	0.0	24.5	0.0	6.6	0.5	36.8	37.5	5.6	14.2	14.2
Cycle Q Clear(g_c), s	0.2	0.0	0.0	24.7	0.0	6.6	0.5	36.8	37.5	5.6	14.2	14.2
Prop In Lane	0.20		0.80	1.00		1.00	1.00		0.42	1.00		0.00
Lane Grp Cap(c), veh/h	455	0	0	431	0	425	368	805	788	234	1032	1086
V/C Ratio(X)	0.01	0.00	0.00	0.78	0.00	0.30	0.02	0.85	0.86	0.77	0.43	0.43
Avail Cap(c_a), veh/h	494	0	0	466	0	466	433	980	959	422	1032	1086
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	0.0	0.0	37.2	0.0	30.6	14.4	23.9	24.1	22.1	10.4	10.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	7.6	0.0	0.4	0.0	6.0	6.7	5.3	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	9.0	0.0	2.6	0.1	15.1	15.2	2.4	4.8	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.2	0.0	0.0	44.7	0.0	30.9	14.4	29.9	30.8	27.3	10.7	10.7
LnGrp LOS	C			D		C	B	C	C	C	B	B
Approach Vol, veh/h		5			464			1365			1082	
Approach Delay, s/veh		28.2			40.9			30.3			13.5	
Approach LOS		C			D			C			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		70.3		33.3	14.4	55.9		33.3				
Change Period (Y+Rc), s		6.6		6.0	6.5	6.6		6.0				
Max Green Setting (Gmax), s		60.0		30.0	20.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s		16.2		26.7	7.6	39.5		2.2				
Green Ext Time (p_c), s		6.7		0.7	0.4	9.9		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			25.7									
HCM 7th LOS			C									

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	442	1	0	522	6	0	0	1	6	0	6
Future Vol, veh/h	3	442	1	0	522	6	0	0	1	6	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	180	-	-	290	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	7	0	0	6	0	0	0	0	0	0	0
Mvmt Flow	3	502	1	0	593	7	0	0	1	7	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	600	0	0	503	0	0	806	1110	252	855	1107	300
Stage 1	-	-	-	-	-	-	510	510	-	597	597	-
Stage 2	-	-	-	-	-	-	297	600	-	258	510	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	987	-	-	1071	-	-	277	211	754	255	212	702
Stage 1	-	-	-	-	-	-	520	541	-	462	495	-
Stage 2	-	-	-	-	-	-	693	493	-	730	541	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	987	-	-	1071	-	-	273	210	754	254	211	702
Mov Cap-2 Maneuver	-	-	-	-	-	-	273	210	-	254	211	-
Stage 1	-	-	-	-	-	-	518	539	-	462	495	-
Stage 2	-	-	-	-	-	-	686	493	-	726	539	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.06	0	9.78	15.02
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	754	987	-	-	1071	-	-	373
HCM Lane V/C Ratio	0.002	0.003	-	-	-	-	-	0.037
HCM Control Delay (s/veh)	9.8	8.7	-	-	0	-	-	15
HCM Lane LOS	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	73	293	265	240	198	171	263	219	164	189
Future Volume (vph)	73	293	265	240	198	171	263	219	164	189
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2		7	4		3	8
Permitted Phases					2	4		4	8	
Detector Phase	1	6	5	2	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	10.0	20.0	10.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	17.0	50.5	17.1	53.1	53.1	16.3	48.7	48.7	17.0	53.1
Total Split (s)	23.0	44.0	33.0	54.0	54.0	31.0	51.0	51.0	22.0	42.0
Total Split (%)	15.3%	29.3%	22.0%	36.0%	36.0%	20.7%	34.0%	34.0%	14.7%	28.0%
Yellow Time (s)	4.0	4.0	4.8	4.8	4.8	4.0	4.0	4.0	4.4	4.0
All-Red Time (s)	2.0	2.2	2.2	2.3	2.3	2.3	2.7	2.7	2.6	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.2	7.0	7.1	7.1	6.3	6.7	6.7	7.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	12.4	62.8	16.0	66.4	66.4	45.2	29.5	29.5	44.3	30.0
Actuated g/C Ratio	0.08	0.42	0.11	0.44	0.44	0.30	0.20	0.20	0.30	0.20
v/c Ratio	0.54	0.25	0.72	0.16	0.25	0.65	0.75	0.44	0.57	0.84
Control Delay (s/veh)	80.5	29.9	76.3	28.0	5.0	46.3	69.9	8.2	42.7	73.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	80.5	29.9	76.3	28.0	5.0	46.3	69.9	8.2	42.7	73.7
LOS	F	C	E	C	A	D	E	A	D	E
Approach Delay (s/veh)		38.4		39.8			43.1			62.8
Approach LOS		D		D			D			E

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 54.5 (36%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 45.2	Intersection LOS: D
Intersection Capacity Utilization 73.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A

HCM 7th Signalized Intersection Summary
3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A

04/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	293	71	265	240	198	171	263	219	164	189	114
Future Volume (veh/h)	73	293	71	265	240	198	171	263	219	164	189	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1752	1841	1841	1885	1781	1826	1870	1811	1885	1870	1870	1841
Adj Flow Rate, veh/h	74	296	72	268	242	200	173	266	221	166	191	115
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	10	4	4	1	8	5	2	6	1	2	2	4
Cap, veh/h	106	1245	298	319	1623	742	233	345	304	251	209	126
Arrive On Green	0.06	0.44	0.44	0.09	0.48	0.48	0.09	0.19	0.19	0.09	0.19	0.19
Sat Flow, veh/h	1668	2799	670	3483	3385	1547	1781	1811	1598	1781	1093	658
Grp Volume(v), veh/h	74	183	185	268	242	200	173	266	221	166	0	306
Grp Sat Flow(s),veh/h/ln	1668	1749	1720	1742	1692	1547	1781	1811	1598	1781	0	1752
Q Serve(g_s), s	6.5	9.7	10.0	11.4	6.0	11.6	11.6	20.9	19.5	11.1	0.0	25.7
Cycle Q Clear(g_c), s	6.5	9.7	10.0	11.4	6.0	11.6	11.6	20.9	19.5	11.1	0.0	25.7
Prop In Lane	1.00		0.39	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	106	778	765	319	1623	742	233	345	304	251	0	335
V/C Ratio(X)	0.70	0.24	0.24	0.84	0.15	0.27	0.74	0.77	0.73	0.66	0.00	0.91
Avail Cap(c_a), veh/h	189	778	765	604	1623	742	363	535	472	273	0	415
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	68.8	25.8	25.9	67.1	21.9	23.3	45.3	57.6	57.0	44.9	0.0	59.4
Incr Delay (d2), s/veh	6.9	0.7	0.7	2.3	0.2	0.9	1.8	1.4	1.2	3.9	0.0	21.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	4.2	4.3	5.1	2.4	4.4	5.2	9.7	7.9	5.2	0.0	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.7	26.5	26.6	69.4	22.1	24.2	47.1	59.0	58.3	48.7	0.0	80.9
LnGrp LOS	E	C	C	E	C	C	D	E	E	D		F
Approach Vol, veh/h		442			710			660			472	
Approach Delay, s/veh		34.8			40.5			55.6			69.6	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.5	79.0	20.2	35.3	20.7	73.8	20.0	35.4
Change Period (Y+Rc), s	6.0	* 7.1	7.0	6.7	7.0	* 7.1	6.3	* 6.7
Max Green Setting (Gmax), s	17.0	* 47	15.0	44.3	26.0	* 38	24.7	* 36
Max Q Clear Time (g_c+I1), s	8.5	13.6	13.1	22.9	13.4	12.0	13.6	27.7
Green Ext Time (p_c), s	0.1	1.2	0.0	1.3	0.4	1.3	0.2	1.0

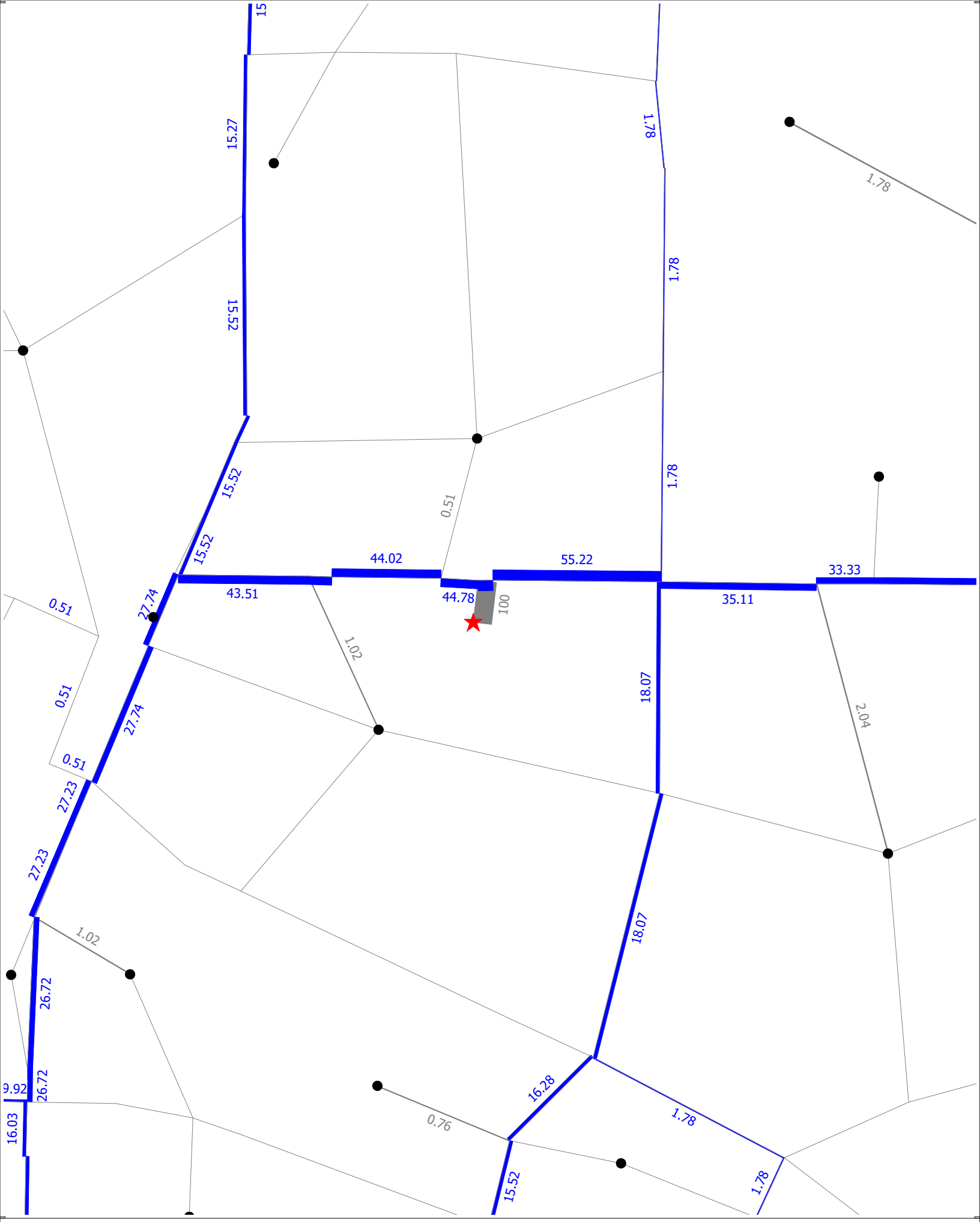
Intersection Summary	
HCM 7th Control Delay, s/veh	49.8
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Appendix E: Model Plots



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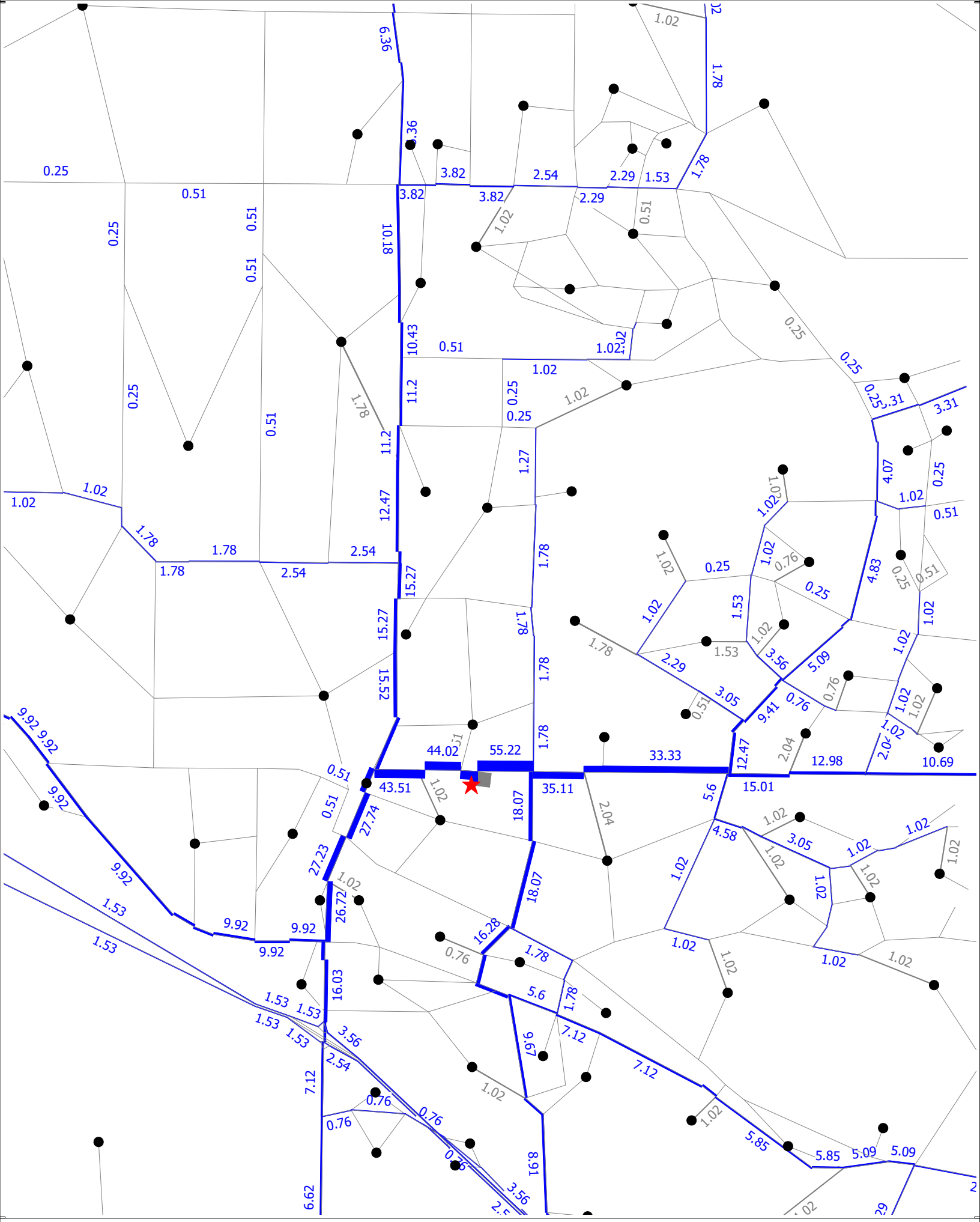
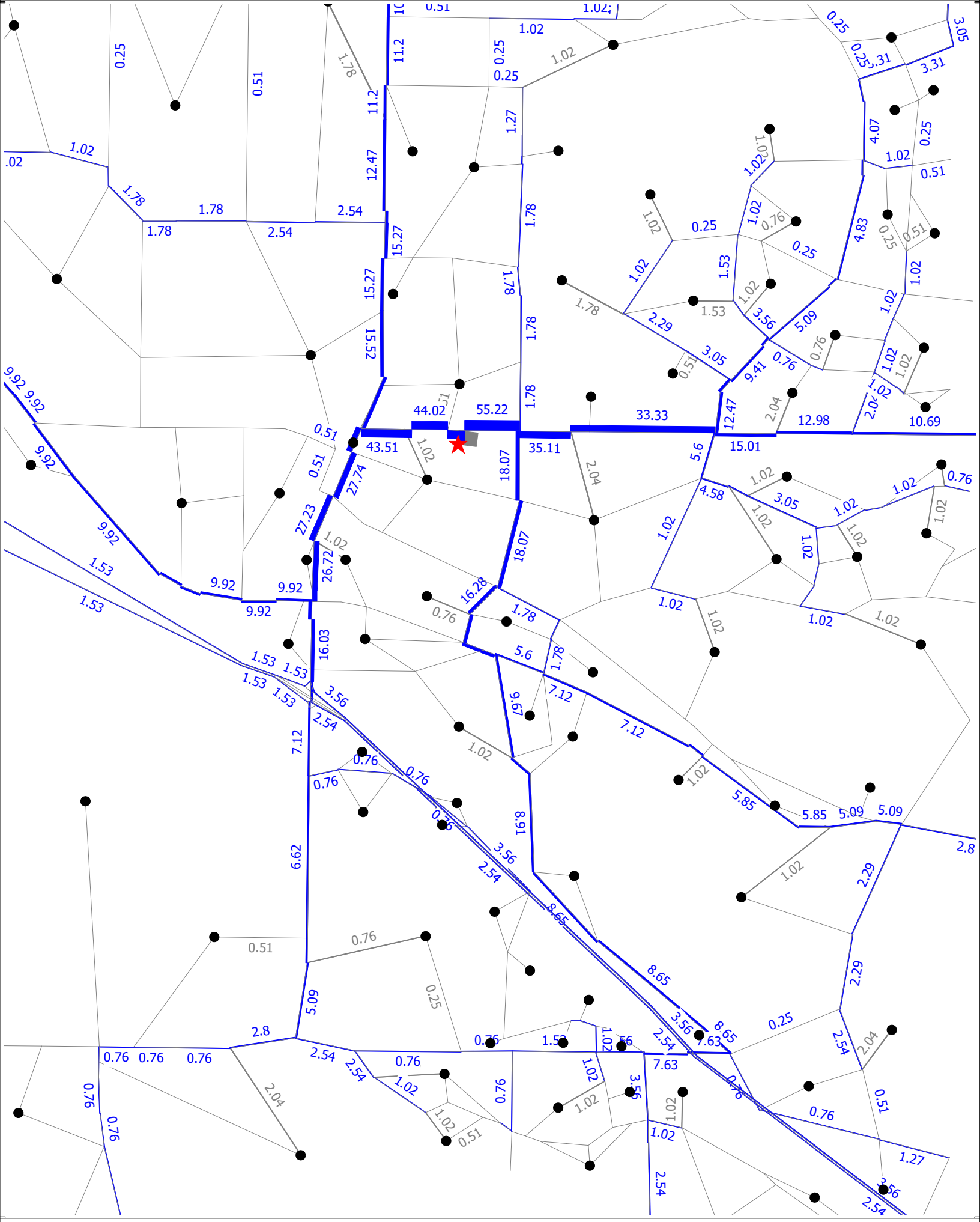
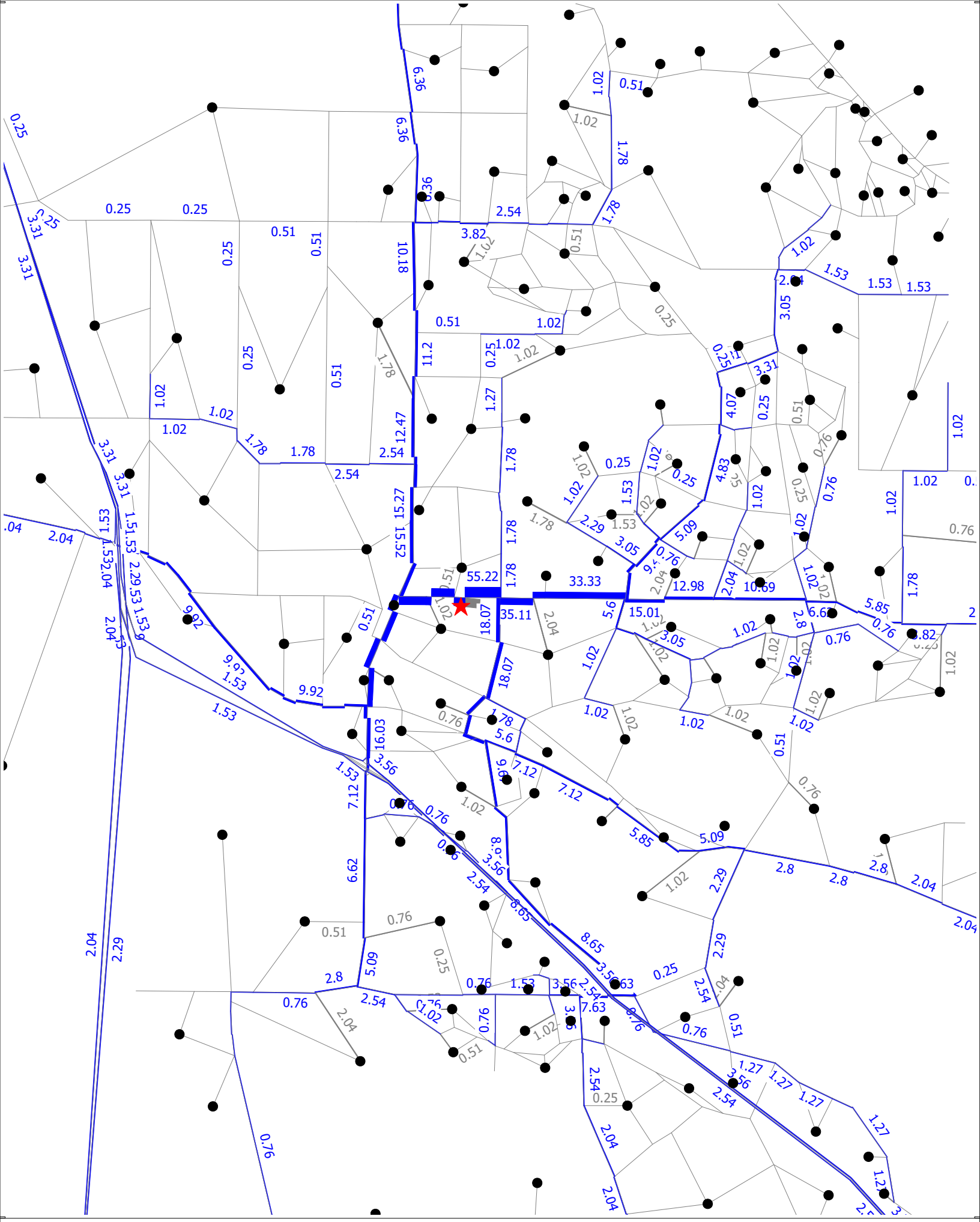


(Licensed to Kittelson and Associates Inc)



(Licensed to Kittelson and Associates Inc)



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Appendix F:
Sumter County Annual Traffic Counts

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT 2018	2019	2020	2021	2022	2023	ADT (+/-) Change	A.M. Peak Hour Time	Total	NB/EB	SB/WB	K	D	P.M. Peak Hour Time	Total	NB/EB	SB/WB	K	D	Golf Cart North/East Side of Roadway	South/West Side of Roadway
1	Anna Maria Ave	N of Hillsborough Trl	02/08/23	24-HR	3953	4453	3699	-	3976	3863	**-3%**	11:00 AM	374	193	181	0.10	0.52	12:00 PM	376	165	211	0.10	0.56	--	--
2	Bailey Trl	200' W of S Buena Vista Blvd (North End)	02/01/23	24-HR	12033	10981	10758	-	8045	7810	**-3%**	10:30 AM	746	406	340	0.10	0.54	12:00 PM	780	368	412	0.10	0.53	4,837	1,580
3	Bailey Trl	200 N of St Charles Pl	02/01/23	24-HR	11262	10453	10139	-	9416	6652	**-29%**	10:45 AM	598	289	309	0.09	0.52	12:00 PM	645	305	340	0.10	0.53	1,593	1,557
4	Bailey Trl	200' S of St Charles Pl	02/01/23	24-HR	3840	3543	3797	-	3848	3877	**1%**	11:00 AM	370	197	173	0.10	0.53	12:15 PM	372	173	199	0.10	0.53	--	--
5	Bailey Trl	200' W of Buena Vista Blvd (South End)	02/01/23	24-HR	5439	5423	5848	-	4706	4730	**1%**	11:00 AM	447	225	222	0.09	0.50	12:00 PM	467	243	224	0.10	0.52	--	--
6	Belvedere Blvd	200' S of E C 466	01/18/23	24-HR	8960	11502	9193	-	9830	10486	**7%**	10:45 AM	946	481	465	0.09	0.51	4:30 PM	1,075	521	554	0.10	0.52	--	--
7	Belvedere Blvd	200' W of S Buena Vista Blvd	01/31/23	24-HR	7948	7855	7909	-	7685	5404	**-30%**	10:45 AM	572	301	271	0.11	0.53	12:00 PM	493	266	227	0.09	0.54	1,217	2,728
8	Bonita Blvd	200' E of S Buena Vista Blvd	02/01/23	24-HR	4267	4349	4585	-	4689	4584	**-2%**	11:00 AM	459	229	230	0.10	0.50	12:15 PM	440	252	188	0.10	0.57	--	--
9	Bonita Blvd	200' W of Morse Blvd	02/01/23	24-HR	4562	3804	5757	-	5040	4919	**-2%**	11:00 AM	496	250	246	0.10	0.50	12:15 PM	484	261	223	0.10	0.54	--	--
10	Buenos Aires Blvd	200' N of El Camino Real	01/25/23	24-HR	10695	10612	11004	-	9956	10394	**4%**	10:30 AM	956	475	481	0.09	0.50	2:00 PM	964	450	514	0.09	0.53	--	--
11	Buttonwood Run	W of St Charles Pl	02/01/23	24-HR	4962	5432	4701	-	5707	5687	**0%**	10:30 AM	564	296	268	0.10	0.52	12:00 PM	570	270	300	0.10	0.53	--	--
12	C 44A	150' E of C 221	03/29/23	24-HR	1075	1298	1522	-	1599	1879	**18%**	7:15 AM	131	94	37	0.07	0.72	4:15 PM	208	60	148	0.11	0.71	--	--
13	C 44A	500' W of S Buena Vista Blvd	02/08/23	24-HR	-	-	-	-	7827	8460	**8%**	10:15 AM	713	305	408	0.08	0.57	4:45 PM	766	383	383	0.09	0.50	--	--
14	C 44A	500' E of S Buena Vista Blvd	02/08/23	24-HR	-	-	-	-	3155	3229	**2%**	8:15 AM	268	86	182	0.08	0.68	2:45 PM	293	125	168	0.09	0.57	--	--
15	C 44A	W of CR 139 (Powell Rd)	02/08/23	24-HR	3141	3032	3161	-	3462	4084	**18%**	7:45 AM	345	228	117	0.08	0.66	2:00 PM	375	201	174	0.09	0.54	--	--
16	W C 462	400' E of N C 475	01/18/23	24-HR	802	825	776	-	844	1087	**29%**	7:00 AM	112	78	34	0.10	0.70	4:30 PM	116	30	86	0.11	0.74	--	--
17	E C 462	200' E of CR 221	02/07/23	24-HR	2644	2888	3117	-	2842	3237	**14%**	7:30 AM	239	159	80	0.07	0.67	4:45 PM	353	111	242	0.11	0.69	--	--
18	E C 462	500' W of US 301	01/25/23	24-HR	3331	3385	3140	-	3348	3522	**5%**	7:00 AM	245	155	90	0.07	0.63	4:30 PM	390	118	272	0.11	0.70	--	--
19	E C 462	200' E of US 301	01/26/23	24-HR	10876	12120	11882	-	11646	11323	**-3%**	11:00 AM	820	362	458	0.07	0.56	4:30 PM	987	320	667	0.09	0.68	--	--
20	E C 462	500' N of C 466A	01/26/23	24-HR	10954	11810	13297	-	13377	13319	**0%**	7:45 AM	961	450	511	0.07	0.53	3:30 PM	1,148	685	463	0.09	0.60	--	--
21	W C 462	E of CR 229	01/18/23	24-HR	1638	1549	1577	-	1651	1890	**14%**	7:00 AM	152	101	51	0.08	0.66	4:45 PM	189	51	138	0.10	0.73	--	--
22	C 466	250' E of CR 229	01/18/23	24-HR	6854	7555	8182	-	8716	8929	**2%**	7:00 AM	698	424	274	0.08	0.61	4:30 PM	799	336	463	0.09	0.58	--	--
23	C 466	450' W of US 301	01/18/23	24-HR	8153	8726	8682	-	9970	9974	**0%**	7:15 AM	702	400	302	0.07	0.57	4:30 PM	849	379	470	0.09	0.55	--	--
24	E C 466	300' W of R/R	01/18/23	24-HR	24995	25324	26459	-	25468	26100	**2%**	7:00 AM	2,135	1,295	840	0.08	0.61	2:45 PM	2,163	906	1,257	0.08	0.58	--	--
25	E C 466	200' W of CR 101	01/18/23	24-HR	24981	25444	23530	-	24251	24063	**-1%**	7:00 AM	1,936	966	970	0.08	0.50	2:30 PM	2,133	1,089	1,044	0.09	0.51	--	--
26	E C 466	400' W of Buena Vista Blvd	01/18/23	24-HR	29899	31080	31176	-	27786	26880	**-3%**	11:00 AM	2,148	958	1,190	0.08	0.55	2:45 PM	2,432	1,303	1,129	0.09	0.54	--	--
27	E C 466	500' E of Buena Vista Blvd	01/18/23	24-HR	24377	24879	23316	-	23320	22438	**-4%**	11:00 AM	1,808	888	920	0.08	0.51	2:15 PM	2,065	998	1,067	0.09	0.52	--	--
28	E C 466	500' E of Morse Blvd	01/25/23	24-HR	25763	27144	25367	-	24669	24675	**0%**	11:00 AM	2,065	1,021	1,044	0.08	0.51	2:30 PM	2,165	1,106	1,059	0.09	0.51	--	--
29	C 466A	500' E of CR 139 (Powell Rd)	01/26/23	24-HR	19706	22776	24123	-	26935	26646	**-1%**	11:00 AM	2,276	1,167	1,109	0.09	0.51	12:15 PM	2,300	1,158	1,142	0.09	0.50	--	--
30	C 466A	500' W of S Buena Vista Blvd	02/08/23	24-HR	22940	25010	26843	-	28605	28944	**1%**	11:00 AM	2,637	1,299	1,338	0.09	0.51	1:30 PM	2,608	1,271	1,337	0.09	0.51	--	--
31	C 466A	300' W of Morse Blvd	02/08/23	24-HR	17959	18028	18455	-	19155	18628	**-3%**	11:00 AM	1,626	831	795	0.09	0.51	12:00 PM	1,604	810	794	0.09	0.50	--	--
32	C 466A	50' W of Lake County Line	02/08/23	24-HR	20240	19532	20108	-	21232	20992	**-1%**	11:00 AM	1,678	836	842	0.08	0.50	3:15 PM	1,700	852	848	0.08	0.50	--	--
33	C 466A	150' E of US 301	01/25/23	24-HR	10317	9137	10975	-	9784	11009	**13%**	11:00 AM	867	421	446	0.08	0.51	3:30 PM	943	443	500	0.09	0.53	--	--
34	Morse Blvd	1400' S of E SR 44	02/08/23	24-HR	9999	13344	12282	-	24892	25363	**2%**	11:00 AM	2,171	1,143	1,028	0.09	0.53	12:00 PM	2,154	1,164	990	0.08	0.54	--	--
35	Warm Springs Ave	500' E of Marsh Bend Trl	02/22/23	24-HR	8991	10996	11239	-	24291	25529	**5%**	11:00 AM	2,149	1,263	886	0.08	0.59	3:30 PM	2,352	1,214	1,138	0.09	0.52	--	--
36	Warm Springs Ave	400' E of N US 301	02/22/23	24-HR	6884	10393	9271	-	11776	11449	**-3%**	6:45 AM	935	582	353	0.08	0.62	3:30 PM	906	442	464	0.08	0.51	--	--
37	C 469	2640' S of CR 716	03/01/23	24-HR	3210	2766	3267	-	4863	4790	**-2%**	10:45 AM	357	178	179	0.07	0.50	4:15 PM	345	158	187	0.07	0.54	--	--
38	C 469	N of SR 50	03/01/23	24-HR	2674	3100	2996	-	4567	4376	**-4%**	7:15 AM	337	141	196	0.08	0.58	1:15 PM	322	138	184	0.07	0.57	--	--
39	E C 470	300' E of CR 529	02/22/23	24-HR	12938	11225	11414	-	17029	17918	**5%**	7:15 AM	1,321	856	465	0.07	0.65	3:45 PM	1,316	635	681	0.07	0.52	--	--
40	E C 470	300' W of CR 500	02/22/23	24-HR	10217	9939	11739	-	15678	16522	**5%**	7:30 AM	1,326	818	508	0.08	0.62	12:00 PM	1,194	697	497	0.07	0.58	--	--
41	E C 470	300' E of Marsh Bend Trl	02/23/23	24-HR	9837	10669	10939	-	15563	17426	**12%**	11:00 AM	1,296	713	583	0.07	0.55	3:00 PM	1,264	766	498	0.07	0.61	--	--
42	N C 470	500' W of CR 491	01/25/23	24-HR	8466	8107	8087	-	8454	8960	**6%**	7:00 AM	798	512	286	0.09	0.64	4:30 PM	748	246	502	0.08	0.67	--	--
43	N C 470	300' N CR 479	01/25/23	24-HR	7284	6801	6496	-	6930	7502	**8%**	7:15 AM	591	200	391	0.08	0.66	5:00 PM	602	377	225	0.08	0.63	--	--
44	N C 470	1320' S of CR 400	01/24/23	24-HR	3809	3729	3737	-	3990	4498	**13%**	7:00 AM	357	162	195	0.08	0.55	4:30 PM	416	206	210	0.09	0.50	--	--
45	N C 470	300' S of W SR 44	01/24/23	24-HR	3068	3305	3964	-	3592	4104	**14%**	6:45 AM	341	192	149	0.08	0.56	4:30 PM	382	158	224	0.09	0.59	--	--
46	C 472	325' W of R/R Tracks	01/25/23	24-HR	5054	5422	5646	-	6086	7179	**18%**	7:15 AM	593	417	176	0.08	0.70	2:45 PM	663	330	333	0.09	0.50	--	--
47	C 472	500' W of CR 115	01/25/23	24-HR	6149	6737	7103	-	7136	8194	**15%**	11:00 AM	647	379	268	0.08	0.59	2:15 PM	691	360	331	0.08	0.52	--	--
48	N C 475	700' S of W C 462	01/18/23	24-HR	4429	4845	5210	-	5588	6125	**10%**	7:30 AM	490	281	209	0.08	0.57	4:45 PM	575	223	352	0.09	0.61	--	--
49	N C 475	1320' S of Marion County Line	01/18/23	24-HR	5354	5787	6282	-	7106	7205	**1%**	7:00 AM	587	252	335	0.08	0.57	4:30 PM	676	365	311	0.09	0.54	--	--
50	S C 475	200' N of W CR 532	02/22/23	24-HR	4021	-	3873	-	5297	5081	**-4%**	7:30 AM	392	177	215	0.08	0.55	3:45 PM	434	261	173	0.09	0.60	--	--
51	S C 475	2500' S of W CR 532	02/22/23	24-HR	4587	-	4652	-	5681	5658	**0%**	7:30 AM	408	184	224	0.07	0.55	3:45 PM	491	294	197	0.09	0.60	--	--
52	S C 475	100' South of CR 542	02/22/23	24-HR	5396	3502	5130	-	5951	6429	**8%**	7:30 AM	465	196	269	0.07	0.58	3:30 PM	565	293	272	0.09	0.52	--	--
53	C 476A (Dr Martin Luth	W of S Justice St	02/15/23	24-HR	-	-	-	-	849	818	**-4%**	11:00 AM	64	21	43	0.08	0.67	4:45 PM	75	39	36	0.09	0.52	--	--
54	W C 476 (W Seminole	W of S Roland St	02/15/23	24-HR	4325	4545	5216	-	5832	6084	**4%**	7:00 AM	481	280	201	0.08	0.58	3:45 PM	527	235	292	0.09	0.55	--	--
55	E C 476 (E Noble Ave)	E of Flanner Ave	02/15/23	24-HR	2448	2528	2877	-	3187	3200	**0%**	7:30 AM	247	83	164	0.08	0.66	4:15 PM	298	170	128	0.09	0.57	--	--
56	W C 476	W of CR 616	02/15/23	24-HR	4871	4955	4962	-	5802	5960	**3%**	7:15 AM	421	283	138	0.07	0.67	4:00 PM	549	227	322	0.09	0.59	--	--
57	C 476A (S Jasper St)	2000' S of E C 476	02/15/23	24-HR	-	-	611	-	390	425	**9%**	7:30 AM	30	13	17	0.07	0.57	5:45 PM	46	23	23	0.11	0.50	--	--
58	C 476B	1500' N of SW 95th Ave	02/15/23	24-HR	1934	1942	1817	-	2299	2519	**10%**	6:30 AM	221	69	152	0.09	0.69	3:45 PM	270	170	100	0.11	0.63	--	--
59	E C 476	500' E of C 476A (S Jasper St)	02/15/23	24-HR	-	-	-	-	2755	2733	**-1%**	7:45 AM	222	78	144	0.08	0.65	4:15 PM	266	144	122	0.10	0.54	--	--
60	W C 476	500' W of C 575	02/15/23	24-HR	3848	3753	4308	-	5028	5014	**0%**	6:30 AM	328	240	88	0.07	0.73	4:00 PM	489	164	325	0.10	0.66	--	--
61	W C 476	100' W of C 476B	02/15/23	24-HR	4360	4710	4598	-	5905	6042	**2%**	7:00 AM	413	315	98	0.07	0.76	4:00 PM	563	185	378	0.09	0.67	--	--
62	W C 476	100' E of C 476B	02/15/23	24-HR	4227	4353	4192	-	5405	5459	**1%**	11:00 AM	364	182	182	0.07	0.50	3:45 PM	509	218	291	0.09	0.57	--	--
63	W C 476	500' W of CR 603	02/15/23	24-HR	4657	4730	5421	-	5572	5778	**4%**	7:00 AM	485	310	175	0.08	0.64	3:30 PM	545	229	316	0.09	0.58	--	--
64	C 478A	500' W of SR 471	03/01/23	24-HR	731	755	680	-	801	800	**0%**	7:15 AM	68	43	25	0.09	0.63	5:00 PM	78	29	49	0.10	0.63	--	--
65	CR 647	100' N of W C 476	02/15/23	24-HR	-	-	-	-	658	699	**6%**	11:00 AM	52	30	22	0.07	0.58	4:45 PM	68	44	24	0.10	0.65	--	--
66	E C 478	1 Mi S of E C 48	03/01/23	24-HR	943	1021	1016	-	1224	1444	**18%**	6:45 AM	135	84	51	0.09	0.62	4:30 PM	136	41	95	0.09	0.70	--	--
67	E C 478	200' E of NE 9th St	03/02/23	24-HR	1584	1596	1539	-	2048	2386	**17%**	6:45 AM	177	74	103	0.07	0.58	2:30 PM	221	127	94	0.09	0.57	--	--
68	C 478A	200' W of CR 755	03/01/23	24-HR	-	-	-	-	375	492	**31%**	6:45 AM	63	29	34	0.13	0.54	4:00 PM	56	32	24	0.11	0.57	--	--
69	CR 614	500' S of W C 476	02/15/23	24-HR	1600	1779	1752	-	685	720	**5%**	7:00 AM	68	51	17	0.09	0.75	4:45 PM	83	38	45	0.12	0.54	--	--
70	W C 478	1 Mile E of US 301	03/02/23	24-HR	2109	2092	2146	-	2816	3077	**9%**	7:00 AM	255	122	133	0.08	0.52	4:15 PM	279	149	130	0.09	0.53	--	--
71	E C 48 (N Florida St)	S of E Joe P Strickland Jr Ave	02/15/23	24-HR	3543	3545	3758	-	3626	3782	**4%**	7:30 AM	332	205	127	0.09	0.62	4:15 PM	363	169	194	0.10	0.53	--	--
72	E C 48	E of S Justice St	02/15/23	24-HR	6475	7150	7721	-	8713	9321	**7%**	7:30 AM	792	366	426	0.08	0.54	4:15 PM	853	423	430	0.09	0.50	--	--
73	E C 48	E of SE 26th Dr	03/01/23	24-HR	5490	5666	5962	-	7301	8128	**11%**	7:00 AM	575	299	276	0.07	0.52	4:15 PM	727	340	387	0.09	0.53	--	--
74	W C 48	W of CR 625	02/15/23	24-HR	4167	4222	4153	-	5671	4967	**-12%**	10:15 AM	349	164	185	0.07	0.53	3:45 PM	401	166	235	0.08	0.59	--	--
75	E C 48	500' W of CR 747	03/01/23	24-HR	6162	6667	7088	-	8341	9175	**10%**	7:30 AM	712	336	376	0.08	0.53	4:15 PM	815	405	410	0.09	0.50	--	--
76	E C 48	300' E of CR 747	03/01/23	24-HR	5172	5767	6024	-	7340	8151	**11%**	7:15 AM	571	260	311	0.07	0.54	4:15 PM	708	344	364	0.09	0.51	--	--
77	E C 48	300' W of Old RR Tracks (W Jefferson St)	03/02/23	24-HR	5709	6051	6211	-	8608	9575	**11%**	6:30 AM	698	332	366	0.07	0.52	4:45 PM	811	434	377	0.08	0.54	--	--
78	E C 48	500' W of CR 702	03/02/23	24-HR	4221	4023	3775	-	5600	7106	**27%**	6:30 AM	562	348	214	0.08	0.62	4:15 PM	637	289	348	0.09	0.55	--	--
79	E C 48	50' NE of CR 558	03/02/23	24-HR	3105	4303	3422	-	4221	5280	**25%**	7:00 AM	420	294	126	0.08	0.70	4:15 PM	458	186	272	0.09	0.59	--	--
80	W C 48	100' W of C 575	02/15/23	24-HR	3864	3792	3458	-	4814	4529	**-6%**	10:45 AM	317	148	169	0.07	0.53	4:30 PM	379	154	225	0.08	0.59	--	--

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT 2018	2019	2020	2021	2022	2023	ADT (+/-) Change	A.M. Peak Hour Time	Total	NB/EB	SB/WB	K	D	P.M. Peak Hour Time	Total	NB/EB	SB/WB	K	D	Golf Cart North/East Side of Roadway	South/West Side of Roadway
81	W C 48	400' W of CR 616	02/15/23	24-HR	5344	5407	5778	-	6286	6157	**-2%**	10:00 AM	414	203	211	0.07	0.51	4:15 PM	524	195	329	0.09	0.63	--	--
82	W C 48	150' E of CR 313	02/15/23	24-HR	11082	10439	12396	-	18941	18046	**-5%**	11:00 AM	1,153	603	550	0.06	0.52	1:00 PM	1,360	707	653	0.08	0.52	--	--
83	C 575	1.5 Mi S of W C 48	02/15/23	24-HR	581	690	639	-	836	820	**-2%**	10:45 AM	62	28	34	0.08	0.55	1:00 PM	74	19	55	0.09	0.74	--	--
84	C 575	300' N of W C 476	02/15/23	24-HR	-	-	-	-	1053	1062	**1%**	7:00 AM	79	15	64	0.07	0.81	4:00 PM	110	70	40	0.10	0.64	--	--
85	Canal St	200' S of Odell Cir (North End)	02/01/23	24-HR	6839	5629	7158	-	6251	6898	**10%**	11:00 AM	640	323	317	0.09	0.50	12:00 PM	650	356	294	0.09	0.55	--	--
86	Canal St	200' N of Odell Cir (South End)	02/01/23	24-HR	4767	5199	5049	-	4881	4913	**1%**	11:00 AM	448	213	235	0.09	0.52	12:00 PM	493	233	260	0.10	0.53	--	--
87	Canal St	200' S of Odell Cir (South End)	02/01/23	24-HR	3684	3571	3582	-	4010	3991	**0%**	11:00 AM	411	215	196	0.10	0.52	12:00 PM	416	225	191	0.10	0.54	--	--
88	Charlotte Ct	N of Hillsborough Trl	02/08/23	24-HR	3056	3218	3710	-	3349	3545	**6%**	11:00 AM	312	156	156	0.09	0.50	12:30 PM	330	133	197	0.09	0.60	--	--
89	CR 100	150' S of E C 466	01/25/23	24-HR	1874	2080	2478	-	3362	3506	**4%**	7:00 AM	339	235	104	0.10	0.69	3:30 PM	316	124	192	0.09	0.61	--	--
90	CR 101	100' S of Woodridge Dr	01/18/23	24-HR	7448	7772	8107	-	7098	8181	**15%**	7:00 AM	733	195	538	0.09	0.73	2:45 PM	741	382	359	0.09	0.52	--	--
91	CR 101	600' N of Woodridge Dr	01/19/23	24-HR	3861	4198	4656	-	4597	5018	**9%**	7:00 AM	573	155	418	0.11	0.73	5:00 PM	463	303	160	0.09	0.65	--	--
92	CR 102	W of CR 103	01/19/23	24-HR	1076	1324	1440	-	1256	1458	**16%**	7:00 AM	225	180	45	0.15	0.80	4:45 PM	185	44	141	0.13	0.76	--	--
93	CR 103	200' N of Woodridge Dr	01/19/23	24-HR	3422	3720	3873	-	3938	4300	**9%**	6:45 AM	495	136	359	0.12	0.73	2:30 PM	438	268	170	0.10	0.61	--	--
94	CR 104	W of CR 103	01/19/23	24-HR	2437	2928	3387	-	3208	4021	**25%**	6:45 AM	604	424	180	0.15	0.70	4:30 PM	406	122	284	0.10	0.70	--	--
95	CR 117	100' South of C 472	01/25/23	24-HR	-	-	-	-	2964	3324	**12%**	7:00 AM	405	188	217	0.12	0.54	4:30 PM	353	166	187	0.11	0.53	--	--
96	CR 121	S of CR 128	01/25/23	24-HR	2772	3366	3583	-	4174	4516	**8%**	7:00 AM	434	125	309	0.10	0.71	4:45 PM	455	297	158	0.10	0.65	--	--
97	CR 139 (Powell Rd)	S of C 466A	01/25/23	24-HR	11485	13419	15097	-	17456	17598	**1%**	11:00 AM	1,455	798	657	0.08	0.55	4:15 PM	1,538	933	605	0.09	0.61	--	--
98	C 139 (Powell Rd)	N of SR 44	02/08/23	24-HR	9937	10667	12273	-	12446	12550	**1%**	11:00 AM	1,096	544	552	0.09	0.50	12:00 PM	1,095	524	571	0.09	0.52	--	--
99	CR 156	E of CR 181	02/08/23	24-HR	-	-	-	-	1396	2001	**43%**	7:30 AM	199	175	24	0.10	0.88	4:00 PM	185	98	87	0.09	0.53	--	--
100	CR 209	S of E C 466	01/18/23	24-HR	-	-	-	-	2491	2522	**1%**	7:00 AM	286	106	180	0.11	0.63	4:30 PM	273	178	95	0.11	0.65	--	--
101	CR 209	N of CR 222	01/24/23	24-HR	-	-	-	-	1363	1655	**21%**	7:00 AM	177	88	89	0.11	0.50	4:30 PM	198	120	78	0.12	0.61	--	--
102	CR 209	S of E C 462	01/24/23	24-HR	-	-	-	-	610	759	**24%**	6:45 AM	70	25	45	0.09	0.64	3:45 PM	100	68	32	0.13	0.68	--	--
103	CR 209	300' N of E C 466	01/18/23	24-HR	-	-	-	-	1272	1259	**-1%**	6:45 AM	160	56	104	0.13	0.65	5:00 PM	146	113	33	0.12	0.77	--	--
104	CR 213	S of C 44A	02/07/23	24-HR	-	-	-	-	505	630	**25%**	7:00 AM	44	12	32	0.07	0.73	3:30 PM	72	48	24	0.11	0.67	--	--
105	CR 229	300' N of E SR 44	03/29/23	24-HR	-	-	-	-	4654	4847	**4%**	7:15 AM	342	170	172	0.07	0.50	4:15 PM	436	231	205	0.09	0.53	--	--
106	CR 229	1000' N of E C 462	01/18/23	24-HR	-	-	-	-	3893	3619	**-7%**	7:00 AM	261	120	141	0.07	0.54	4:30 PM	362	199	163	0.10	0.55	--	--
107	CR 237	300' S of E C 466	01/18/23	24-HR	-	-	-	-	560	605	**8%**	10:00 AM	74	28	46	0.12	0.62	4:30 PM	49	28	21	0.08	0.57	--	--
108	Marsh Bend Trl	780' S of Warm Springs Ave	02/23/23	24-HR	5444	6291	7295	-	11703	11906	**2%**	11:00 AM	986	553	433	0.08	0.56	12:00 PM	1,050	540	510	0.09	0.51	--	--
109	Marsh Bend Trl	200' N of CR 500	02/23/23	24-HR	-	-	-	-	6079	6867	**13%**	11:00 AM	538	362	176	0.08	0.67	3:15 PM	599	441	158	0.09	0.74	--	--
110	CR 567	300' N of E C 48	03/02/23	24-HR	-	-	-	-	275	287	**4%**	6:30 AM	34	25	9	0.12	0.74	5:45 PM	29	9	20	0.10	0.69	--	--
111	CR 616	200' S of W C 48	02/15/23	24-HR	4253	4388	4517	-	5016	4820	**-4%**	7:45 AM	323	209	114	0.07	0.65	4:00 PM	399	196	203	0.08	0.51	--	--
112	CR 625	S of W C 48	02/15/23	24-HR	-	-	-	-	362	360	**-1%**	6:15 AM	27	13	14	0.08	0.52	4:00 PM	44	25	19	0.12	0.57	--	--
113	CR 673	400' E of I 75	03/01/23	24-HR	1940	2236	2197	-	3508	3696	**5%**	7:45 AM	275	90	185	0.07	0.67	4:15 PM	272	146	126	0.07	0.54	--	--
114	CR 673	1000' E of CR 674	03/02/23	24-HR	1604	2198	1687	-	2532	2598	**3%**	8:30 AM	196	94	102	0.08	0.52	4:30 PM	243	110	133	0.09	0.55	--	--
115	CR 674	200' N of CR 673	03/02/23	24-HR	-	-	-	-	285	270	**-5%**	7:00 AM	20	7	13	0.07	0.65	4:15 PM	37	19	18	0.14	0.51	--	--
116	CR 683D	200' S of CR 673	03/01/23	24-HR	-	-	-	-	1078	1101	**2%**	7:45 AM	67	56	11	0.06	0.84	5:30 PM	107	36	71	0.10	0.66	--	--
117	CR 707	300' E of CR 721	03/02/23	24-HR	-	-	-	-	329	418	**27%**	7:15 AM	39	15	24	0.09	0.62	4:30 PM	54	27	27	0.13	0.50	--	--
118	CR 721	300' E of SR 471	03/01/23	24-HR	710	912	748	-	696	860	**24%**	7:15 AM	74	27	47	0.09	0.64	4:45 PM	101	48	53	0.12	0.52	--	--
119	N CR 416	100' S of N C 470	01/25/23	24-HR	-	-	-	-	330	331	**0%**	9:45 AM	29	18	11	0.09	0.62	5:15 PM	34	15	19	0.10	0.56	--	--
120	CR 727	300' N of SR 50	03/02/23	24-HR	-	-	-	-	245	219	**-11%**	6:15 AM	21	9	12	0.10	0.57	4:00 PM	27	15	12	0.12	0.56	--	--
121	CR 728	E of C 469	03/02/23	24-HR	-	-	-	-	611	608	**0%**	6:00 AM	58	20	38	0.10	0.66	12:45 PM	54	14	40	0.09	0.74	--	--
122	CR 733	200' N of E C 478	03/02/23	24-HR	-	-	-	-	369	422	**14%**	7:45 AM	107	86	21	0.25	0.80	3:30 PM	81	71	10	0.19	0.88	--	--
123	CR 747	300' N of CR 730	03/01/23	24-HR	1210	1395	1587	-	1248	1393	**12%**	7:45 AM	191	102	89	0.14	0.53	5:15 PM	173	89	84	0.12	0.51	--	--
124	CR 747	300' S of CR 730	03/01/23	24-HR	634	894	638	-	718	792	**10%**	11:00 AM	65	30	35	0.08	0.54	4:15 PM	72	30	42	0.09	0.58	--	--
125	El Camino Real	200' W of N Morse Blvd	01/25/23	24-HR	13204	13320	13526	-	11224	12081	**8%**	10:00 AM	1,042	563	479	0.09	0.54	2:15 PM	1,063	566	497	0.09	0.53	--	--
126	El Camino Real	200' E of Buenos Aires Blvd	01/25/23	24-HR	12977	13472	12947	-	11556	11978	**4%**	10:00 AM	1,032	584	448	0.09	0.57	2:15 PM	1,079	529	550	0.09	0.51	--	--
127	El Camino Real	200' W of Buenos Aires Blvd	01/25/23	24-HR	18177	18945	18544	-	16992	18115	**7%**	10:00 AM	1,612	893	719	0.09	0.55	1:45 PM	1,627	794	833	0.09	0.51	--	--
128	El Camino Real	300' E of N Buena Vista Blvd	01/18/23	24-HR	17058	17285	16953	-	15151	16332	**8%**	10:45 AM	1,461	735	726	0.09	0.50	2:15 PM	1,487	674	813	0.09	0.55	--	--
129	Hillsborough Trl	E of S Buena Vista Blvd	02/08/23	24-HR	7404	7673	6889	-	12224	11496	**-6%**	10:15 AM	1,098	532	566	0.10	0.52	12:30 PM	1,113	546	567	0.10	0.51	--	--
130	Hillsborough Trl	W of Morse Blvd	02/08/23	24-HR	-	-	-	-	7338	5424	**-26%**	11:00 AM	563	314	249	0.10	0.56	12:00 PM	503	274	229	0.09	0.54	1,782	3,340
131	Marsh Bend Trl	100' W of Fenney Wy	02/22/23	24-HR	-	-	-	-	7639	7023	**-8%**	11:00 AM	620	343	277	0.09	0.55	12:00 PM	692	353	339	0.10	0.51	--	--
132	Morse Blvd	S of Pinellas Pl	02/08/23	24-HR	12054	13007	13318	-	16973	17162	**1%**	11:00 AM	1,587	806	781	0.09	0.51	2:15 PM	1,539	761	778	0.09	0.51	--	--
133	Morse Blvd	N of Pinellas Pl	02/08/23	24-HR	16677	16307	16420	-	17949	17851	**-1%**	11:00 AM	1,636	859	777	0.09	0.53	12:00 PM	1,646	835	811	0.09	0.51	--	--
134	N Buena Vista Blvd	S of El Camino Real/Glenview Rd	01/18/23	24-HR	20786	21462	20939	-	19234	21186	**10%**	11:00 AM	1,853	910	943	0.09	0.51	1:30 PM	1,828	900	928	0.09	0.51	--	--
135	N Buena Vista Blvd	400' N of E C 466	01/18/23	24-HR	19148	19270	20490	-	17841	19211	**8%**	10:45 AM	1,714	870	844	0.09	0.51	12:15 PM	1,626	802	824	0.08	0.51	--	--
136	N Buena Vista Blvd	300' N of El Camino Real	01/18/23	24-HR	15327	15599	15979	-	14555	15713	**8%**	10:45 AM	1,418	710	708	0.09	0.50	1:30 PM	1,383	691	692	0.09	0.50	--	--
137	N Morse Blvd	150' N of E C 466 Gate	01/25/23	24-HR	20625	19961	20394	-	16966	16869	**-1%**	10:30 AM	1,397	696	701	0.08	0.50	2:45 PM	1,584	900	684	0.09	0.57	3,305	N/A
138	N Morse Blvd	300' W of El Camino Real	01/25/23	24-HR	11369	11368	11474	-	10260	11329	**10%**	10:45 AM	1,069	555	514	0.09	0.52	12:45 PM	1,048	579	469	0.09	0.55	--	--
139	Odell Cir	200' E of S Buena Vista Blvd (North End)	02/01/23	24-HR	5129	4909	4783	-	4669	3374	**-28%**	11:00 AM	293	141	152	0.09	0.52	12:00 PM	360	175	185	0.11	0.51	1,618	N/A
140	Odell Cir	200' W of Morse Blvd (North End)	02/01/23	24-HR	5561	4993	4933	-	5173	3403	**-34%**	10:45 AM	312	164	148	0.09	0.53	12:00 PM	366	198	168	0.11	0.54	2,592	1,482
141	Odell Cir	200' E of Morse Blvd (North End)	02/01/23	24-HR	6483	5866	5642	-	6191	4886	**-21%**	11:00 AM	431	215	216	0.09	0.50	12:00 PM	478	227	251	0.10	0.53	2,245	N/A
142	Odell Cir	200' W of Morse Blvd (South End)	02/22/23	24-HR	7099	6664	7113	-	7857	8319	**6%**	10:30 AM	791	478	313	0.10	0.60	12:00 PM	856	489	367	0.10	0.57	--	--
143	Odell Cir	200' E of Canal St (South End)	02/01/23	24-HR	6687	6734	6059	-	7015	6771	**-3%**	11:00 AM	670	343	327	0.10	0.51	12:00 PM	713	360	353	0.11	0.50	--	--
144	Odell Cir	200' W of Canal St (South End)	02/01/23	24-HR	6369	5630	5635	-	6792	6719	**-1%**	11:00 AM	694	341	353	0.10	0.51	12:00 PM	716	344	372	0.11	0.52	--	--
145	Odell Cir	200' E of S Buena Vista Blvd (South End)	02/01/23	24-HR	6297	6186	6591	-	6500	6750	**4%**	11:00 AM	678	323	355	0.10	0.52	12:00 PM	742	340	402	0.11	0.54	--	--
146	Odell Cir	NE of Morse Blvd (South End)	02/01/23	24-HR	9556	9051	9785	-	11040	10309	**-7%**	10:45 AM	1,012	479	533	0.10	0.53	12:00 PM	1,031	535	496	0.10	0.52	--	--
147	Parr Dr	E of Belvedere Dr	01/18/23	24-HR	4242	4319	4447	-	3876	4239	**9%**	10:30 AM	434	214	220	0.10	0.51	2:30 PM	481	272	209	0.11	0.57	--	--
148	Pennecamp Dr	N of St Charles Pl	02/01/23	24-HR	4539	4230	3790	-	4706	4811	**2%**	10:15 AM	478	240	238	0.10	0.50	12:00 PM	462	224	238	0.10	0.52	--	--
149	Pinellas Pl	E of S Buena Vista Blvd	02/08/23	24-HR	8099	8272	8187	-	9148	9030	**-1%**	11:00 AM	896	422	474	0.10	0.53	12:00 PM	898	429	469	0.10	0.52	--	--
150	Pinellas Pl	600' W of Morse Blvd	02/08/23	24-HR	-	-	-	-	12534	12312	**-2%**	11:00 AM	1,247	618	629	0.10	0.50	12:00 PM	1,186	576	610	0.10	0.51	--	--
151	Rio Grande Ave	200' E of N Morse Blvd	01/25/23	24-HR	8501	8473	7932	-	7804	6559	**-16%**	11:00 AM	563	291	272	0.09	0.52	2:45 PM	652	404	248	0.10	0.62	915	947
152	S Buena Vista Blvd	S of C 466A	02/08/23	24-HR	12804	12447	12455	-	13948	14449	**4%**	11:00 AM	1,362	687	675	0.09	0.50	12:00 PM	1,413	706	707	0.10	0.50	--	--
153	S Buena Vista Blvd	N of E SR 44	02/22/23	24-HR	4332	4822	6048	-	6714	9202	**37%**	11:00 AM	788	401	387	0.09	0.51	4:00 PM	856	419	437	0.09	0.51	--	--
154	Morse Blvd	S of Kristine Wy	02/08/23	24-HR	8776	9949	13347	-	16624	17081	**3%**	11:00 AM	1,581	796	785	0.09	0.50	12:00 PM	1,536	765	771	0.09	0.50	--	--
155	Morse Blvd	S of Hillsborough Trl	02/08/23	24-HR	12839	13949	15291	-	19101	18884	**-1%**	11:00 AM	1,785	884	901	0.09	0.50	2:15 PM	1,681	845	836	0.09	0.50	--	--
156	S Buena Vista Blvd	200' S of E C 466	01/18/23	24-HR	17265	17836	17398	-	15658	17190	**10%**	11:00 AM	1,532	837	695	0.09	0.55	12:00 PM	1,622	879	743	0.09	0.54	--	--
157	S Buena Vista Blvd	200' S of Bailey Trl (North End)	02/01/23	24-HR	13389	14224	13320	-	13597	14571	**7%**	10:30 AM	1,311	663	648	0.09	0.51	12:00 PM	1,391	670	721	0.10	0.52	--	--
158	S Buena Vista Blvd	300' S of Turtle Mound Path	02/08/23	24-HR	20460	21147	22107	-	22158	23508	**6%**	11:00 AM	2,254	1,070	1,184	0.10	0.53	12:00 PM	2,206	1,063	1,143	0.09	0.52	--	--
159	Morse Blvd	200' S of Mariposa Wy	01/25/23	24-HR	26851	26685	27188	-	23474	24453	**4%**	11:00 AM	2,164	1,107	1,057	0.09	0.51	2:15 PM	2,208	1,150	1,058	0.09	0.52	--	--
160	Morse Blvd	200' S of Stillwater Trl	02/01/23	24-HR	16197	16467	15249	-	15312	15809	**3%**	11:00 AM	1,387	696	691	0.09	0.50	1:30 PM	1,434	731	703	0.09	0.51	--	--

Appendix G: Vested Trips

SOLAMAR AT WILDWOOD
(FKA WILDWOOD RESIDENTIAL)
Project № 20124.3, v2.2
April 2022

TRAFFIC IMPACT ANALYSIS
CITY OF WILDWOOD
FLORIDA

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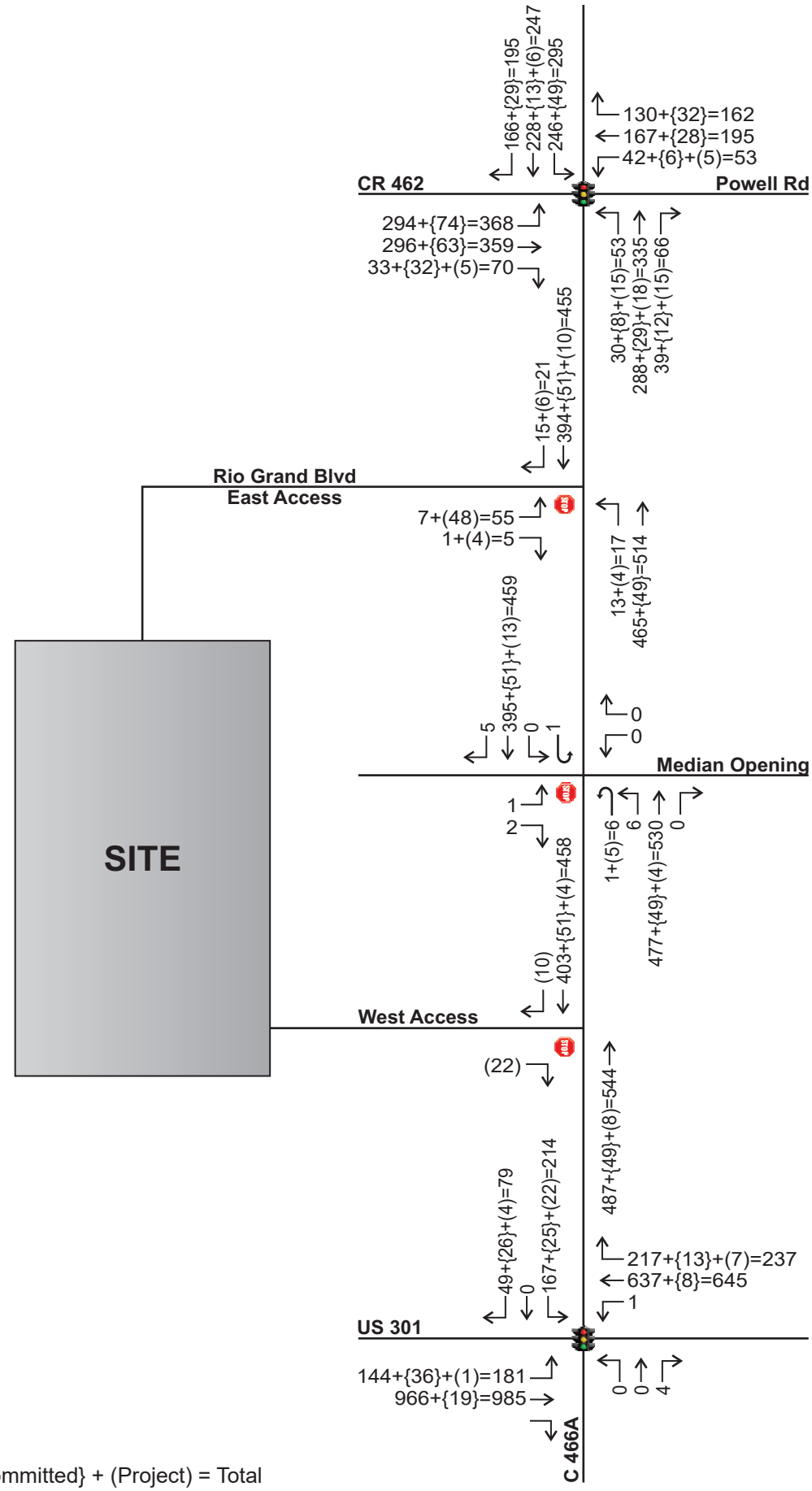
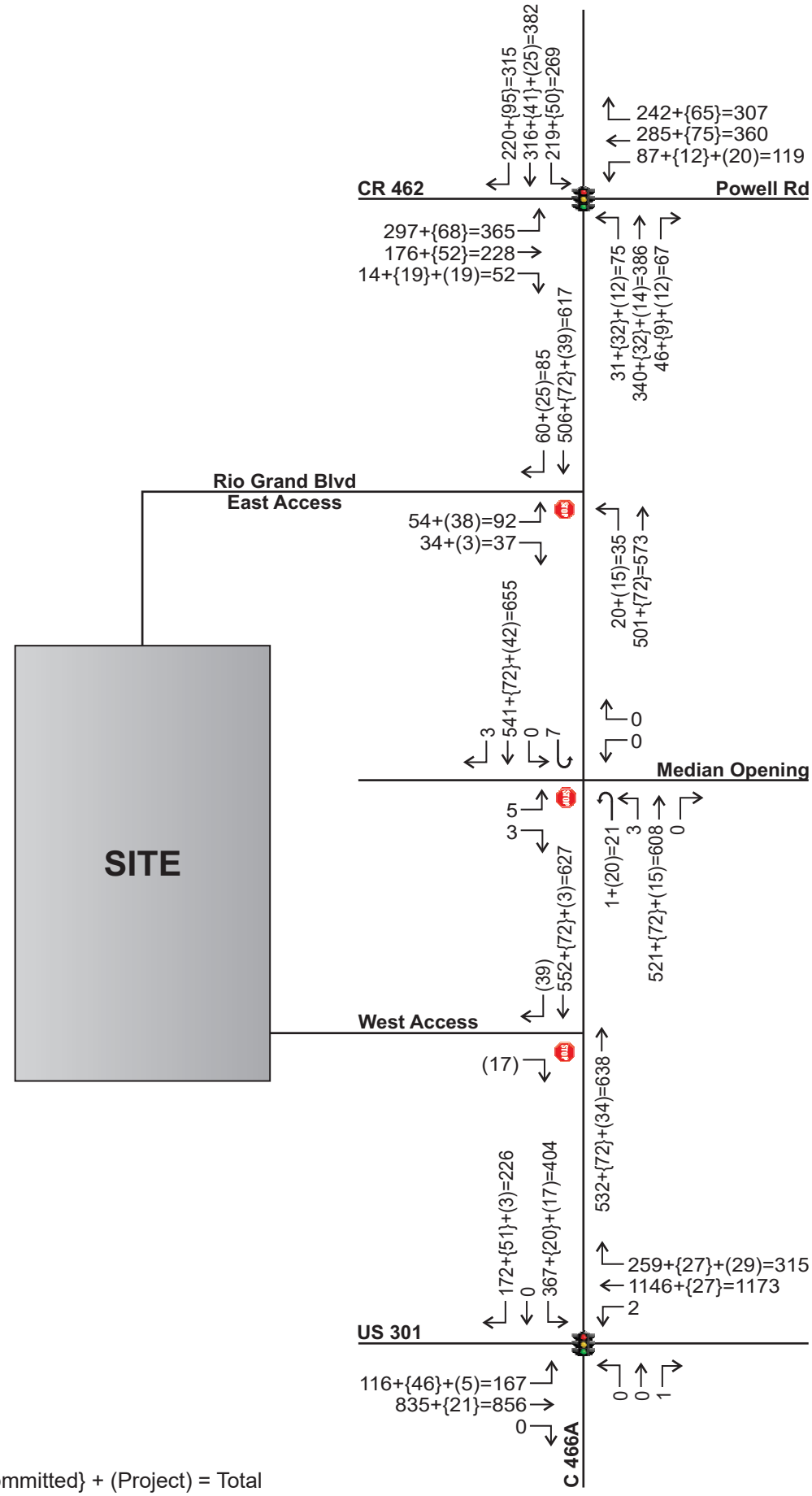
701 N Federal Highway, Suite 201 B
Hallandale, Florida 33009



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

Projected AM Peak Intersection Volumes
Solamar at Wildwood
20124.3, v2.2

Figure
4



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

Projected PM Peak Intersection Volumes
Solamar at Wildwood
20124.3, v2.2

Figure
5

HIGHFIELD AT TWISTED OAKS
Project № 21184.1 v2.0
June 2022

TRAFFIC IMPACT ANALYSIS
SUMTER COUNTY
FLORIDA

Prepared by:

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(407) 531-5332

Prepared for:
Kolter Land Partners
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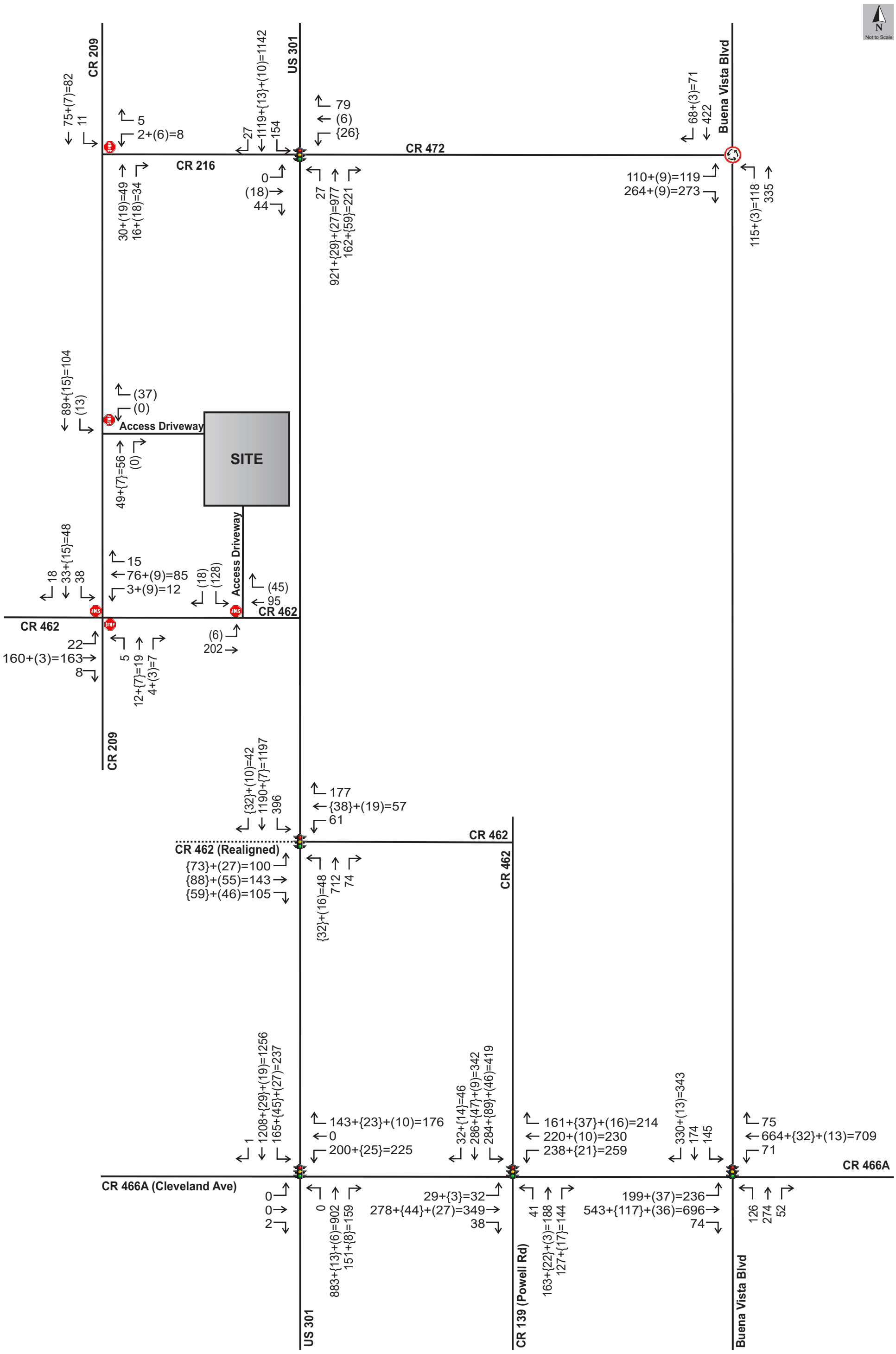
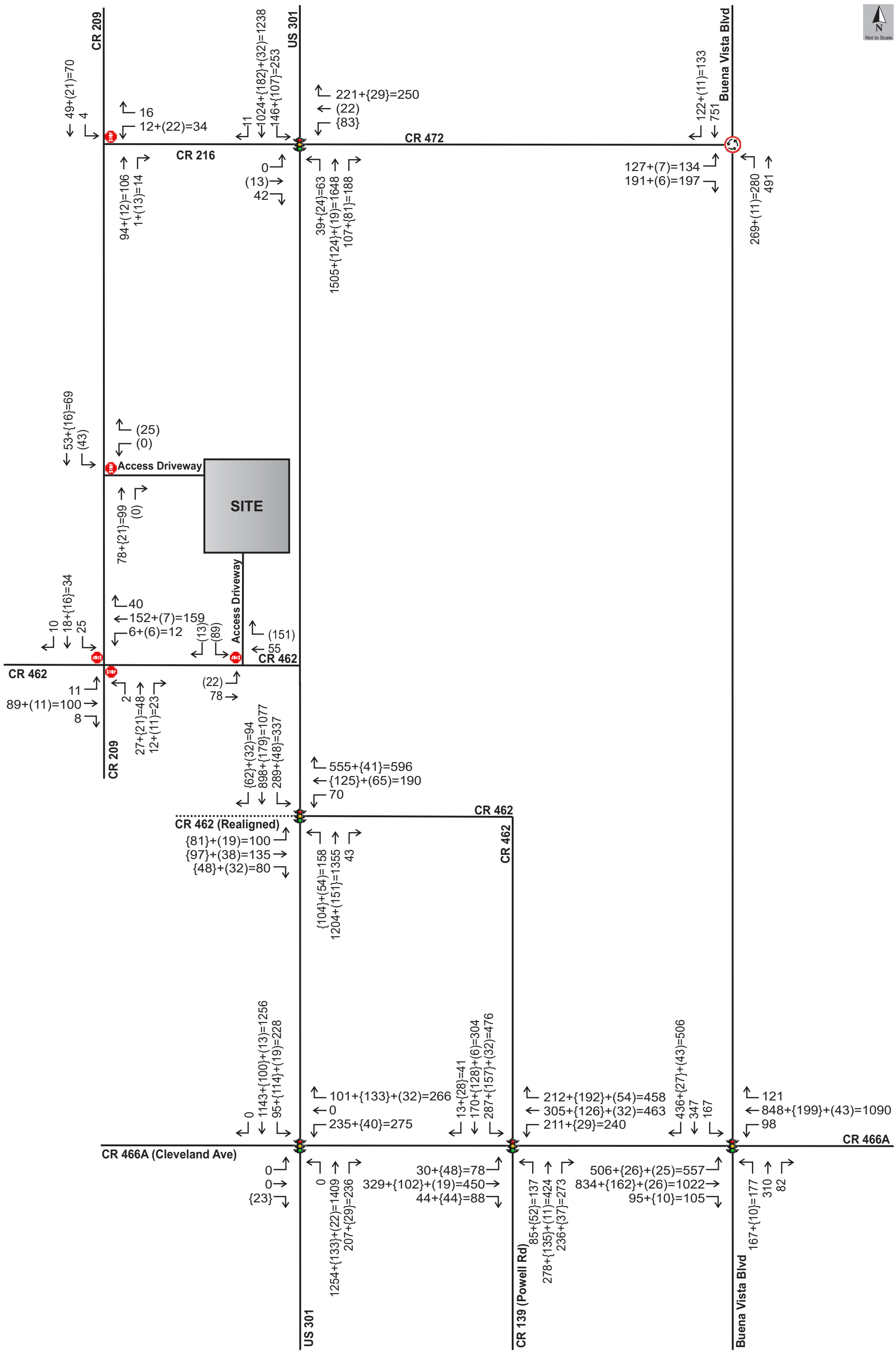


Background+{Committed}+(Project)=Total

Projected AM Peak Hour Intersection Volumes
Highfield at Twisted Oaks
21184.1 v2.0

Figure 6



Background+{Committed}+(Project)=Total

Projected PM Peak Hour Intersection Volumes
Highfield at Twisted Oaks
21184.1 v2.0

Figure 7

TRAFFIC IMPACT ANALYSIS

TURKEY RUN II
CITY OF WILDWOOD, FLORIDA

Prepared for:

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Winter Park, Florida 32789

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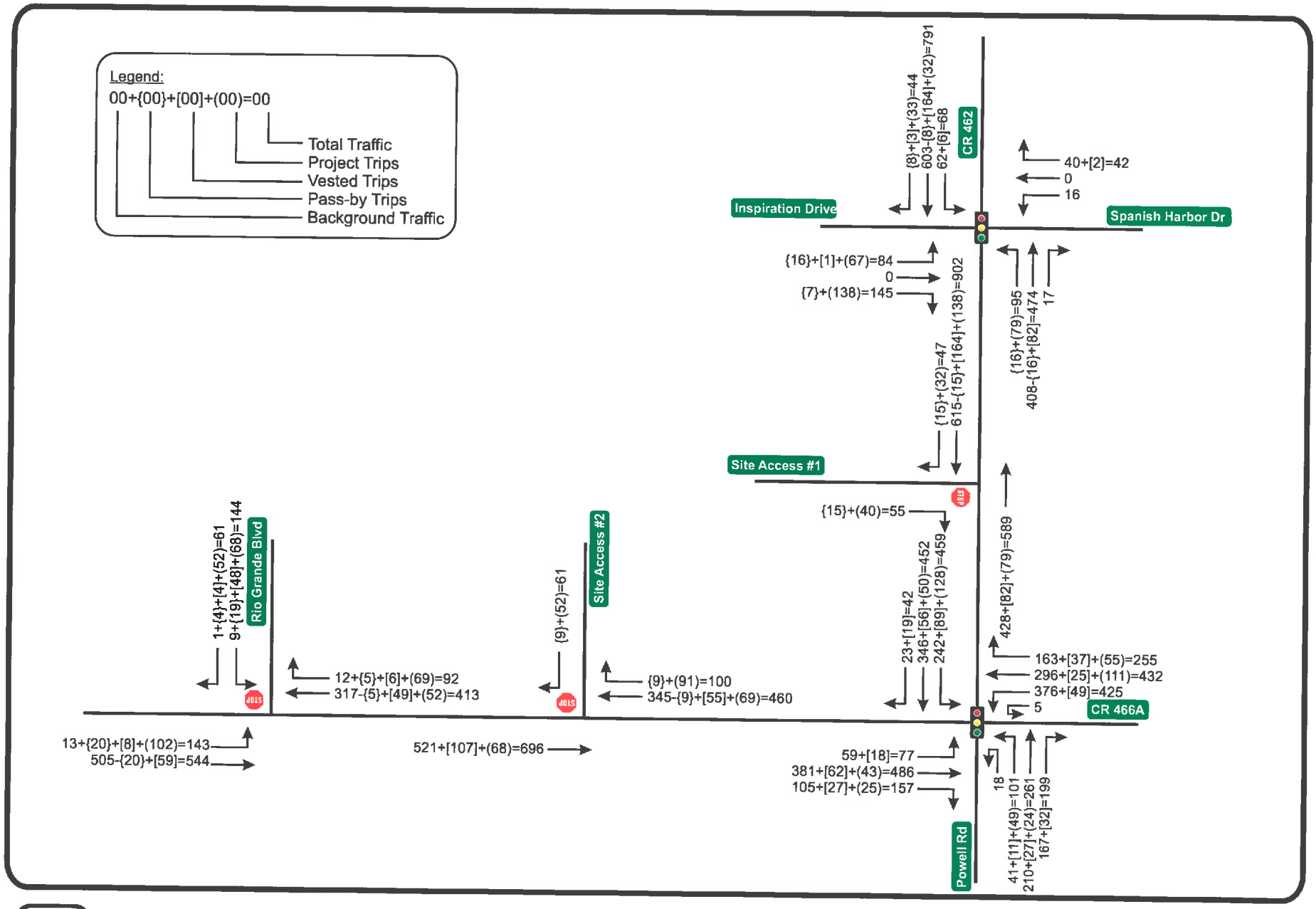
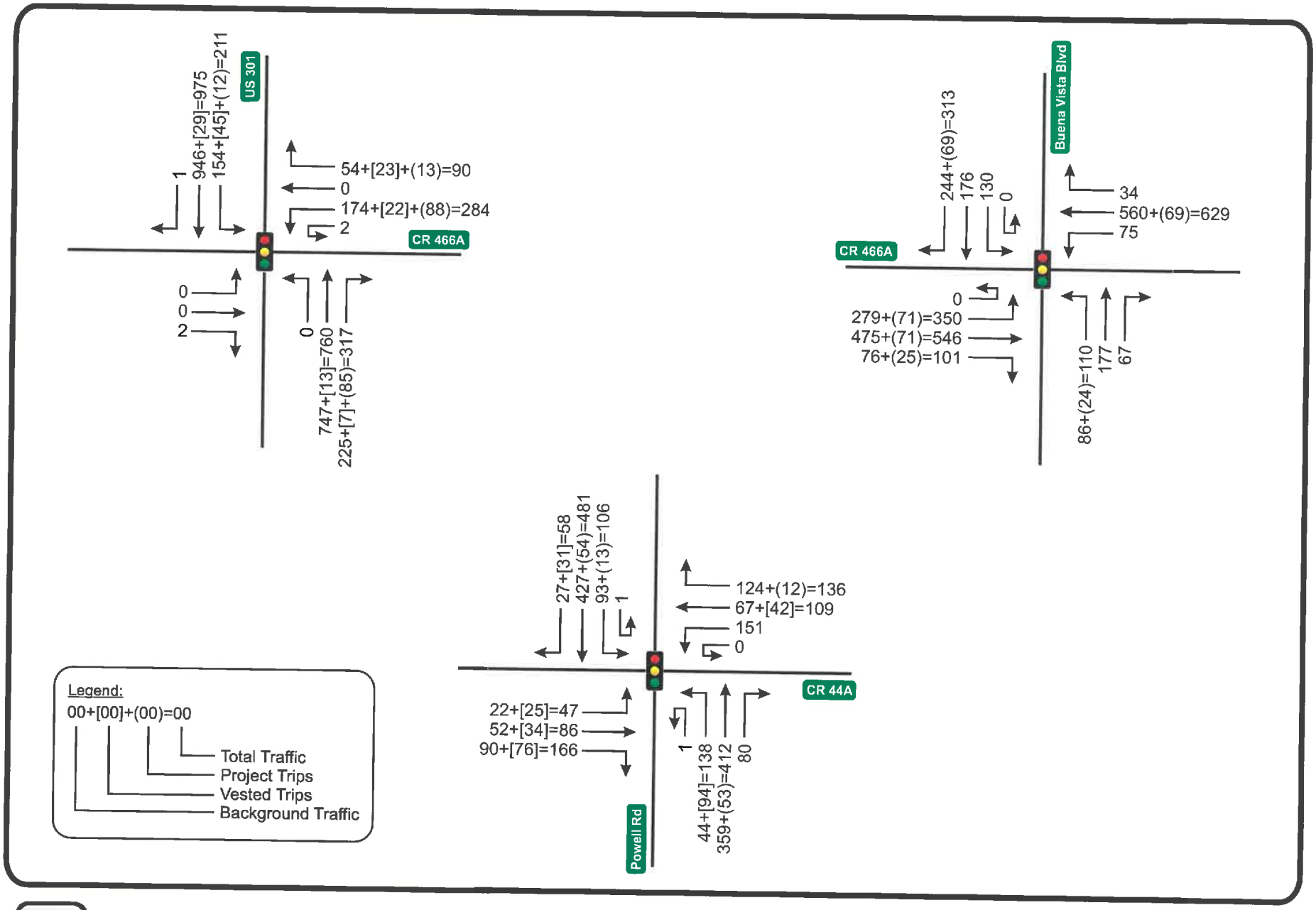
August 2022

TPD № 5041.1



Turkey Run II
Project № 5041.1
Figure 5a

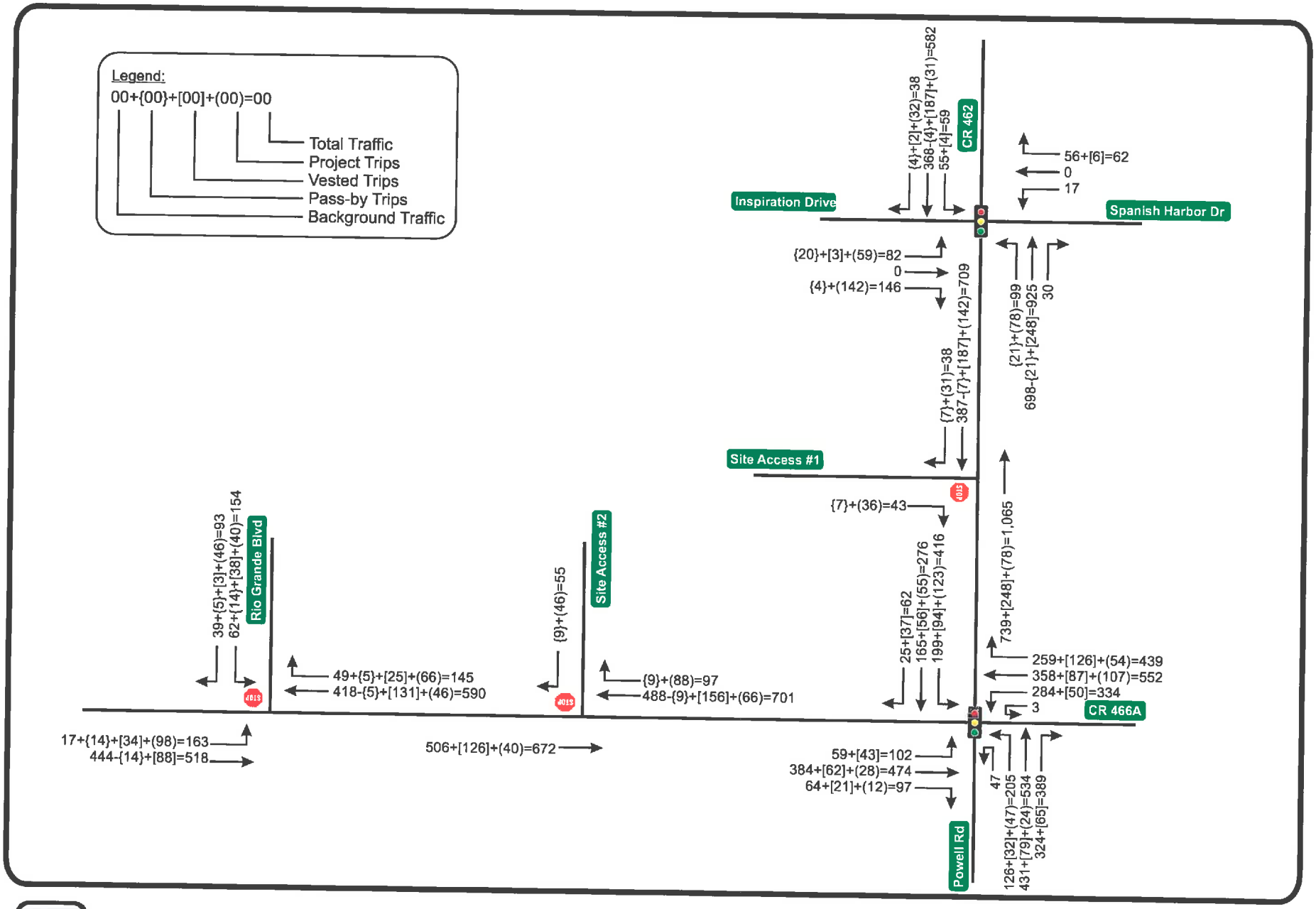
Projected A.M. Peak Hour Volumes



Turkey Run II
Project № 5041.1
Figure 5b

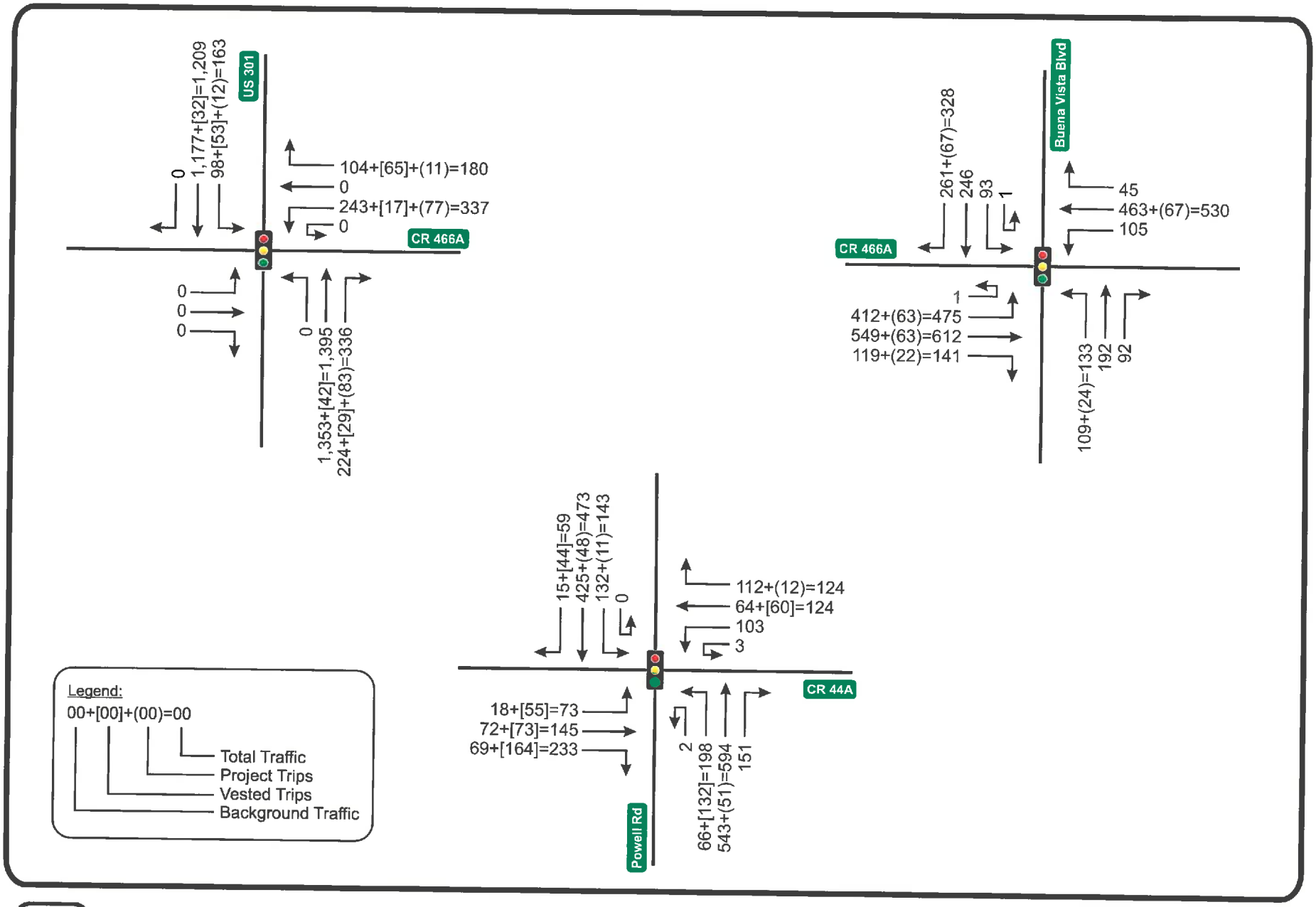
Projected A.M. Peak Hour Volumes

N
NTS



Turkey Run II
Project № 5041.1
Figure 5c

Projected P.M. Peak Hour Volumes



Turkey Run II
Project № 5041.1
Figure 5d

Projected P.M. Peak Hour Volumes

N
NTS

KITTELSON & ASSOCIATES

DR. HEYDARI MEDICAL OFFICE MINOR TRAFFIC IMPACT STUDY

WILDWOOD, FLORIDA

November 2022

Dr. Heydari Medical Office
Minor Traffic Impact Analysis
Wildwood, Florida

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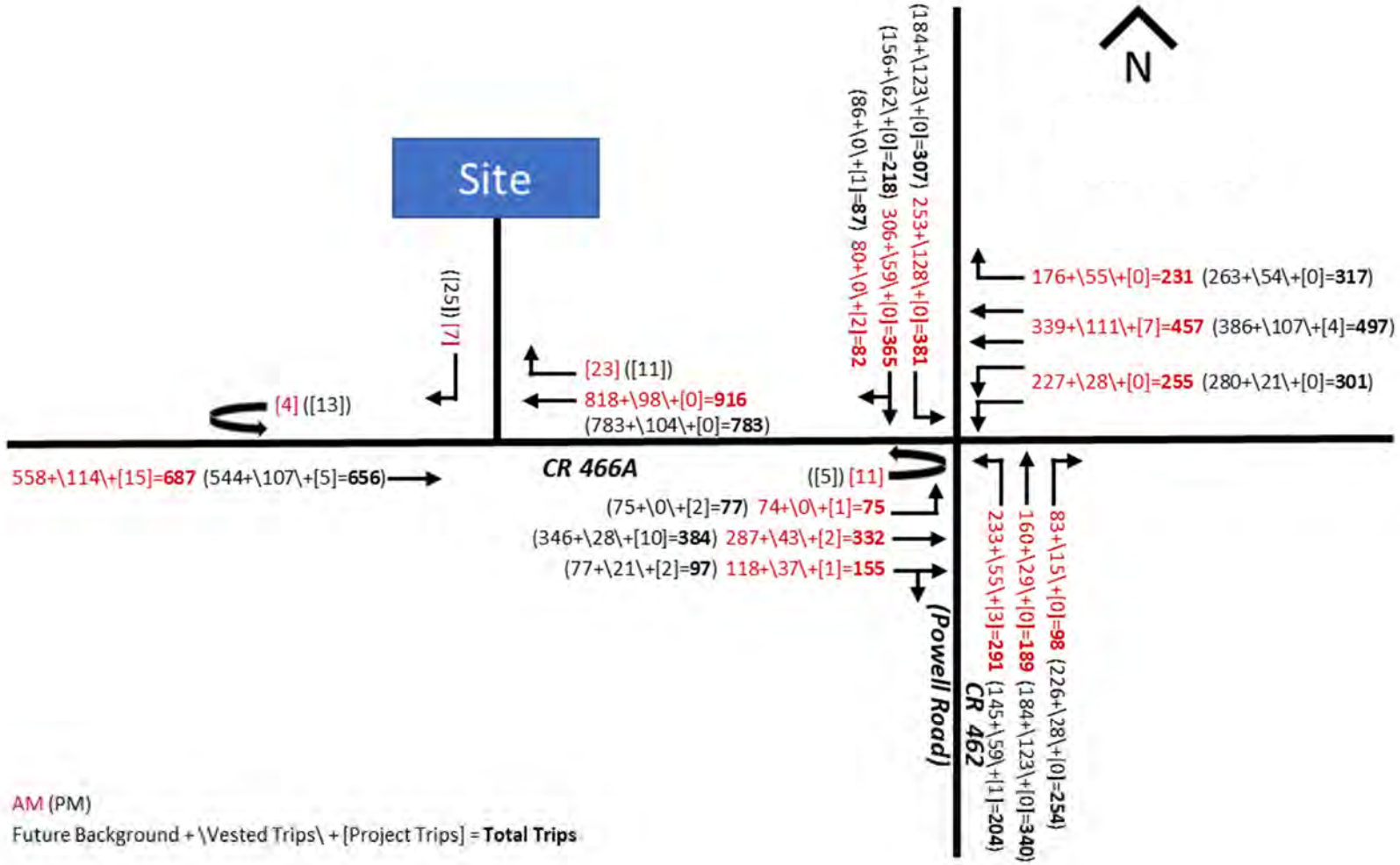
Project Manager:
Kok Wan Mah
Associate Engineer

Project Principal:
Stephanie Shealey
Senior Engineer

Project Number 28441

November 2022

Figure 5. Build-Out Volumes



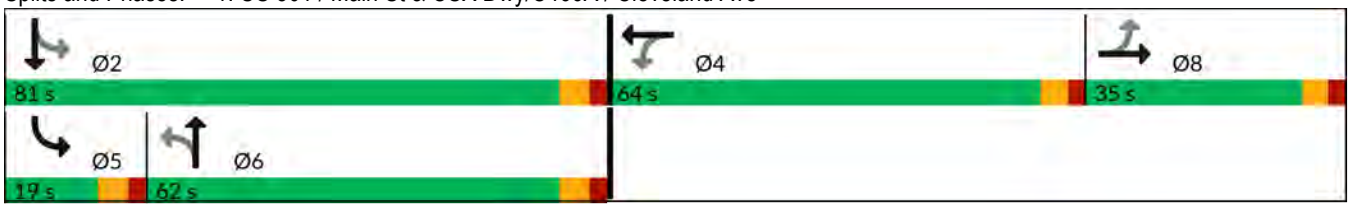
Appendix H:
Background No-Build Synchro Printouts

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	3	450	0	177	5	886	357	186	1297	1
Future Volume (vph)	1	0	3	450	0	177	5	886	357	186	1297	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	630		0	110		0	130		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.899			0.913			0.957				
Flt Protected		0.988		0.950	0.980		0.950			0.950		
Satd. Flow (prot)	0	1353	0	1649	1553	0	1289	3237	0	1556	3372	0
Flt Permitted				0.250	0.444		0.105			0.065		
Satd. Flow (perm)	0	1369	0	434	704	0	142	3237	0	106	3372	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		98			98			35				
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		75			3838			391			328	
Travel Time (s)		1.7			87.2			7.6			6.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	33%	4%	0%	4%	40%	7%	6%	16%	7%	100%
Adj. Flow (vph)	1	0	3	474	0	186	5	933	376	196	1365	1
Shared Lane Traffic (%)				28%								
Lane Group Flow (vph)	0	4	0	341	319	0	5	1309	0	196	1366	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		7.0	15.0	
Minimum Split (s)	35.0	35.0		35.0	35.0		34.6	34.6		13.5	25.6	
Total Split (s)	35.0	35.0		64.0	64.0		62.0	62.0		19.0	81.0	
Total Split (%)	19.4%	19.4%		35.6%	35.6%		34.4%	34.4%		10.6%	45.0%	
Maximum Green (s)	29.0	29.0		58.0	58.0		55.4	55.4		12.5	74.4	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.1	4.1		4.0	4.1	
All-Red Time (s)	2.3	2.3		2.3	2.3		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.6	6.6		6.5	6.6	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)	19.0	19.0		22.0	22.0		21.0	21.0			12.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)		7.0		58.1	58.1		55.5	55.5		74.6	74.5	
Actuated g/C Ratio		0.05		0.39	0.39		0.38	0.38		0.51	0.50	
v/c Ratio		0.03		2.01	0.95		0.09	1.06		1.11	0.80	
Control Delay (s/veh)		0.3		497.9	68.3		37.8	85.0		138.1	35.6	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		0.3		497.9	68.3		37.8	85.0		138.1	35.6	
LOS		A		F	E		D	F		F	D	
Approach Delay (s/veh)		0.3			290.2			84.9			48.4	
Approach LOS		A			F			F			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 147.6	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.01	
Intersection Signal Delay (s/veh): 107.0	Intersection LOS: F
Intersection Capacity Utilization 88.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	3	450	0	177	5	886	357	186	1297	1
Future Volume (veh/h)	1	0	3	450	0	177	5	886	357	186	1297	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1411	1841	1900	1841	1307	1796	1811	1663	1796	418
Adj Flow Rate, veh/h	1	0	3	330	202	186	5	933	376	196	1365	1
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, %	0	0	33	4	0	4	40	7	6	16	7	100
Cap, veh/h	100	18	258	416	339	312	119	951	380	198	1879	1
Arrive On Green	0.37	0.00	0.37	0.37	0.37	0.37	0.40	0.40	0.40	0.09	0.54	0.54
Sat Flow, veh/h	182	49	692	1391	911	838	278	2380	951	1584	3500	3
Grp Volume(v), veh/h	4	0	0	330	0	388	5	667	642	196	666	700
Grp Sat Flow(s),veh/h/ln	923	0	0	1391	0	1749	278	1706	1625	1584	1706	1796
Q Serve(g_s), s	0.1	0.0	0.0	22.3	0.0	24.8	1.9	53.3	54.4	12.3	41.0	41.0
Cycle Q Clear(g_c), s	24.8	0.0	0.0	47.1	0.0	24.8	24.0	53.3	54.4	12.3	41.0	41.0
Prop In Lane	0.25		0.75	1.00		0.48	1.00		0.59	1.00		0.00
Lane Grp Cap(c), veh/h	376	0	0	416	0	651	119	682	650	198	916	964
V/C Ratio(X)	0.01	0.00	0.00	0.79	0.00	0.60	0.04	0.98	0.99	0.99	0.73	0.73
Avail Cap(c_a), veh/h	376	0	0	481	0	732	119	682	650	198	916	964
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	0.0	0.0	47.3	0.0	35.1	40.7	41.0	41.3	42.1	24.4	24.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	7.8	0.0	1.1	0.1	28.8	32.3	61.6	2.9	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	11.9	0.0	10.8	0.1	27.3	27.1	6.9	16.8	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.7	0.0	0.0	55.1	0.0	36.2	40.8	69.7	73.6	103.7	27.3	27.1
LnGrp LOS	C			E		D	D	E	E	F	C	C
Approach Vol, veh/h		4			718			1314			1562	
Approach Delay, s/veh		28.7			44.9			71.5			36.8	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	81.0	57.6	19.0	62.0	57.6
Change Period (Y+Rc), s	6.6	6.0	6.5	6.6	6.0
Max Green Setting (Gmax), s	74.4	58.0	12.5	55.4	29.0
Max Q Clear Time (g_c+I1), s	43.0	49.1	14.3	56.4	26.8
Green Ext Time (p_c), s	11.6	2.5	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	51.1
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.3

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	5	6	562	0	4	1	656	4	1	0	0	5	0	5
Future Vol, veh/h	5	6	562	0	4	1	656	4	1	0	0	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	180	-	-	-	290	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	10	0	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	5	6	592	0	4	1	691	4	1	0	0	5	0	5

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	695	695	0	0	592	592	0	0	971	1320	296	1022	1318	347
Stage 1	-	-	-	-	-	-	-	-	615	615	-	703	703	-
Stage 2	-	-	-	-	-	-	-	-	356	705	-	319	615	-
Critical Hdwy	6.4	4.1	-	-	6.4	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.5	2.2	-	-	2.5	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	528	910	-	-	613	994	-	-	210	158	707	193	159	655
Stage 1	-	-	-	-	-	-	-	-	450	486	-	399	443	-
Stage 2	-	-	-	-	-	-	-	-	640	442	-	673	486	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	682	682	-	-	664	664	-	-	206	156	707	191	157	655
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	327	278	-	305	281	-
Stage 1	-	-	-	-	-	-	-	-	447	482	-	398	442	-
Stage 2	-	-	-	-	-	-	-	-	633	441	-	667	482	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.2	0.08	16.04	13.87
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	327	682	-	-	664	-	-	416
HCM Lane V/C Ratio	0.003	0.017	-	-	0.008	-	-	0.025
HCM Control Delay (s/veh)	16	10.4	-	-	10.5	-	-	13.9
HCM Lane LOS	C	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	392	122	191	522	239	139	222	174	386	302	72
Future Volume (vph)	90	392	122	191	522	239	139	222	174	386	302	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		250	525		355	350		0	315		0
Storage Lanes	1		1	2		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850		0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	3312	1495	3400	3438	1429	1752	1776	1583	3367	1778	0
Flt Permitted	0.950			0.950			0.261			0.950		
Satd. Flow (perm)	1656	3312	1495	3400	3438	1429	481	1776	1583	3367	1778	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			252			183		9	
Link Speed (mph)		35			45			35			40	
Link Distance (ft)		1679			729			531			435	
Travel Time (s)		32.7			11.0			10.3			7.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	9%	8%	3%	5%	13%	3%	7%	2%	4%	3%	7%
Adj. Flow (vph)	95	413	128	201	549	252	146	234	183	406	318	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	413	128	201	549	252	146	234	183	406	394	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			6			2	4		4			
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	16.0	48.2	48.2	17.0	53.1	53.1	16.3	42.7	42.7	17.0	50.5	
Total Split (s)	17.0	49.3	49.3	21.0	53.3	53.3	18.4	42.7	42.7	27.0	51.3	
Total Split (%)	12.1%	35.2%	35.2%	15.0%	38.1%	38.1%	13.1%	30.5%	30.5%	19.3%	36.6%	
Maximum Green (s)	11.0	43.1	43.1	14.0	46.2	46.2	12.1	36.0	36.0	20.0	44.8	
Yellow Time (s)	4.0	4.0	4.0	4.8	4.8	4.8	4.0	4.0	4.0	4.4	4.0	
All-Red Time (s)	2.0	2.2	2.2	2.2	2.3	2.3	2.3	2.7	2.7	2.6	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.2	6.2	7.0	7.1	7.1	6.3	6.7	6.7	7.0	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.7	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		35.0	35.0		39.0	39.0		29.0	29.0		37.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	13.8	52.9	52.9	12.8	52.0	52.0	38.9	25.9	25.9	21.5	35.7	
Actuated g/C Ratio	0.10	0.38	0.38	0.09	0.37	0.37	0.28	0.19	0.19	0.15	0.26	
v/c Ratio	0.58	0.33	0.19	0.65	0.43	0.37	0.59	0.71	0.41	0.79	0.86	
Control Delay (s/veh)	74.2	34.3	2.0	71.0	36.7	6.1	38.1	65.3	8.8	68.2	66.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	74.2	34.3	2.0	71.0	36.7	6.1	38.1	65.3	8.8	68.2	66.1	
LOS	E	C	A	E	D	A	D	E	A	E	E	
Approach Delay (s/veh)		33.8			35.9			39.9			67.2	
Approach LOS		C			D			D			E	

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 44.5	Intersection LOS: D
Intersection Capacity Utilization 75.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	392	122	191	522	239	139	222	174	386	302	72
Future Volume (veh/h)	90	392	122	191	522	239	139	222	174	386	302	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1767	1767	1781	1856	1826	1707	1856	1796	1870	1841	1856	1796
Adj Flow Rate, veh/h	95	413	128	201	549	252	146	234	183	406	318	76
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	9	8	3	5	13	3	7	2	4	3	7
Cap, veh/h	117	1383	622	250	1466	611	220	330	291	452	349	83
Arrive On Green	0.07	0.41	0.41	0.07	0.42	0.42	0.08	0.18	0.18	0.13	0.24	0.24
Sat Flow, veh/h	1682	3357	1510	3428	3469	1447	1767	1796	1585	3401	1447	346
Grp Volume(v), veh/h	95	413	128	201	549	252	146	234	183	406	0	394
Grp Sat Flow(s),veh/h/ln	1682	1678	1510	1714	1735	1447	1767	1796	1585	1700	0	1793
Q Serve(g_s), s	7.8	11.5	7.6	8.1	15.2	17.1	9.3	17.1	14.9	16.5	0.0	29.9
Cycle Q Clear(g_c), s	7.8	11.5	7.6	8.1	15.2	17.1	9.3	17.1	14.9	16.5	0.0	29.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	117	1383	622	250	1466	611	220	330	291	452	0	432
V/C Ratio(X)	0.81	0.30	0.21	0.80	0.37	0.41	0.66	0.71	0.63	0.90	0.00	0.91
Avail Cap(c_a), veh/h	132	1383	622	343	1466	611	231	462	408	486	0	574
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	64.2	27.6	26.4	63.9	27.7	28.3	43.3	53.7	52.8	59.8	0.0	51.7
Incr Delay (d2), s/veh	27.0	0.6	0.7	6.6	0.7	2.0	5.0	1.2	0.8	17.6	0.0	15.6
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(50%),veh/ln	4.2	4.8	2.9	3.7	6.3	6.2	4.4	7.8	5.9	8.1	0.0	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	91.2	28.1	27.2	70.5	28.5	30.3	48.4	54.9	53.6	77.4	0.0	67.3
LnGrp LOS	F	C	C	E	C	C	D	D	D	E		E
Approach Vol, veh/h		636			1002			563			800	
Approach Delay, s/veh		37.4			37.4			52.8			72.4	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	66.2	25.6	32.4	17.2	64.8	17.6	40.5
Change Period (Y+Rc), s	6.0	* 7.1	7.0	6.7	7.0	* 7.1	6.3	* 6.7
Max Green Setting (Gmax), s	11.0	* 46	20.0	36.0	14.0	* 43	12.1	* 45
Max Q Clear Time (g_c+I1), s	9.8	19.1	18.5	19.1	10.1	13.5	11.3	31.9
Green Ext Time (p_c), s	0.0	2.6	0.2	1.0	0.1	2.0	0.0	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	49.6
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

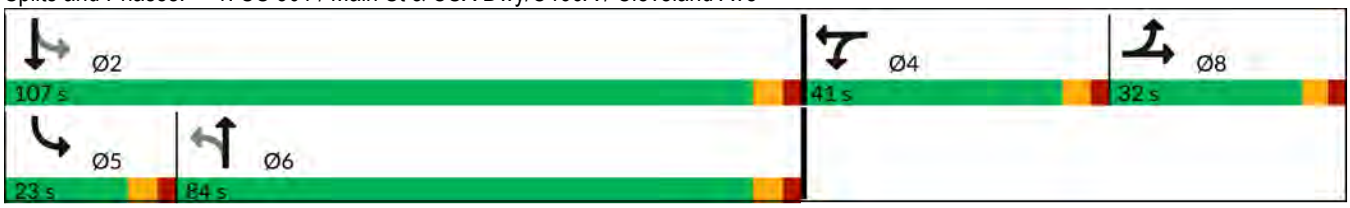
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	4	445	0	181	6	1151	408	225	957	1
Future Volume (vph)	1	0	4	445	0	181	6	1151	408	225	957	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	630		0	110		0	130		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.892			0.910			0.961				
Flt Protected		0.990		0.950	0.981		0.950			0.950		
Satd. Flow (prot)	0	1678	0	1618	1454	0	1805	3212	0	1583	3312	0
Flt Permitted		0.990		0.950	0.981		0.284			0.048		
Satd. Flow (perm)	0	1678	0	1618	1454	0	540	3212	0	80	3312	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		98			98			35				
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		75			3838			391			328	
Travel Time (s)		1.7			87.2			7.6			6.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	6%	0%	14%	0%	8%	8%	14%	9%	0%
Adj. Flow (vph)	1	0	4	468	0	191	6	1212	429	237	1007	1
Shared Lane Traffic (%)				27%								
Lane Group Flow (vph)	0	5	0	342	317	0	6	1641	0	237	1008	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA		pm+pt	NA	
Protected Phases	8	8		4	4			6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							6			2		
Detector Phase	8	8		4	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		7.0	15.0	
Minimum Split (s)	32.0	32.0		35.0	35.0		34.6	34.6		13.5	25.6	
Total Split (s)	32.0	32.0		41.0	41.0		84.0	84.0		23.0	107.0	
Total Split (%)	17.8%	17.8%		22.8%	22.8%		46.7%	46.7%		12.8%	59.4%	
Maximum Green (s)	26.0	26.0		35.0	35.0		77.4	77.4		16.5	100.4	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.1	4.1		4.0	4.1	
All-Red Time (s)	2.3	2.3		2.3	2.3		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.6	6.6		6.5	6.6	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)	19.0	19.0		22.0	22.0		21.0	21.0			12.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)		7.0		35.0	35.0		77.5	77.5		100.6	100.5	
Actuated g/C Ratio		0.05		0.23	0.23		0.51	0.51		0.67	0.67	
v/c Ratio		0.03		0.91	0.77		0.02	0.98		1.09	0.46	
Control Delay (s/veh)		0.4		85.1	50.9		20.2	53.4		129.8	13.2	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		0.4		85.1	50.9		20.2	53.4		129.8	13.2	
LOS		A		F	D		C	D		F	B	
Approach Delay (s/veh)		0.4			68.6			53.3			35.4	
Approach LOS		A			E			D			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 150.6	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay (s/veh): 49.8	Intersection LOS: D
Intersection Capacity Utilization 97.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	4	445	0	181	6	1151	408	225	957	1
Future Volume (veh/h)	1	0	4	445	0	181	6	1151	408	225	957	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1811	1900	1693	1900	1781	1781	1693	1767	1900
Adj Flow Rate, veh/h	1	0	4	330	194	191	6	1212	429	237	1007	1
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, %	0	0	0	6	0	14	0	8	8	14	9	0
Cap, veh/h	3	0	12	389	198	195	329	1231	424	218	2224	2
Arrive On Green	0.01	0.00	0.01	0.23	0.23	0.23	0.50	0.50	0.50	0.11	0.65	0.65
Sat Flow, veh/h	329	0	1317	1725	879	865	568	2471	850	1612	3441	3
Grp Volume(v), veh/h	5	0	0	330	0	385	6	819	822	237	491	517
Grp Sat Flow(s),veh/h/ln	1646	0	0	1725	0	1744	568	1692	1628	1612	1678	1766
Q Serve(g_s), s	0.5	0.0	0.0	28.5	0.0	34.1	0.8	73.2	77.4	16.5	22.7	22.7
Cycle Q Clear(g_c), s	0.5	0.0	0.0	28.5	0.0	34.1	0.8	73.2	77.4	16.5	22.7	22.7
Prop In Lane	0.20		0.80	1.00		0.50	1.00		0.52	1.00		0.00
Lane Grp Cap(c), veh/h	14	0	0	389	0	393	329	843	811	218	1085	1141
V/C Ratio(X)	0.35	0.00	0.00	0.85	0.00	0.98	0.02	0.97	1.01	1.09	0.45	0.45
Avail Cap(c_a), veh/h	276	0	0	389	0	393	329	843	811	218	1085	1141
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.6	0.0	0.0	57.7	0.0	59.8	19.8	37.9	39.0	55.0	13.7	13.7
Incr Delay (d2), s/veh	13.7	0.0	0.0	16.1	0.0	39.9	0.0	24.2	34.8	86.9	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	14.2	0.0	19.4	0.1	35.1	37.8	13.5	8.5	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	90.3	0.0	0.0	73.8	0.0	99.7	19.8	62.1	73.8	141.9	14.0	14.0
LnGrp LOS	F			E		F	B	E	F	F	B	B
Approach Vol, veh/h		5			715			1647			1245	
Approach Delay, s/veh		90.3			87.7			67.8			38.4	
Approach LOS		F			F			E			D	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	107.0	41.0	23.0	84.0	7.4
Change Period (Y+Rc), s	6.6	6.0	6.5	6.6	6.0
Max Green Setting (Gmax), s	100.4	35.0	16.5	77.4	26.0
Max Q Clear Time (g_c+I1), s	24.7	36.1	18.5	79.4	2.5
Green Ext Time (p_c), s	8.1	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	61.6
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.5

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	20	3	614	1	13	0	742	6	0	0	1	6	0	6
Future Vol, veh/h	20	3	614	1	13	0	742	6	0	0	1	6	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	180	-	-	-	290	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	7	0	0	0	6	0	0	0	0	0	0	0
Mvmt Flow	21	3	646	1	14	0	781	6	0	0	1	6	0	6

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	787	787	0	0	647	647	0	0	1113	1510	324	1183	1507	394
Stage 1	-	-	-	-	-	-	-	-	695	695	-	812	812	-
Stage 2	-	-	-	-	-	-	-	-	418	815	-	372	696	-
Critical Hdwy	6.4	4.1	-	-	6.4	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.5	2.2	-	-	2.5	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	461	841	-	-	566	948	-	-	166	122	678	147	122	611
Stage 1	-	-	-	-	-	-	-	-	403	447	-	344	395	-
Stage 2	-	-	-	-	-	-	-	-	589	394	-	627	446	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	485	485	-	-	565	565	-	-	159	118	678	143	119	611
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	159	118	-	143	119	-
Stage 1	-	-	-	-	-	-	-	-	396	438	-	340	392	-
Stage 2	-	-	-	-	-	-	-	-	577	390	-	614	438	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.46	0.2	10.32	21.44
HCM LOS			B	C

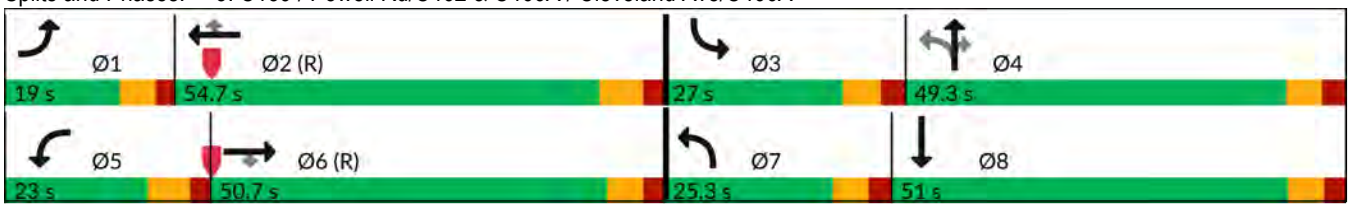
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	678	485	-	-	565	-	-	232
HCM Lane V/C Ratio	0.002	0.05	-	-	0.024	-	-	0.055
HCM Control Delay (s/veh)	10.3	12.8	-	-	11.5	-	-	21.4
HCM Lane LOS	B	B	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0	0.2	-	-	0.1	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	387	103	286	427	322	253	319	237	332	265	143
Future Volume (vph)	98	387	103	286	427	322	253	319	237	332	265	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		250	525		355	350		0	315		0
Storage Lanes	1		1	2		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850		0.947	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3471	1553	3467	3343	1538	1770	1792	1599	3433	1752	0
Flt Permitted	0.950			0.950			0.162			0.950		
Satd. Flow (perm)	1641	3471	1553	3467	3343	1538	302	1792	1599	3433	1752	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116			339			249		18	
Link Speed (mph)		35			45			35			40	
Link Distance (ft)		1679			729			697			435	
Travel Time (s)		32.7			11.0			13.6			7.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	10%	4%	4%	1%	8%	5%	2%	6%	1%	2%	2%	4%
Adj. Flow (vph)	103	407	108	301	449	339	266	336	249	349	279	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	103	407	108	301	449	339	266	336	249	349	430	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			6			2	4		4			
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	16.0	48.2	48.2	17.0	53.1	53.1	16.3	42.7	42.7	17.0	50.5	
Total Split (s)	19.0	50.7	50.7	23.0	54.7	54.7	25.3	49.3	49.3	27.0	51.0	
Total Split (%)	12.7%	33.8%	33.8%	15.3%	36.5%	36.5%	16.9%	32.9%	32.9%	18.0%	34.0%	
Maximum Green (s)	13.0	44.5	44.5	16.0	47.6	47.6	19.0	42.6	42.6	20.0	44.5	
Yellow Time (s)	4.0	4.0	4.0	4.8	4.8	4.8	4.0	4.0	4.0	4.4	4.0	
All-Red Time (s)	2.0	2.2	2.2	2.2	2.3	2.3	2.3	2.7	2.7	2.6	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.2	6.2	7.0	7.1	7.1	6.3	6.7	6.7	7.0	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		35.0	35.0		39.0	39.0		29.0	29.0		37.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	13.7	44.1	44.1	17.2	47.7	47.7	63.5	41.4	41.4	20.5	40.9	
Actuated g/C Ratio	0.09	0.29	0.29	0.11	0.32	0.32	0.42	0.28	0.28	0.14	0.27	
v/c Ratio	0.69	0.40	0.20	0.76	0.42	0.47	0.78	0.68	0.40	0.75	0.88	
Control Delay (s/veh)	88.4	46.8	7.8	77.0	44.5	6.8	45.6	55.0	6.0	72.2	68.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	88.4	46.8	7.8	77.0	44.5	6.8	45.6	55.0	6.0	72.2	68.5	
LOS	F	D	A	E	D	A	D	D	A	E	E	
Approach Delay (s/veh)		46.9			41.8			37.7			70.2	
Approach LOS		D			D			D			E	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 48.3	Intersection LOS: D
Intersection Capacity Utilization 83.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	387	103	286	427	322	253	319	237	332	265	143
Future Volume (veh/h)	98	387	103	286	427	322	253	319	237	332	265	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1752	1841	1841	1885	1781	1826	1870	1811	1885	1870	1870	1841
Adj Flow Rate, veh/h	103	407	108	301	449	339	266	336	249	349	279	151
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, %	10	4	4	1	8	5	2	6	1	2	2	4
Cap, veh/h	123	1176	525	346	1249	571	287	477	421	398	299	162
Arrive On Green	0.07	0.34	0.34	0.10	0.37	0.37	0.12	0.26	0.26	0.12	0.26	0.26
Sat Flow, veh/h	1668	3497	1560	3483	3385	1547	1781	1811	1598	3456	1141	618
Grp Volume(v), veh/h	103	407	108	301	449	339	266	336	249	349	0	430
Grp Sat Flow(s),veh/h/ln	1668	1749	1560	1742	1692	1547	1781	1811	1598	1728	0	1759
Q Serve(g_s), s	9.1	13.1	7.4	12.8	14.5	26.6	16.2	25.2	20.4	14.9	0.0	35.8
Cycle Q Clear(g_c), s	9.1	13.1	7.4	12.8	14.5	26.6	16.2	25.2	20.4	14.9	0.0	35.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	123	1176	525	346	1249	571	287	477	421	398	0	460
V/C Ratio(X)	0.84	0.35	0.21	0.87	0.36	0.59	0.93	0.70	0.59	0.88	0.00	0.93
Avail Cap(c_a), veh/h	145	1176	525	372	1249	571	295	514	454	461	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	68.6	37.4	35.5	66.6	34.4	38.2	38.5	49.9	48.2	65.3	0.0	54.1
Incr Delay (d2), s/veh	29.9	0.8	0.9	18.5	0.8	4.5	33.4	4.0	1.8	15.5	0.0	22.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	5.8	3.0	6.5	6.0	10.7	9.7	11.9	8.3	7.4	0.0	18.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	98.5	38.2	36.4	85.0	35.2	42.7	71.8	53.9	50.0	80.8	0.0	76.9
LnGrp LOS	F	D	D	F	D	D	E	D	D	F		E
Approach Vol, veh/h		618			1089			851			779	
Approach Delay, s/veh		47.9			51.3			58.4			78.7	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	62.4	24.3	46.2	21.9	57.6	24.6	45.9
Change Period (Y+Rc), s	6.0	* 7.1	7.0	6.7	7.0	* 7.1	6.3	* 6.7
Max Green Setting (Gmax), s	13.0	* 48	20.0	42.6	16.0	* 45	19.0	* 45
Max Q Clear Time (g_c+I1), s	11.1	28.6	16.9	27.2	14.8	15.1	18.2	37.8
Green Ext Time (p_c), s	0.0	3.7	0.4	2.5	0.1	3.1	0.1	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	58.9
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

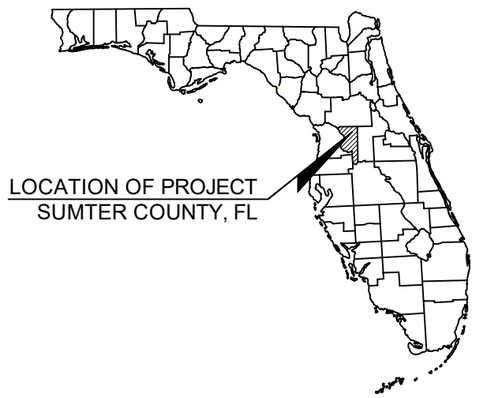
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Appendix I:
Background Roadway Improvements

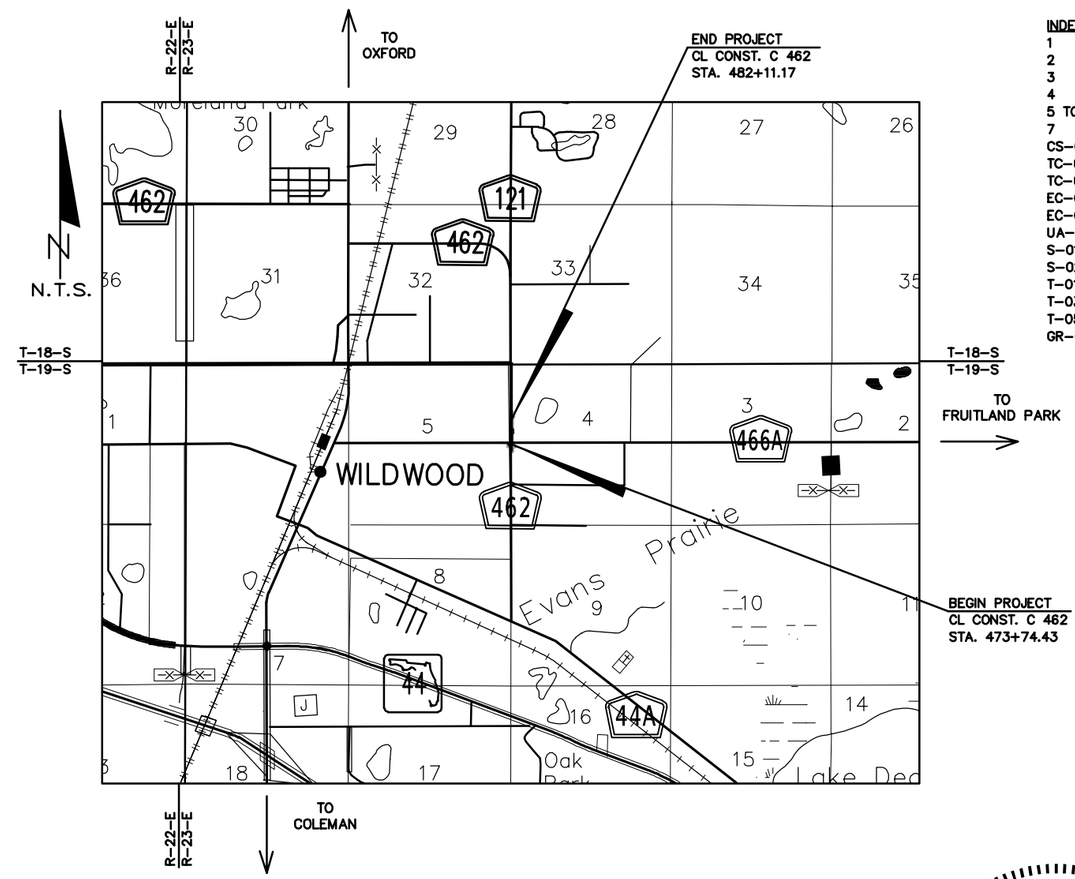
C 462 AT C 466A
INTERSECTION IMPROVEMENTS

PREPARED FOR ROCK VENTURES, LLC

SECTIONS 4, 5; TOWNSHIP 19 SOUTH; RANGE 23 EAST
SUMTER COUNTY, FLORIDA



GOVERNING STANDARDS AND SPECIFICATIONS:
FDOT GREENBOOK 2018 EDITION, MUTCD 2009 EDITION, THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION, DATED FY 2023–24 AND THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED FY 2023–24, AS AMENDED BY CONTRACT DOCUMENTS.



INDEX OF SHEETS

1	COVER SHEET
2	SUMMARY OF QUANTITIES
3	GENERAL NOTES
4	TYPICAL SECTIONS
5 TO 6	ROADWAY PLAN
7	MISCELLANEOUS CONSTRUCTION DETAILS
CS–01 TO CS–06	CROSS SECTIONS
TC–01	TEMPORARY TRAFFIC CONTROL PLAN NOTES
TC–02	TEMPORARY TRAFFIC CONTROL PLAN
EC–01	EROSION CONTROL NOTES
EC–02 TO EC–03	EROSION CONTROL
UA–01 TO UA–02	UTILITY ADJUSTMENTS
S–01	SIGNING & PAVEMENT MARKING NOTES
S–02 TO S–03	SIGNING & PAVEMENT MARKING
T–01 TO T–02	SIGNALIZATION GENERAL NOTES & QUANTITIES
T–03 TO T–04	SIGNALIZATION PLAN
T–05	STANDARD MAST ARM TABULATION
GR–01	SOIL SURVEY

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811 Know what's below. Call before you dig.
SUNSHINE STATE ONE CALL OF FLORIDA, INC.

OWNER:
ROCK VENTURES, LLC.
145 LINCOLN AVE, SUITE B
WINTER PARK, FL 32789

SURVEYOR:
CLYMER FARNER BARLEY SURVEYING, INC.
4450 NE 83RD ROAD
WILDWOOD, FL 34785

SURVEY NOTE:
ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON THE SURVEY FROM CLYMER FARNER BARLEY SURVEYING, INC. DATED 8/30/2023 IN NAVD 88 DATUM. A PORTION OF THIS PROJECT DRAINS TO BASIN B–50B OF SWFWMD ERP 44023491.250 PREPARED IN VILLAGES DATUM. TO CONVERT FROM NAVD 88 DATUM TO VILLAGES DATUM, SUBTRACT 2.55 FT

MOHAMMAD A. ANSARI
LICENSE
No 86833
STATE OF FLORIDA
PROFESSIONAL ENGINEER

PLANS PREPARED BY:
Kimley»Horn
CONSULTING ENGINEERS AND PLANNERS
1700 SE 17TH STREET
SUITE 200
OCALA, FLORIDA 34471
TEL: (352) 438–3000
REGISTRY NO. 35106

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 THE ELECTRONIC COPIES.

KIMLEY–HORN AND ASSOCIATES, INC.
1700 SE 17TH STREET, SUITE 200
OCALA, FL 34471
REGISTRY 35106
MOHAMMAD A. ANSARI, P.E. NO. 86833

No.	REVISIONS	DATE	BY

Kimley»Horn
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1700 SE 17TH STREET, SUITE 200, OCALA, FL 34471
PHONE: 352–438–3000
WWW.KIMLEY-HORN.COM REGISTRY 35106

LICENSED PROFESSIONAL
MOHAMMAD A. ANSARI, P.E.
FLORIDA LICENSE NUMBER 86833

KHA PROJECT 042174001
DATE SEPTEMBER 2023
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA

COVER SHEET

C 462 AT
C 466A INTERSECTION IMPROVEMENTS
PREPARED FOR
ROCK VENTURES, LLC.

SHEET NUMBER
1

Drawing name: K:\OCA_Civil\042174001–C462 Improvements at C466A Intx\CAD\PlanSheets\01 COVER SHEET.dwg 1 Sep 13, 2023 12:06pm by: Mo.Ansari
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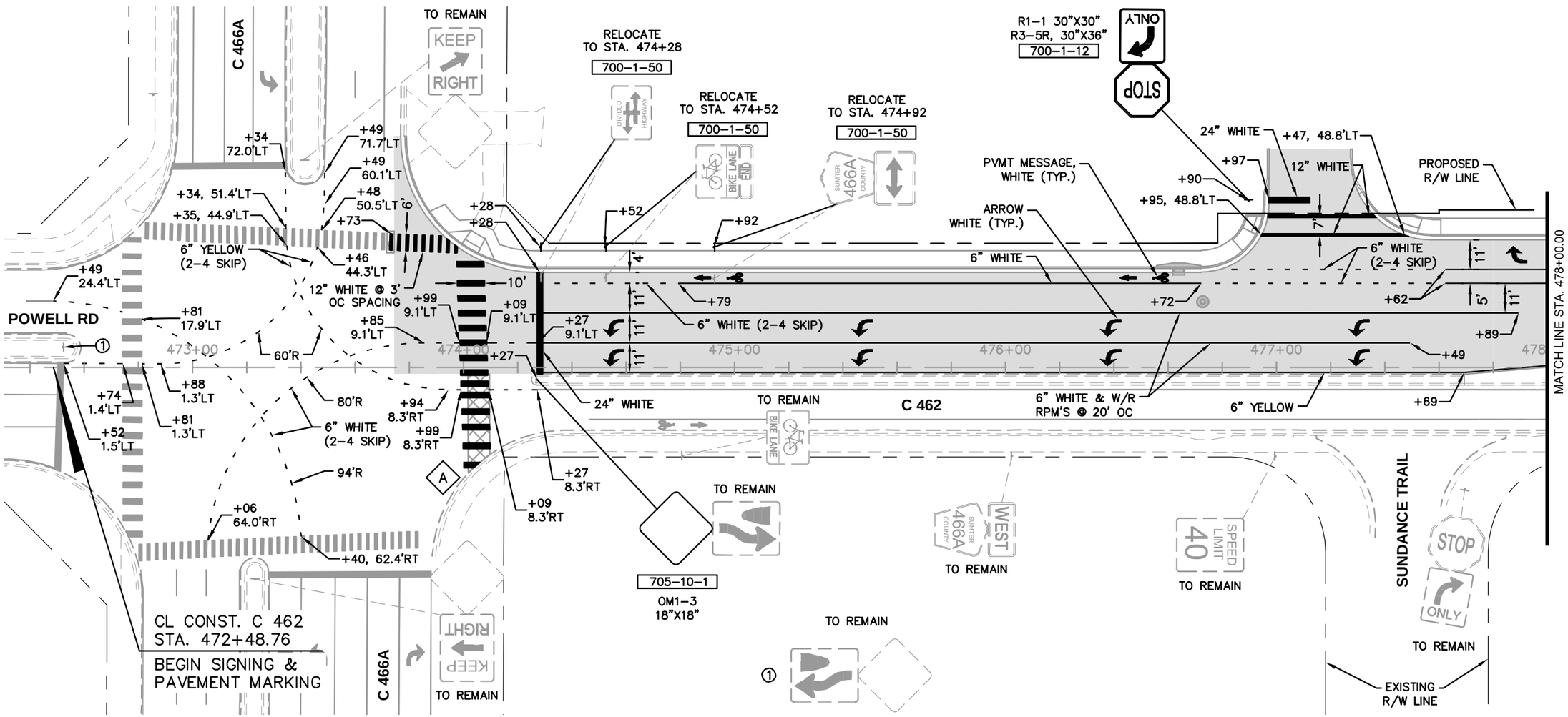
LEGEND:

– REMOVE EXISTING PAVEMENT MARKINGS WITH A METHOD APPROVED BY SUMTER COUNTY

REFER TO SHEET S-01 FOR ADDITIONAL SPECIAL EMPHASIS CROSSWALK DETAILS



No.	REVISIONS	DATE	BY

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LICENSED PROFESSIONAL
MOHAMMAD A. ANSARI, P.E.
FLORIDA LICENSE NUMBER 86833

KHA PROJECT 042174001
DATE SEPTEMBER 2023
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA

SIGNING & PAVEMENT MARKING

C 462 AT C 466A INTERSECTION IMPROVEMENTS
PREPARED FOR
ROCK VENTURES, LLC.

SHEET NUMBER
S-02

Drawing name: K:\OCA_Civil\042174001-C462 Improvements at C466A Intx\CAD\PlanSheets\16 SIGNING & PAVEMENT MARKING-0.dwg S-02 Sep 13, 2023 12:10pm by: Mo.Ansari
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Summary

This corridor study identifies improvements along C 466A to improve traffic operations and circulation through a 2030 year and considering the development growth in the area. The main concepts that have been identified include:

- Re-designation of the lanes on C 466A at US 301 to include a left-turn lane and a shared left/ through/right-turn lane. This would allow for the heavy left-turn movement to utilize both lanes and reduce queueing and congestion on C 466A.
- Extension of the left-turn lane on C 466A at US 301 to provide for more queueing. This would require restriction of the traffic movements at Gamble Street to right-turn only.
- Signage on C 466A to encourage traffic northbound to US 301 to utilize N. Old Wire Road to alleviate some of the traffic demand at US 301.
- Adding an eastbound right-turn lane on C 466A at C 462/Powell Road.
- Implementing a traffic separator along C 466A to reduce conflicts along the roadway, improve safety, and improve traffic flow due to the reduced conflicting movements.

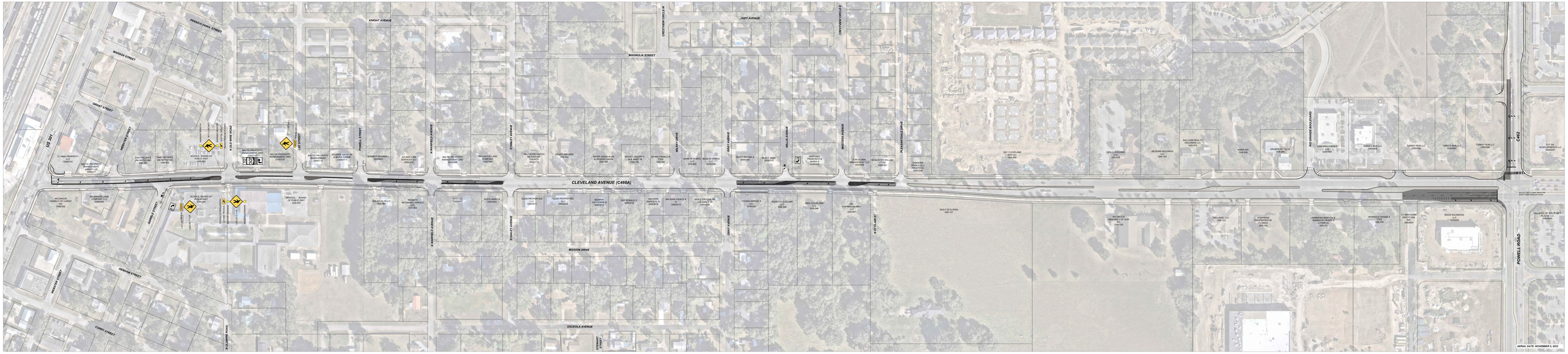
Preliminary cost estimates were developed for construction, survey and design, and construction engineering inspection. The planning level cost estimate for the project is $1.365 million.

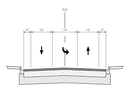
Sumter County does not currently have funding allocated to improvements along C 466A. The information within the planning study, along with the input received from the public, will inform next steps and possible implementation.

NORTH

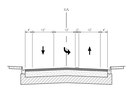
GRAPHIC SCALE IN FEET
0 60 120 240

CLEVELAND AVENUE (C466A) IMPROVEMENTS

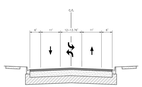




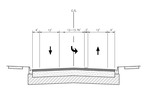
EXISTING TYPICAL SECTION - 1
US 301 TO POWELL STREET



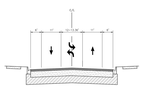
PROPOSED TYPICAL SECTION - 1
US 301 TO POWELL STREET



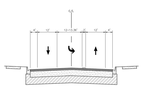
EXISTING TYPICAL SECTION - 2
POWELL STREET TO STANLEY AVENUE



PROPOSED TYPICAL SECTION - 2
POWELL STREET TO STANLEY AVENUE



EXISTING TYPICAL SECTION - 3
GRAY AVENUE TO PLEASANTDALE DRIVE



PROPOSED TYPICAL SECTION - 3
GRAY AVENUE TO PLEASANTDALE DRIVE

Appendix J:
2023 CMP Database

Sumter County 2023 CMP Database

SEGMENT ID	COUNTY STATION	ROAD NAME	FROM	TO	CONTEXT CLASSIFICATION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2023 AADT	2023 DAILY V/C	2023 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR LOS
3533100	33	CR 466A	US 301/SR 35	CR 462/CR 139	C3C	D	20,507	11,009	0.54	C	1,011	C
35331101	29	CR 466A	CR 462/CR 139	CR 133 (NE 57TH DR)	C3C	D	34,587	26,646	0.77	C	1,710	C

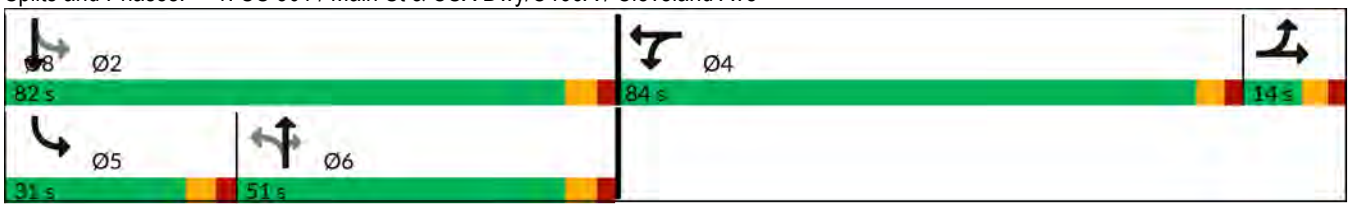
Appendix K:
Buildout Synchro Printouts

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	3	463	0	184	5	886	385	202	1297	1
Future Volume (vph)	1	0	3	463	0	184	5	886	385	202	1297	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	630		0	110		150	130		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.899			0.912				0.850			
Flt Protected		0.988		0.950	0.980		0.950			0.950		
Satd. Flow (prot)	0	1353	0	1649	1551	0	1289	3374	1524	1556	3372	0
Flt Permitted		0.988		0.950	0.980		0.192			0.133		
Satd. Flow (perm)	0	1353	0	1649	1551	0	261	3374	1524	218	3372	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		98			98				153			
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		75			3848			391			328	
Travel Time (s)		1.7			87.5			7.6			6.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	33%	4%	0%	4%	40%	7%	6%	16%	7%	100%
Adj. Flow (vph)	1	0	3	487	0	194	5	933	405	213	1365	1
Shared Lane Traffic (%)				28%								
Lane Group Flow (vph)	0	4	0	351	330	0	5	933	405	213	1366	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA	Perm	pm+pt	NA	
Protected Phases	8	8		4	4			6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							6		6	2		
Detector Phase	8	8		4	4		6	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0	15.0	7.0	15.0	
Minimum Split (s)	14.0	14.0		35.0	35.0		34.6	34.6	34.6	13.5	25.6	
Total Split (s)	14.0	14.0		84.0	84.0		51.0	51.0	51.0	31.0	82.0	
Total Split (%)	7.8%	7.8%		46.7%	46.7%		28.3%	28.3%	28.3%	17.2%	45.6%	
Maximum Green (s)	8.0	8.0		78.0	78.0		44.4	44.4	44.4	24.5	75.4	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.1	4.1	4.1	4.0	4.1	
All-Red Time (s)	2.3	2.3		2.3	2.3		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.6	6.6	6.6	6.5	6.6	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	
Walk Time (s)				7.0	7.0		7.0	7.0	7.0		7.0	
Flash Dont Walk (s)				22.0	22.0		21.0	21.0	21.0		12.0	
Pedestrian Calls (#/hr)				0	0		0	0	0		0	
Act Effct Green (s)		7.1		32.4	32.4		45.3	45.3	45.3	71.9	71.8	
Actuated g/C Ratio		0.06		0.27	0.27		0.38	0.38	0.38	0.60	0.60	
v/c Ratio		0.02		0.78	0.67		0.05	0.73	0.60	0.60	0.67	
Control Delay (s/veh)		0.3		53.6	34.1		34.0	38.2	25.0	25.3	20.1	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		0.3		53.6	34.1		34.0	38.2	25.0	25.3	20.1	
LOS		A		D	C		C	D	C	C	C	
Approach Delay (s/veh)		0.3			44.2			34.2			20.8	
Approach LOS		A			D			C			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 119.2	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 30.2	Intersection LOS: C
Intersection Capacity Utilization 89.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	3	463	0	184	5	886	385	202	1297	1
Future Volume (veh/h)	1	0	3	463	0	184	5	886	385	202	1297	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1411	1841	1900	1841	1307	1796	1811	1663	1796	418
Adj Flow Rate, veh/h	1	0	3	341	205	194	5	933	405	213	1365	1
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, %	0	0	33	4	0	4	40	7	6	16	7	100
Cap, veh/h	3	0	9	486	249	235	135	1190	535	282	1830	1
Arrive On Green	0.01	0.00	0.01	0.28	0.28	0.28	0.35	0.35	0.35	0.11	0.52	0.52
Sat Flow, veh/h	414	0	1242	1753	898	849	278	3413	1535	1584	3500	3
Grp Volume(v), veh/h	4	0	0	341	0	399	5	933	405	213	666	700
Grp Sat Flow(s),veh/h/ln	1656	0	0	1753	0	1747	278	1706	1535	1584	1706	1796
Q Serve(g_s), s	0.2	0.0	0.0	16.9	0.0	20.7	1.4	23.7	22.5	7.9	29.5	29.5
Cycle Q Clear(g_c), s	0.2	0.0	0.0	16.9	0.0	20.7	14.0	23.7	22.5	7.9	29.5	29.5
Prop In Lane	0.25		0.75	1.00		0.49	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	12	0	0	486	0	484	135	1190	535	282	892	939
V/C Ratio(X)	0.33	0.00	0.00	0.70	0.00	0.82	0.04	0.78	0.76	0.76	0.75	0.75
Avail Cap(c_a), veh/h	137	0	0	1416	0	1411	166	1569	706	514	1332	1402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	0.0	0.0	31.3	0.0	32.7	30.1	28.2	27.8	21.0	18.0	18.0
Incr Delay (d2), s/veh	14.8	0.0	0.0	1.9	0.0	3.6	0.1	2.0	3.4	4.1	1.3	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	7.2	0.0	9.0	0.1	9.6	8.4	3.0	10.9	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.5	0.0	0.0	33.2	0.0	36.3	30.2	30.1	31.2	25.1	19.3	19.2
LnGrp LOS	E			C		D	C	C	C	C	B	B
Approach Vol, veh/h		4			740			1343			1579	
Approach Delay, s/veh		62.5			34.9			30.5			20.0	
Approach LOS		E			C			C			C	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	57.1	32.8	16.8	40.3	6.7
Change Period (Y+Rc), s	6.6	6.0	6.5	6.6	6.0
Max Green Setting (Gmax), s	75.4	78.0	24.5	44.4	8.0
Max Q Clear Time (g_c+I1), s	31.5	22.7	9.9	25.7	2.2
Green Ext Time (p_c), s	12.8	4.1	0.5	8.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	26.9
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	1.5

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	5	6	551	57	4	70	643	4	35	0	36	5	0	5
Future Vol, veh/h	5	6	551	57	4	70	643	4	35	0	36	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	180	-	-	-	290	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	10	0	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	5	6	580	60	4	74	677	4	37	0	38	5	0	5

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	681	681	0	0	640	640	0	0	1127	1470	320	1148	1498	341
Stage 1	-	-	-	-	-	-	-	-	633	633	-	835	835	-
Stage 2	-	-	-	-	-	-	-	-	494	837	-	313	663	-
Critical Hdwy	6.4	4.1	-	-	6.4	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.5	2.2	-	-	2.5	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	539	921	-	-	572	954	-	-	162	129	682	156	124	661
Stage 1	-	-	-	-	-	-	-	-	439	476	-	333	386	-
Stage 2	-	-	-	-	-	-	-	-	531	385	-	678	462	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	693	693	-	-	916	916	-	-	151	121	682	139	116	661
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	278	238	-	240	223	-
Stage 1	-	-	-	-	-	-	-	-	436	473	-	315	366	-
Stage 2	-	-	-	-	-	-	-	-	499	365	-	635	458	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.18	0.95	16.13	15.54
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	398	693	-	-	916	-	-	352
HCM Lane V/C Ratio	0.188	0.017	-	-	0.085	-	-	0.03
HCM Control Delay (s/veh)	16.1	10.3	-	-	9.3	-	-	15.5
HCM Lane LOS	C	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.3	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	408	130	191	558	239	157	222	174	386	302	74
Future Volume (vph)	91	408	130	191	558	239	157	222	174	386	302	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		250	525		355	350		0	315		250
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	3312	1495	3400	3438	1429	3400	1776	1583	3367	1845	1509
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1656	3312	1495	3400	3438	1429	3400	1776	1583	3367	1845	1509
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			252			183			128
Link Speed (mph)		35			45			35			40	
Link Distance (ft)		1679			685			589			435	
Travel Time (s)		32.7			10.4			11.5			7.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	9%	8%	3%	5%	13%	3%	7%	2%	4%	3%	7%
Adj. Flow (vph)	96	429	137	201	587	252	165	234	183	406	318	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	429	137	201	587	252	165	234	183	406	318	78
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	16.0	48.2	48.2	17.0	53.1	53.1	16.3	42.7	42.7	17.0	50.5	50.5
Total Split (s)	17.0	49.3	49.3	21.0	53.3	53.3	18.2	42.7	42.7	27.0	51.5	51.5
Total Split (%)	12.1%	35.2%	35.2%	15.0%	38.1%	38.1%	13.0%	30.5%	30.5%	19.3%	36.8%	36.8%
Maximum Green (s)	11.0	43.1	43.1	14.0	46.2	46.2	11.9	36.0	36.0	20.0	45.0	45.0
Yellow Time (s)	4.0	4.0	4.0	4.8	4.8	4.8	4.0	4.0	4.0	4.4	4.0	4.0
All-Red Time (s)	2.0	2.2	2.2	2.2	2.3	2.3	2.3	2.7	2.7	2.6	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.2	6.2	7.0	7.1	7.1	6.3	6.7	6.7	7.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.7	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Max	Max	None	Max	Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		35.0	35.0		39.0	39.0		29.0	29.0		37.0	37.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.8	28.2	28.2	12.3	29.9	29.9	11.6	51.0	51.0	21.5	61.8	61.8
Actuated g/C Ratio	0.08	0.20	0.20	0.09	0.21	0.21	0.08	0.36	0.36	0.15	0.44	0.44
v/c Ratio	0.75	0.64	0.31	0.67	0.80	0.50	0.59	0.36	0.26	0.79	0.39	0.11
Control Delay (s/veh)	96.3	55.7	3.9	73.2	60.8	8.4	70.3	36.8	5.9	68.2	29.7	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	96.3	55.7	3.9	73.2	60.8	8.4	70.3	36.8	5.9	68.2	29.7	0.8
LOS	F	E	A	E	E	A	E	D	A	E	C	A
Approach Delay (s/veh)		50.8			50.5			36.6			46.3	
Approach LOS		D			D			D			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 46.9	Intersection LOS: D
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	408	130	191	558	239	157	222	174	386	302	74
Future Volume (veh/h)	91	408	130	191	558	239	157	222	174	386	302	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1767	1767	1781	1856	1826	1707	1856	1796	1870	1841	1856	1796
Adj Flow Rate, veh/h	96	429	137	201	587	252	165	234	183	406	318	78
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, %	9	9	8	3	5	13	3	7	2	4	3	7
Cap, veh/h	117	1136	511	250	1210	505	244	462	408	452	601	493
Arrive On Green	0.07	0.34	0.34	0.07	0.35	0.35	0.07	0.26	0.26	0.13	0.32	0.32
Sat Flow, veh/h	1682	3357	1510	3428	3469	1447	3428	1796	1585	3401	1856	1522
Grp Volume(v), veh/h	96	429	137	201	587	252	165	234	183	406	318	78
Grp Sat Flow(s),veh/h/ln	1682	1678	1510	1714	1735	1447	1714	1796	1585	1700	1856	1522
Q Serve(g_s), s	7.9	13.6	9.2	8.1	18.6	19.2	6.6	15.6	13.6	16.5	19.6	5.1
Cycle Q Clear(g_c), s	7.9	13.6	9.2	8.1	18.6	19.2	6.6	15.6	13.6	16.5	19.6	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	117	1136	511	250	1210	505	244	462	408	452	601	493
V/C Ratio(X)	0.82	0.38	0.27	0.80	0.49	0.50	0.67	0.51	0.45	0.90	0.53	0.16
Avail Cap(c_a), veh/h	132	1136	511	343	1210	505	291	462	408	486	601	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	64.2	35.1	33.7	63.9	35.7	36.0	63.4	44.4	43.7	59.8	38.6	33.7
Incr Delay (d2), s/veh	28.4	1.0	1.3	6.6	1.4	3.5	3.0	3.9	3.5	17.6	3.3	0.7
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(50%),veh/ln	4.3	5.7	3.6	3.7	7.9	7.2	3.0	7.4	5.7	8.1	9.4	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	92.6	36.1	35.0	70.5	37.1	39.5	66.5	48.3	47.2	77.4	41.9	34.4
LnGrp LOS	F	D	C	E	D	D	E	D	D	E	D	C
Approach Vol, veh/h		662			1040			582			802	
Approach Delay, s/veh		44.1			44.1			53.1			59.2	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	55.9	25.6	42.7	17.2	54.5	16.3	52.0
Change Period (Y+Rc), s	6.0	* 7.1	7.0	6.7	7.0	* 7.1	6.3	* 6.7
Max Green Setting (Gmax), s	11.0	* 46	20.0	36.0	14.0	* 43	11.9	* 45
Max Q Clear Time (g_c+I1), s	9.9	21.2	18.5	17.6	10.1	15.6	8.6	21.6
Green Ext Time (p_c), s	0.0	2.8	0.2	1.1	0.1	2.1	0.1	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	49.7
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

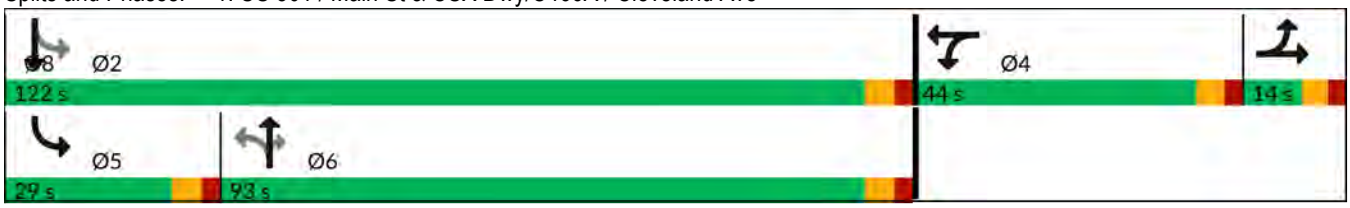
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	4	477	0	199	6	1151	427	236	957	1
Future Volume (vph)	1	0	4	477	0	199	6	1151	427	236	957	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	630		0	110		150	130		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.892			0.909				0.850			
Flt Protected		0.990		0.950	0.981		0.950			0.950		
Satd. Flow (prot)	0	1678	0	1618	1452	0	1805	3343	1495	1583	3312	0
Flt Permitted		0.990		0.950	0.981		0.284			0.076		
Satd. Flow (perm)	0	1678	0	1618	1452	0	540	3343	1495	127	3312	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		98			98				189			
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		75			3828			391			328	
Travel Time (s)		1.7			87.0			7.6			6.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	6%	0%	14%	0%	8%	8%	14%	9%	0%
Adj. Flow (vph)	1	0	4	502	0	209	6	1212	449	248	1007	1
Shared Lane Traffic (%)				27%								
Lane Group Flow (vph)	0	5	0	366	345	0	6	1212	449	248	1008	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA	Perm	pm+pt	NA	
Protected Phases	8	8		4	4			6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							6		6	2		
Detector Phase	8	8		4	4		6	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0	15.0	7.0	15.0	
Minimum Split (s)	14.0	14.0		35.0	35.0		34.6	34.6	34.6	13.5	25.6	
Total Split (s)	14.0	14.0		44.0	44.0		93.0	93.0	93.0	29.0	122.0	
Total Split (%)	7.8%	7.8%		24.4%	24.4%		51.7%	51.7%	51.7%	16.1%	67.8%	
Maximum Green (s)	8.0	8.0		38.0	38.0		86.4	86.4	86.4	22.5	115.4	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.1	4.1	4.1	4.0	4.1	
All-Red Time (s)	2.3	2.3		2.3	2.3		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.6	6.6	6.6	6.5	6.6	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	
Walk Time (s)				7.0	7.0		7.0	7.0	7.0		7.0	
Flash Dont Walk (s)				22.0	22.0		21.0	21.0	21.0		12.0	
Pedestrian Calls (#/hr)				0	0		0	0	0		0	
Act Effct Green (s)		7.1		38.7	38.7		64.4	64.4	64.4	93.1	93.0	
Actuated g/C Ratio		0.05		0.26	0.26		0.44	0.44	0.44	0.64	0.63	
v/c Ratio		0.03		0.86	0.76		0.03	0.83	0.59	0.83	0.48	
Control Delay (s/veh)		0.4		73.0	49.2		23.5	41.3	20.1	59.8	14.9	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		0.4		73.0	49.2		23.5	41.3	20.1	59.8	14.9	
LOS		A		E	D		C	D	C	E	B	
Approach Delay (s/veh)		0.4			61.5			35.5			23.7	
Approach LOS		A			E			D			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 146.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 36.5	Intersection LOS: D
Intersection Capacity Utilization 86.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave



HCM 7th Signalized Intersection Summary
1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave

07/11/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	4	477	0	199	6	1151	427	236	957	1
Future Volume (veh/h)	1	0	4	477	0	199	6	1151	427	236	957	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1811	1900	1693	1900	1781	1781	1693	1767	1900
Adj Flow Rate, veh/h	1	0	4	356	205	209	6	1212	449	248	1007	1
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, %	0	0	0	6	0	14	0	8	8	14	9	0
Cap, veh/h	3	0	12	444	222	226	298	1477	659	272	2062	2
Arrive On Green	0.01	0.00	0.01	0.26	0.26	0.26	0.44	0.44	0.44	0.12	0.60	0.60
Sat Flow, veh/h	329	0	1317	1725	862	879	568	3385	1510	1612	3441	3
Grp Volume(v), veh/h	5	0	0	356	0	414	6	1212	449	248	491	517
Grp Sat Flow(s),veh/h/ln	1646	0	0	1725	0	1742	568	1692	1510	1612	1678	1766
Q Serve(g_s), s	0.4	0.0	0.0	26.7	0.0	32.0	0.8	43.4	32.9	13.6	22.9	22.9
Cycle Q Clear(g_c), s	0.4	0.0	0.0	26.7	0.0	32.0	1.2	43.4	32.9	13.6	22.9	22.9
Prop In Lane	0.20		0.80	1.00		0.50	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	15	0	0	444	0	448	298	1477	659	272	1006	1058
V/C Ratio(X)	0.34	0.00	0.00	0.80	0.00	0.92	0.02	0.82	0.68	0.91	0.49	0.49
Avail Cap(c_a), veh/h	95	0	0	475	0	480	406	2119	945	348	1403	1477
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.0	0.0	0.0	48.0	0.0	50.0	22.4	34.1	31.2	35.9	15.7	15.7
Incr Delay (d2), s/veh	13.4	0.0	0.0	9.1	0.0	23.0	0.0	1.8	1.3	23.7	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	12.6	0.0	16.8	0.1	17.8	12.0	10.2	8.6	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.3	0.0	0.0	57.1	0.0	73.0	22.4	35.9	32.4	59.6	16.0	16.0
LnGrp LOS	F			E		E	C	D	C	E	B	B
Approach Vol, veh/h		5			770			1667			1256	
Approach Delay, s/veh		81.3			65.6			34.9			24.6	
Approach LOS		F			E			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		89.3		41.5	22.5	66.8		7.2				
Change Period (Y+Rc), s		6.6		6.0	6.5	6.6		6.0				
Max Green Setting (Gmax), s		115.4		38.0	22.5	86.4		8.0				
Max Q Clear Time (g_c+I1), s		24.9		34.0	15.6	45.4		2.4				
Green Ext Time (p_c), s		8.1		1.5	0.4	14.8		0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		37.9	
HCM 7th LOS		D	

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	4.9

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	20	3	604	42	13	51	728	6	65	0	74	6	0	6
Future Vol, veh/h	20	3	604	42	13	51	728	6	65	0	74	6	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	180	-	-	-	290	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	7	0	0	0	6	0	0	0	0	0	0	0
Mvmt Flow	21	3	636	44	14	54	766	6	68	0	78	6	0	6

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	773	773	0	0	680	680	0	0	1224	1614	340	1271	1633	386
Stage 1	-	-	-	-	-	-	-	-	706	706	-	904	904	-
Stage 2	-	-	-	-	-	-	-	-	518	907	-	366	728	-
Critical Hdwy	6.4	4.1	-	-	6.4	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.5	2.2	-	-	2.5	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	471	852	-	-	539	922	-	-	137	105	662	127	102	618
Stage 1	-	-	-	-	-	-	-	-	397	441	-	302	358	-
Stage 2	-	-	-	-	-	-	-	-	514	357	-	631	431	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	496	496	-	-	774	774	-	-	127	98	662	105	96	618
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	127	98	-	105	96	-
Stage 1	-	-	-	-	-	-	-	-	390	433	-	288	341	-
Stage 2	-	-	-	-	-	-	-	-	484	340	-	547	423	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.43	0.81	47.53	26.63
HCM LOS			E	D

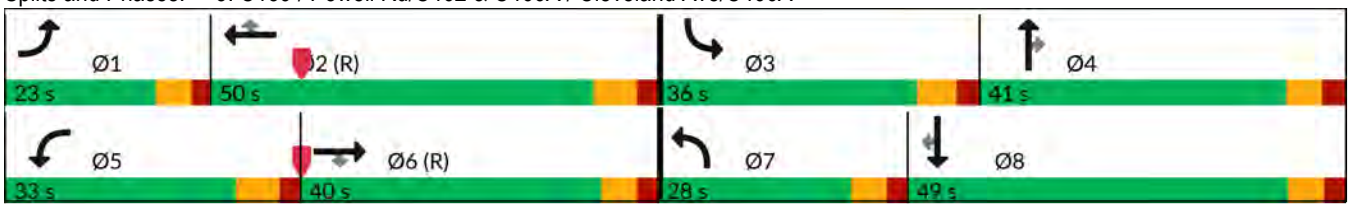
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	223	496	-	-	774	-	-	179
HCM Lane V/C Ratio	0.657	0.049	-	-	0.087	-	-	0.071
HCM Control Delay (s/veh)	47.5	12.6	-	-	10.1	-	-	26.6
HCM Lane LOS	E	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	4	0.2	-	-	0.3	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	427	124	286	451	322	265	319	237	332	265	144
Future Volume (vph)	100	427	124	286	451	322	265	319	237	332	265	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		250	525		355	350		0	315		0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3471	1553	3502	3343	1538	3433	1792	1599	3433	1863	1553
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3471	1553	3502	3343	1538	3433	1792	1599	3433	1863	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			218			339			249			170
Link Speed (mph)		35			45			35			40	
Link Distance (ft)		1679			685			636			435	
Travel Time (s)		32.7			10.4			12.4			7.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	10%	4%	4%	0%	8%	5%	2%	6%	1%	2%	2%	4%
Adj. Flow (vph)	105	449	131	301	475	339	279	336	249	349	279	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	105	449	131	301	475	339	279	336	249	349	279	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	16.0	48.2	48.2	17.0	53.1	53.1	16.3	42.7	42.7	17.0	50.5	50.5
Total Split (s)	23.0	40.0	40.0	33.0	50.0	50.0	28.0	41.0	41.0	36.0	49.0	49.0
Total Split (%)	15.3%	26.7%	26.7%	22.0%	33.3%	33.3%	18.7%	27.3%	27.3%	24.0%	32.7%	32.7%
Maximum Green (s)	17.0	33.8	33.8	26.0	42.9	42.9	21.7	34.3	34.3	29.0	42.5	42.5
Yellow Time (s)	4.0	4.0	4.0	4.8	4.8	4.8	4.0	4.0	4.0	4.4	4.0	4.0
All-Red Time (s)	2.0	2.2	2.2	2.2	2.3	2.3	2.3	2.7	2.7	2.6	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.2	6.2	7.0	7.1	7.1	6.3	6.7	6.7	7.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		35.0	35.0		39.0	39.0		29.0	29.0		37.0	37.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	14.3	50.8	50.8	18.2	54.7	54.7	17.4	33.7	33.7	20.5	37.6	37.6
Actuated g/C Ratio	0.10	0.34	0.34	0.12	0.36	0.36	0.12	0.22	0.22	0.14	0.25	0.25
v/c Ratio	0.67	0.38	0.20	0.71	0.39	0.44	0.70	0.84	0.45	0.74	0.60	0.29
Control Delay (s/veh)	86.0	41.6	0.7	72.7	38.9	5.9	73.2	73.3	7.5	72.1	54.3	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	86.0	41.6	0.7	72.7	38.9	5.9	73.2	73.3	7.5	72.1	54.3	5.1
LOS	F	D	A	E	D	A	E	E	A	E	D	A
Approach Delay (s/veh)		40.6			38.0			54.3			52.7	
Approach LOS		D			D			D			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 45.9	Intersection LOS: D
Intersection Capacity Utilization 73.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	427	124	286	451	322	265	319	237	332	265	144
Future Volume (veh/h)	100	427	124	286	451	322	265	319	237	332	265	144
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1752	1841	1841	1900	1781	1826	1870	1811	1885	1870	1870	1841
Adj Flow Rate, veh/h	105	449	131	301	475	339	279	336	249	349	279	152
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, %	10	4	4	0	8	5	2	6	1	2	2	4
Cap, veh/h	125	1363	608	360	1435	656	334	369	325	410	431	360
Arrive On Green	0.08	0.39	0.39	0.10	0.42	0.42	0.10	0.20	0.20	0.12	0.23	0.23
Sat Flow, veh/h	1668	3497	1560	3510	3385	1547	3456	1811	1598	3456	1870	1560
Grp Volume(v), veh/h	105	449	131	301	475	339	279	336	249	349	279	152
Grp Sat Flow(s),veh/h/ln	1668	1749	1560	1755	1692	1547	1728	1811	1598	1728	1870	1560
Q Serve(g_s), s	9.3	13.5	8.4	12.6	14.1	24.2	11.9	27.2	22.1	14.9	20.2	12.5
Cycle Q Clear(g_c), s	9.3	13.5	8.4	12.6	14.1	24.2	11.9	27.2	22.1	14.9	20.2	12.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	1363	608	360	1435	656	334	369	325	410	431	360
V/C Ratio(X)	0.84	0.33	0.22	0.84	0.33	0.52	0.84	0.91	0.77	0.85	0.65	0.42
Avail Cap(c_a), veh/h	189	1363	608	608	1435	656	500	414	365	668	530	442
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	68.5	32.0	30.5	66.1	29.0	31.9	66.6	58.4	56.3	64.8	52.2	49.2
Incr Delay (d2), s/veh	18.0	0.6	0.8	5.2	0.6	2.9	7.7	22.5	8.4	5.8	1.9	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	5.9	3.3	5.8	5.8	9.5	5.6	14.7	9.6	6.8	9.6	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	86.4	32.7	31.3	71.2	29.6	34.8	74.3	80.9	64.7	70.6	54.1	50.0
LnGrp LOS	F	C	C	E	C	C	E	F	E	E	D	D
Approach Vol, veh/h		685			1115			864			780	
Approach Delay, s/veh		40.7			42.4			74.1			60.7	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	70.7	24.8	37.2	22.4	65.6	20.8	41.3
Change Period (Y+Rc), s	6.0	* 7.1	7.0	6.7	7.0	* 7.1	6.3	* 6.7
Max Green Setting (Gmax), s	17.0	* 43	29.0	34.3	26.0	* 34	21.7	* 43
Max Q Clear Time (g_c+I1), s	11.3	26.2	16.9	29.2	14.6	15.5	13.9	22.2
Green Ext Time (p_c), s	0.1	3.7	1.0	1.3	0.8	3.1	0.6	1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	54.2
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Appendix L:
Volume Development Spreadsheet

2028 AM Future Turning Movement Volume Development

AM	Intersection		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	CR 466A at US 301	Raw Vol	5	815	245	135	1183	1	1	0	3	315	0	139
		Seasonal Factor	1	1	1	1	1	1	1	1	1	1	1	1
		Adjusted Volume	5	815	245	135	1183	1	1	0	3	315	0	139
		Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
		Growth Volume	0	65	20	11	95	0	0	0	0	25	0	11
		Vested Trips	0	6	92	40	19	0	0	0	0	110	0	27
		Future Background	5	886	357	186	1297	1	1	0	3	450	0	177
		Project Trips	0	0	28	16	0	0	0	0	0	13	0	7
		Future Total	5	886	385	202	1297	1	1	0	3	463	0	184
2	CR 466A at Project Access Dwy	Raw Vol	1	0	0	5	0	5	6	383	0	1	487	4
		Seasonal Factor	1	1	1	1	1	1	1	1	1	1	1	1
		Adjusted Volume	1	0	0	5	0	5	6	383	0	1	487	4
		Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
		Growth Volume	0	0	0	0	0	0	0	31	0	0	39	0
		Vested Trips	0	0	0	0	0	0	5	148	0	4	130	0
		Future Background	1	0	0	5	0	5	11	562	0	5	656	4
		Pass-by Trips - Commercial	out		out					in	in	in	in	
			53%		45%					-45%	45%	53%	-53%	
			13	0	11	0	0	0	0	-11	11	13	-13	0
		New Site Trips - Residential/Commercial	out		out						in	in		
			45%		55%						45%	55%		
			21	0	25	0	0	0	0	0	46	56	0	0
		Future Total	35	0	36	5	0	5	11	551	57	74	643	4
3	CR 466A at CR 139 / CR 462	Raw Vol	76	181	161	196	225	60	58	280	75	177	359	156
		Seasonal Factor	1	1	1	1	1	1	1	1	1	1	1	1
		Adjusted Volume	76	181	161	196	225	60	58	280	75	177	359	156
		Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
		Growth Volume	6	14	13	16	18	5	5	22	6	14	29	12
		Vested Trips	57	27	0	174	59	7	27	90	41	0	134	71
		Future Background	139	222	174	386	302	72	90	392	122	191	522	239
		Project Trips	18	0	0	0	0	2	1	16	8	0	36	0
		Future Total	157	222	174	386	302	74	91	408	130	191	558	239

2028 PM Future Turning Movement Volume Development

PM	Intersection		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	CR 466A at US 301	Raw Vol	6	1045	274	175	874	1	1	0	4	325	0	125
		Seasonal Factor	1	1	1	1	1	1	1	1	1	1	1	1
		Adjusted Volume	6	1045	274	175	874	1	1	0	4	325	0	125
		Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
		Growth Volume	0	84	22	14	70	0	0	0	0	26	0	10
		Vested Trips	0	22	112	36	13	0	0	0	0	94	0	46
		Future Background	6	1151	408	225	957	1	1	0	4	445	0	181
		Project Trips	0	0	19	11	0	0	0	0	0	32	0	18
		Future Total	6	1151	427	236	957	1	1	0	4	477	0	199
2	CR 466A at Project Access Dwy	Raw Vol	0	0	1	6	0	6	3	442	1	0	522	6
		Seasonal Factor	1	1	1	1	1	1	1	1	1	1	1	1
		Adjusted Volume	0	0	1	6	0	6	3	442	1	0	522	6
		Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
		Growth Volume	0	0	0	0	0	0	0	35	0	0	42	0
		Vested Trips	0	0	0	0	0	0	20	137	0	13	178	0
		Future Background	0	0	1	6	0	6	23	614	1	13	742	6
		Pass-by Trips - Commercial	out		out					in	in	in	in	
			53%		43%					-43%	43%	53%	-53%	
			14	0	10	0	0	0	0	-10	10	14	-14	0
		New Site Trips - Residential/Commercial	out		out						in	in		
			45%		55%						45%	55%		
			51	0	63	0	0	0	0	0	31	37	0	0
		Future Total	65	0	74	6	0	6	23	604	42	64	728	6
3	CR 466A at CR 139 / CR 462	Raw Vol	171	263	219	164	189	114	73	293	71	265	240	198
		Seasonal Factor	1	1	1	1	1	1	1	1	1	1	1	1
		Adjusted Volume	171	263	219	164	189	114	73	293	71	265	240	198
		Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
		Growth Volume	14	21	18	13	15	9	6	23	6	21	19	16
		Vested Trips	68	35	0	155	61	20	19	71	26	0	168	108
		Future Background	253	319	237	332	265	143	98	387	103	286	427	322
		Project Trips	12	0	0	0	0	1	2	40	21	0	24	0
		Future Total	265	319	237	332	265	144	100	427	124	286	451	322

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **RZ 2403-001 Wildwood Micro Hospital**

REQUESTED ACTION: Staff recommends approval

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

CASE NUMBER	2403-001 Wildwood Micro-Hospital
ORDINANCE NUMBER	O2024-50
APPLICANTS	Rebecca Wilson w/ Lowndes Law
OWNER	Deborah L Farkus (TTEE)
PROPERTY LOCATION	The property is generally located at 4424 N US 301, Wildwood, FL 34785; approximately one (1) mile south of the intersection of S. Main Street and the Florida's Turnpike (Wildwood Exit 304)
PARCEL NUMBER	G19-003
DATE	July 29, 2024

The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate to change the zoning designation from M-1 (City) to C-3 (City) for the parcels listed above on 44.0 acres MOL. This request is accompanied by a small-scale comprehensive plan amendment request CP 2403-001 (O2024-49).

ANALYSIS: The applicant is proposing a Micro Hospital Development for the eastern portion of the 44-acre property, adjacent to US 301. The two-story structure will include a main entrance with canopy as well as an ambulance-only driveway loop with canopy. Phase I will be approximately 33,000 square feet, to include 8 initial overnight beds, treatment rooms, diagnostics, labs, etc. The 37,000 sq ft Phase II expansion will include an additional 22 beds, for a total of 30 beds, and will be constructed off the west face of the Phase I hospital building.

Pursuant to Land Development Regulation (LDR) § 3.3(C)(4), the applicant believes the zoning change to C-3 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 M-1 (City) to C-3 (City). The proposed rezoning to C-3 is consistent with the proposed future land use designation of Commercial and the intent of the Comprehensive Plan as stated in FLU Policy 1.1.4. The proposed development of the site is as a micro-hospital/medical office complex; however, the *hospital* use is the subject of a Special Exception request. The micro-hospital will contain 30 overnight beds total, eight of which are slotted for construction during Phase I, with the remaining to be constructed during Phase II. The adjoining medical office is expected to also be constructed during Phase I but is not subject to the special exception request.

(b) The existing land use pattern of the surrounding area;
The proposed rezoning to C-3 would be compatible with the existing larger parcel and the existing character of the neighborhood:

FLU Policy 1.1.1(c) outlines standards for commercial 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 commercial/institutional needs and would result in a logical development pattern. The hospital development is proposed for the eastern portion of the 44-acre property, adjacent to US 301. The two-story structure will include a main entrance with canopy as well as an ambulance-only driveway loop with canopy. Phase I will be approximately 33,000 square feet, to include 8 initial overnight beds, treatment rooms, diagnostics, labs, etc. The 37,000 sq ft Phase II expansion will include an additional 22 beds, for a total of 30 beds, and will be constructed off the west face of the Phase I hospital building.

The applicant stated that the subject property is located approximately one mile south of the intersection of South Main Street and the Florida's Turnpike. Within this one mile stretch, the majority of parcels located along the west side of US 301 have a zoning designation of C-3.

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

Transportation: A Transportation Impact Analysis (TIA) was conducted by Traffic & Mobility Consultants in June 2024. On July 17, 2024, the applicant received an accepted TIA by Sumter County's Public Works department.The 44-acre site is located west of US 301 and across from Marsh Bend Trail. Access to the property will be provided via one (1) right-in/right-out and one (1) full access driveway on US 301. The trip generation analysis indicates that the proposed development is projected to generate 670 daily trips, of which 54 are AM peak hour and 51 trips occur during the PM peak hour.

A review of the capacity analysis reveals that the roadway segment that abuts the

development is projected to operate at **below** its adopted LOS at buildout of the development.

The intersection of US 301 and Turnpike is operating at below overall LOS standard in existing condition. With the plan of implementing Directional Diamond Interchange (DDI), it is expected that the intersection would operate at adequate LOS.

A future roadway improvement is planned to widen US 301 to four (4) lanes between CR 525E and Florida's Turnpike and the additional capacity from the widening could address the impact of the projected traffic.

Potable Water & Sewer: *City sewer is not yet available to the subject site. The applicant/developer will work with City utilities at the site plan stage for future sewer line extension in the development to connect to both City water and sewer*.

There is a 12-inch water line on the east of US 301/South Main street along the property. The applicant has indicated that potable water is available for connection from a water main on the east side of U.S. 301. Sanitary Sewer is not yet available in the area. A 16-inch Sanitary Sewer force main is proposed to be extended along U.S. 301 as part of a future residential project, which would provide for a connection for the subject site. However, no timeline for the residential project's approval or force main extension is available at the time of this application. The applicant will be required to make such connections to make the proposal viable.

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. The site currently contains one single-family homesite, both improved and natural pastureland, and ponds/sawgrass marsh. Uses surrounding the site include vacant lands to the north and west, an Action Sports Complex to the south and residential to the east (across N. U.S. 301).

In accordance with policies 1.2.5 and 1.2.8 of Objective 1.2- Sustainable Growth, the proposed development contributes to the existing (and increasing) diversity of uses in Wildwood and the economic opportunities Objective 1.2 strives to achieve. The area has begun to see development, most notably the Age-restricted Development (the Village of DeLuna, an ARD in excess of 1,800 lots) across N. U.S. 301. The site is located near several residential and commercial establishments and is within both the ISBA and the City's CRA. Its proximity to these uses and location within the ISBA and CRA allows the project to develop without adding to the effects of sprawl, which is directly addressed within Objective 1.2

The rezoning is necessary to establish an adequate zoning designation. The Special Exception Use will allow the proposed permitted land use of Hospital within the C-3 Zoning District and reconciles the proposed operation at the site.

The proposed development is consistent with the goals outlined in the CRA's Chapter 5 – Redevelopment Goals and Objectives, particularly:

- Improve the overall quality of life in the Redevelopment Area

- Improve the economic viability of the Redevelopment Area

Several objectives are also met by the proposed development, specifically:

- Utilize existing vacant land as an opportunity for redevelopment
- Improve the overall physical image of the CRA

Overall, the healthcare access and economic benefits created by the proposed development are consistent with the City's CRA.

(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 lesser impact than if the site were to be developed under the current zoning entitlements.

Dimensional Standards

Existing Zoning	Max. FAR	Max. Intensity	Proposed Zoning	Max. FAR	Max. Intensity	Difference
M-1	0.6 FAR	1,187,125 SF	C-3	0.5 FAR	989,271 SF	-197,854 SF

Note: Per Section 3.9 (E) (10) ii of the LDR, the site shall utilize the lot requirement for the M-1 zoning district.

The differences in maximum intensity between the Future Land Use districts are minimal. Both districts allow for an intensity of 0.5 FAR or a maximum impervious surface ratio (ISR), whichever is less. The proposed Future Land Use designation would allow a maximum of 75% ISR or 989,271 sq ft of development, whichever is less.

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

ZONING DESIGNATION OF SURROUNDING PROPERTIES

Parcel	Future Land Use	Zoning	Existing Use
North	Industrial	M-1	Vacant
West	MDR	R-3	Vacant
South	Industrial / MDR	M-1 / R-3	Future FDOT Retention / Action Sports Complex
East (across N. U.S. 301)	Industrial / ARD	M-1 / ARD	Single-family homesite / Age Restricted Community (The Village of DeLuna)

Conclusion:
Staff recommends approval in that the proposal has been accounted within the infill development projects included in the wastewater capacity analysis.

The proposed zoning change is consistent with the City's 2050 Comprehensive Plan and Land Development Regulation (LDR) § 3.3(C)(4), as it addresses the following:

In accordance with **Policy 2.1.1**.,the proposed land use, in the context of the surrounding development, adds to the mixed-use development pattern and provides opportunities for new jobs and services.

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' 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 proceed with the Special Exception Use to establish the Hospital as a permitted use under C-3. The site plan would be expected to meet the requirements established in the City's Land Development Regulations in accordance to the C-3 Zoning District for required LOS and the Design District Standards and the terms of the proposed Special Exception (SE) if this ordinance is approved and subsequently the SE is granted.

Final Recommendations: The applicant will be required to make utility connections to make the proposal viable.

It's recommended that the applicant enters into a Developer's Agreement to secure capacity as staff is not able to confirm the availability of wastewater capacity as it refers to the timing of more developments coming into the City.

Additionally, since the comprehensive plan takes into account the maximum allowable density or intensity, which is 0.50 FAR or 989,271 square feet of gross floor area within the C-3 Zoning District, it's recommended that the applicant enters into a Planned Development Agreement outlining proposed permitted uses and maximum buildout of the proposal.

The applicant seeks a favorable recommendation of Ordinance Number O2024-50 (attached) subject to approval of O2024-49, which establishes a Future Land Use appropriate to the proposed zoning.

DATED: 7/29/2024

Wendy Then, AICP, CFM
Assistant Director Development Services

ORDINANCE NO. O2024-50

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

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

Parcel G19-003
Deborah L. Farkus as Trustee of the Deborah L. Farkus Revocable Living Trust
44.0 +/-

LEGAL DESCRIPTION:

PARCEL 1:

THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 19, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, LESS THE SOUTH 260.10 FEET THEREOF, AND LESS ROAD RIGHT-OF-WAY FOR U.S. HIGHWAY NO. 301;

AND

PARCEL 1A:

BEGIN AT THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 19, TOWNSHIP 19, SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, RUN SOUTH TO SOUTHEAST CORNER OF SAID PARCEL; THENCE WEST TO SOUTHWEST CORNER OF SAID PARCEL; THENCE ON A DIAGONAL LINE TO THE POINT OF BEGINNING, LESS THE SOUTH 260.10 FEET THEREOF.

This property is to be reclassified from M-1 (City) to C-3 (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

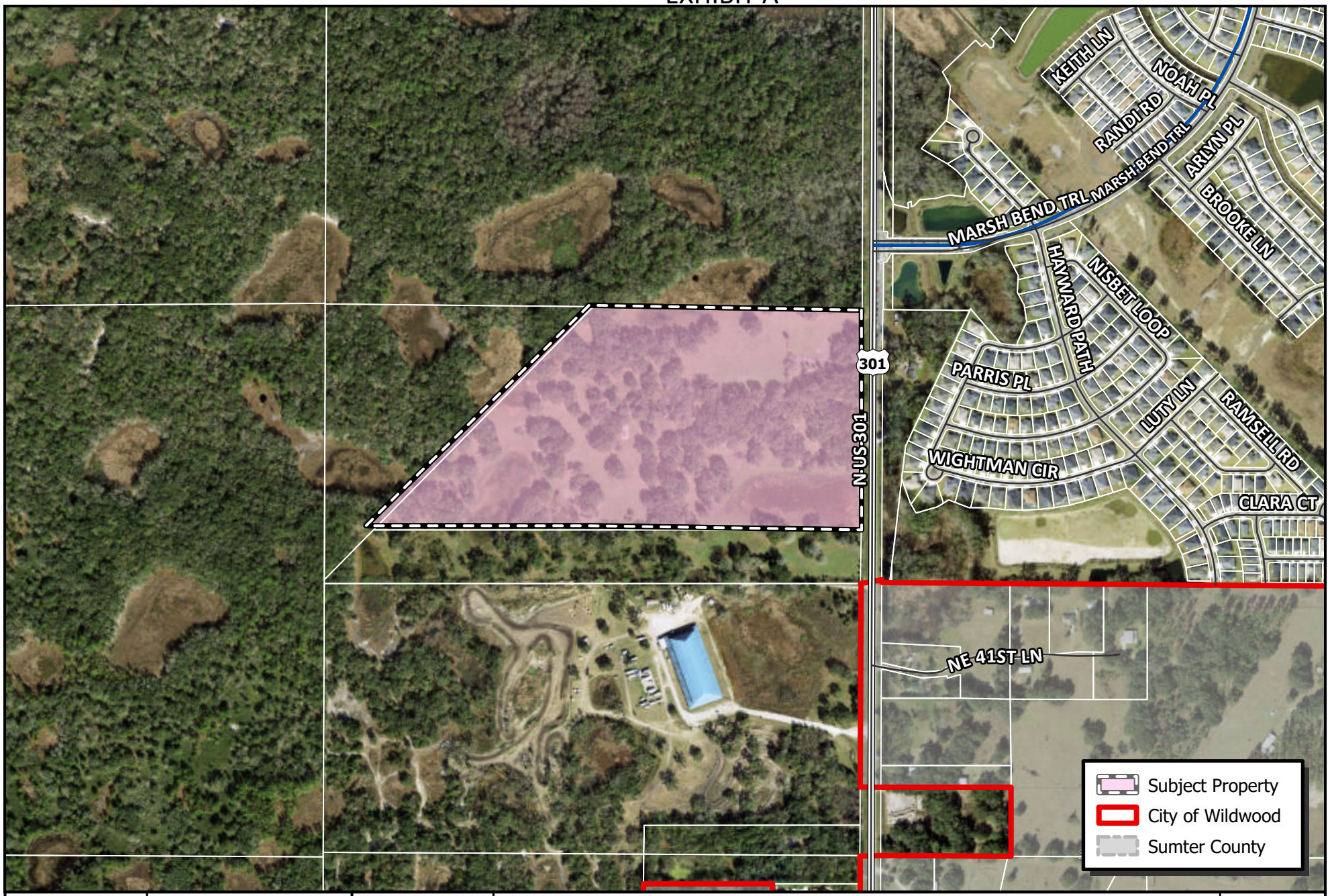
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

EXHIBIT A



WILDWOOD FLORIDA EST. 1877

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

N
US Feet
0 140 280 560

RZ 2403-001

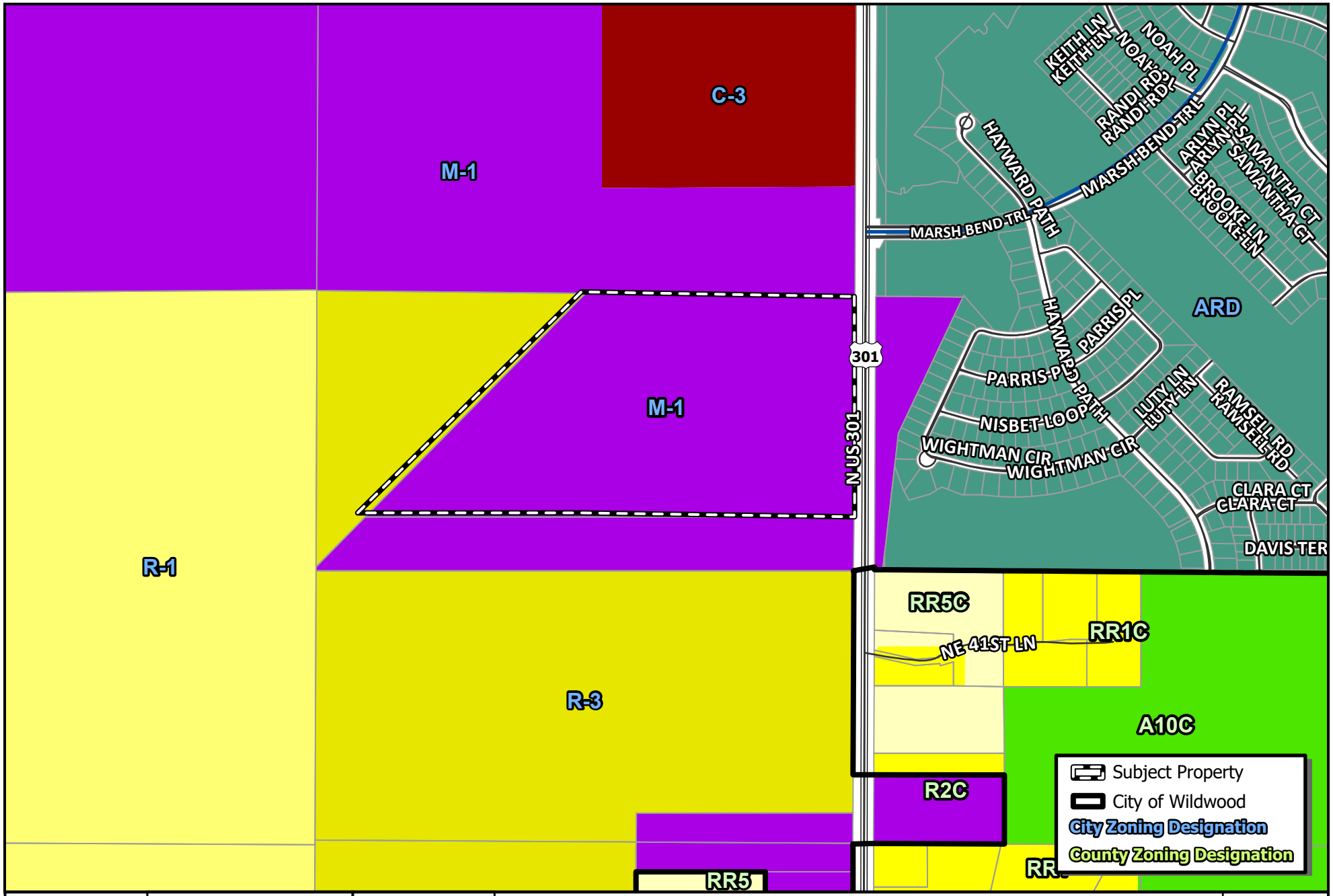
WILDWOOD MICRO-HOSPITAL

PARCEL G19-003

MAP 1B

LOCATION MAP

MAR 2024



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RZ 2403-001

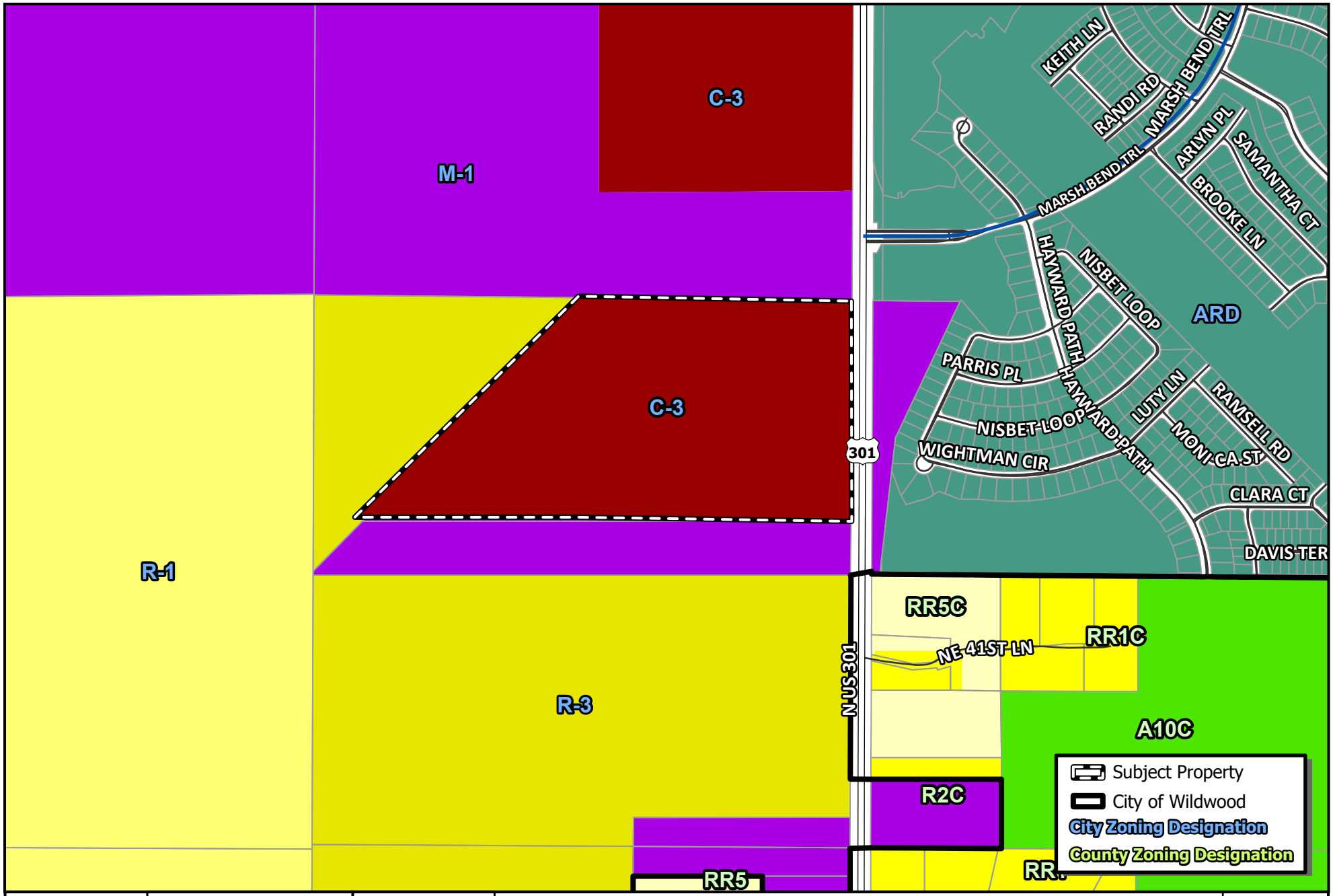
WILDWOOD MICRO-HOSPITAL

PARCEL G19-003

MAP 3A

EXISTING ZONING

MAR 2024



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RZ 2403-001

WILDWOOD MICRO-HOSPITAL

PARCEL G19-003

MAP 3B

PROPOSED ZONING

MAR 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: O2024-50

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 law[1] 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.

Revised 12/2023

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: Rebecca (Becky) Wilson Phone: 407.418.6250
Address: 215 N. Eola Drive, Orlando, FL 32801 E-mail: rebecca.wilson@lowndes-law.com
Owner Name: FARKUS DEBORAH L (TTEE) Phone: _____
Address: PO BOX 1032, WILDWOOD,FL 34785-0507 E-mail: _____
Planner ~~Engineer~~ Name: Andrew McCown (GAI Consultants, Inc) Phone: 321.319.3069
Address: 618 E. South Street, Suite 700, Orlando, FL 32801 E-mail: a.mccown@gaiconsultants.com

Property Information:

PROJECT NAME*: Wildwood Micro-Hospital

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

Property Address: 4424 N US 301, Wildwood, FL 34785

List Parcel Number(s): G19-003

Use of Property: Residential; Improved and Natural Pasture; Pond/Sawgrass Marsh

Do you currently have City Utilities? ☐ Yes ☒ No Size of Property (Acres or Square Feet): 45.42 ac

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:	Phase 2:	Phase 3:	Phase 4:	Total:
Residential Units:					
Retail SF:					
Office SF:					
Institutional SF:	33,000 (8 beds)	37,000 (22 beds)			70,000 (30 beds)
Industrial SF:					

Project Demand on Facilities:

Phasing Schedule:	Phase 1:	Phase 2:	Phase 3:	Phase 4:	Total:
Sewer (Avg GPD):	1,666	4,582			6,248 gpd
Water (Avg GPD):	1,999	5,498			7,497 gpd
Parks (Acreage):					
Refuse (cy/day):	34 lbs/day	92 lbs/day			125 lbs/day
Irrigation (Avg GPD)					

Notes: See attached notes.

Signature: _____ Print Name: Rebecca Wilson Date: 4/30/24

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.

Refuse and Service

Service areas shall be accessible to city sanitation services in accordance with all provisions of Chapter 15 – Solid Waste and Weeds. See B.2. for the conceptual service location in the southwest corner of the hospital building.

Utilities

Potable water is available for connection from a water main on the east side of U.S. 301. Sanitary Sewer is not yet available in the area. Septic permitting is through Sumter County.

Note: Per the City of Wildwood, a force main is proposed to be extended along U.S. 301 as part of a future residential project, which would provide for a connection for the subject site. However, no timeline for the residential project's approval or force main extension is available at the time of this application.

Non-residential Level of Service (LoS) is based on Equivalent Residential Connections/Units and depend on the final proposed development (number of beds, number of doctors, etc.) which is not known at this time. A preliminary LoS analysis is provided in the table below.

Per the City's Land Development Regulations' Table 7-8 ERU* Conversion Factors, a hospital is assigned a factor of 0.833 per bed ERU. A medical office is assigned a factor of 0.833 per doctor.

The City's Comprehensive Plan refers to Equivalent Residential Connections (ERCs) while the Land Development Regulations refer to Equivalent Residential Units (ERUs).

Service	LOS Standard	Phase 1 (8 Hospital Beds)	Phase 2 (22 Hospital Beds)	Total (30 hospital beds)
Sanitary Sewer	250 gpd per ERC*	1,666 gpd	4,582 gpd	6,248 gpd
Potable Water	300 gpd per ERC*	1,999 gpd	5,498 gpd	7,497 gpd
Solid Waste	5 lbs per capita per day	33 lbs per day	92 lbs per day	125 lbs per day

* Water and sewer SDC fees are based on the number of Equivalent Residential Connections (ERCs) that a development will require. 1 ERC = 300 average gpd for water and 250 average gpd for sewer. The number of ERCs will be determined by the engineer who designs the project.

B.2 Justification for Amendment

Orlando Health

Comprehensive Plan Amendment, Rezoning, and Special Exception Justification

Wildwood, FL

GAI Project Number: R230807.00

February 23, 2024

This report was prepared to assist the City of Wildwood in evaluating the exiting conditions and development potential for this property. The purpose of this report is to identity opportunities and constraints for future development on the site under the City's Commercial FLU and C-3 zoning.

Prepared by:
GAI Consultants, Inc.
618 East South Street, Suite 700
Orlando, Florida 32801

Prepared for:
Orlando Health, Inc.
1414 Kuhl Avenue, MP 4
Orlando, Florida 32806

Table of Contents

1.0	Site Information	Page 1
2.0	Site Characteristics	Page 2
3.0	Future Land Use	Page 3
4.0	Zoning	Page 5

1.0 Site Information

The subject property (site) consists of one (1) tax parcel located along N. U.S. 301. The site is within the Interlocal Service Boundary and Joint Planning Agreement (ISBA) with Sumter County, per the City's Comprehensive Plan.

Table 1: Site Information

Parcel Features	
PID	G19-003
Jurisdiction	City of Wildwood
Total Land Area	44.00 Acres (SCPA) 45.42 Acres (GIS)
Wetlands	8.48 Acres
Existing Future Land Use	Industrial
Existing Zoning	M-1

Property and Context

The site currently contains one single-family homesite, both improved and natural pastureland, and ponds/sawgrass marsh.

Uses surrounding the site include vacant lands to the north and west, an Action Sports Complex to the south and residential to the east (across N. U.S. 301). Orlando Health, Inc. desires to redevelop this site as a hospital and medical office complex which will require a Comprehensive Plan amendment to Commercial Future Land Use (FLU), C-3 Zoning and a Special Exception Permit. A pre-app for the project was held with City staff on December 19, 2023.

Table 2: Project Context

Parcel Features	Future Land Use	Zoning	Existing Use
North	Industrial	M-1	Vacant
West	Medium Density Residential	R-3	Vacant
South	Industrial / Medium Density Residential	M-1 / R-3	Future FDOT Retention / Action Sports Complex
East (across N. U.S. 301)	Industrial / Age-restricted Development	M-1 / ARD	Single-family homesite / Age Restricted Community (The Village of DeLuna)

2.0 Site Characteristics

Wetlands

The National Wetlands Inventory map indicates approximately 8.48 acres of wetlands within the site boundary (see attachment **B.4**).

Flood Hazard

According to the National Flood Hazard Layer (NFHL) by the Federal Emergency Management Agency (FEMA), there are approximately 11.56 acres of flood zone A on the site (see attachment **B.4**). The majority of the floodplain overlaps with the wetlands on site. No flood elevation has been established for the floodplain areas on site. The site is located on FEMA FIRM Panel 12119C0133D.

Soils

The Natural Resources Conservation Service (NRCS) soils survey indicates that the subject site consists of five soil types described by the table below (see attachment **B.5**).

Table 3: Soil Composition

Map Unit	Map Unit Name	Drainage Class	Approx. Acreage	Percent of Site
15	ADAMSVILLE FINE SAND, BOULDERY SUBSURFACE	SOMEWHAT POORLY DRAINED	0.42	0.92%
21	EAUGALLIE FINE SAND, BOULDERY SUBSURFACE	POORLY DRAINED	27.5	60.55%
26	WABASSO FINE SAND, BOULDERY SUBSURFACE	POORLY DRAINED	4.07	8.96%
46	FT. GREEN FINE SAND, BOULDERY SUBSURFACE	POORLY DRAINED	7.23	15.92%
54	MONTEOCHA FINE SAND, DEPRESSIONAL	VERY POORLY DRAINED	6.21	13.67%
			Total	**100%**

Topography

Topographic data from Southwest Florida Water Management District shows the topography ranging from 55’ to 67’. The site is generally highest in the center and lowest at its boundaries.

3.0 Future Land Use

The applicant is requesting a Future Land Use Map Amendment from IND to COM. The request (and concurrent rezoning) will allow the site to be developed as a hospital/medical office complex, which would not be permitted under the current designation.

Commercial Future Land Use

The Commercial Future Land Use (FLU) is "intended to accommodate a mix of commercial and office uses" and allows development at a maximum intensity of 0.5 FAR or 75% ISR, whichever is less. The existing Industrial FLU designation allows a range of industrial uses at a maximum intensity of 0.5 FAR or 70% ISR, whichever is less.

The requested amendment allows the site to be rezoned to a district that supports hospital/medical, office complex uses.

Table 4: Maximum Intensity

Current FLU	Max FAR	Max. Intensity	Proposed FLU	Max FAR	Max. Intensity	Max. Intensity Difference
IND	0.5	989,271 sq ft	COM	0.5	989,271 sq ft	0 sq ft

The differences in maximum intensity between the Future Land Use districts are minimal. Both districts allow for an intensity of 0.5 FAR or a maximum impervious surface ratio (ISR), whichever is less. The proposed Future Land Use designation would allow a maximum of 75% ISR or 989,271 sq ft of development, whichever is less.

The proposed development is concentrated on the eastern portion of the site, meaning neither the maximum intensity nor the maximum ISR is being approached. The change in maximum development potential of the site brought on by the Future Land Use Map Amendment does not result in any additional square footage or impervious area being added.

Community Redevelopment Agency

The subject site is located within the City of Wildwood's Community Redevelopment Agency (CRA), established originally in 1989 and expanded to include the subject site in 2006. The CRA's mission lies primarily in improving the economic viability of, and quality of life within the area. To that end the City has adopted a CRA Plan outlining redevelopment goals and objectives. Major goals of the CRA include attracting and retaining businesses that "foster a sense of financial stability and growth."

The proposed development is consistent with the goals outlined in the CRA's Chapter 5 – Redevelopment Goals and Objectives, particularly:

- Improve the overall quality of life in the Redevelopment Area
- Improve the economic viability of the Redevelopment Area

Several Objectives are also met by the proposed development, specifically:

- Utilize existing vacant land as an opportunity for redevelopment
- Improve the overall physical image of the CRA

Overall, the healthcare access and economic benefits created by the proposed development are consistent with the City's CRA.

Comprehensive Plan Level of Service

The non-residential Level of Service (LoS) requirements are based on Equivalent Residential Connections/Units which depends on the final proposed development (number of hospital beds,

number of doctors, etc.). These numbers are not finalized at this time but a preliminary LoS analysis is provided in the Special Exception Permit application.

Comprehensive Plan Objectives and Policies

The proposed FLU Map Amendment is consistent with the City's Comprehensive Plan based on the following stated policies.

Objective 1.2: Sustainable Growth

> *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 implementing a compact land use pattern.*

The objective focuses on efficient and sustainable growth. The proposed development contributes to the existing (and increasing) diversity of uses in Wildwood and the economic opportunities Objective 1.2 strives to achieve. The area has begun to see development, most notably the Age-restricted Development (the Village of DeLuna, an ARD in excess of 1,800 lots) across N. U.S. 301. The site is located near several residential and commercial establishments and is within both the ISBA and the City's CRA. Its proximity to these uses and location within the ISBA and CRA allows the project to develop without adding to the effects of sprawl, which is directly addressed within Objective 1.2 (Policies 1.2.5 & 1.2.8).

As part of the CRA, development is expected in patterns that will enhance the general welfare, health, and safety of the city's population. The economic growth resulting from the proposed development has the potential to spur additional development in the immediate area, the patterns of which can be further influenced through the CRA Plan.

Policy 2.1.1: Multimodal System

> *The City shall implement a land use pattern that results in safe, compact, mixed-use, walkable communities with a wide range of jobs, services and housing located within close proximity to each other. This pattern will help reduce vehicle miles traveled and the emission of greenhouse gases.*

The proposed land use, in the context of the surrounding development, adds to the mixed-use development pattern and provides opportunities for new jobs and services.

Goal 5 – Conservation

> *Conserve, protect and manage the natural resources of the City of Wildwood to ensure that they are used efficiently to maintain the highest environmental quality practicable while respecting individual property rights.*

The overarching goal touches on natural resources, surface waters, floodplain, wetlands, and environmental conditions, all of which have been considered during the planning of the site. The proposed plan will address stormwater, wetlands, and floodplain as well as the existing trees and other natural features of the site.

The proposed development is located primarily on the east of the site. This allows the development to avoid most environmental concerns and save a large number of existing trees.

4.0 Zoning

The subject site is currently subject to the M-1 (industrial) zoning designation. This designation allows for typical industrial uses (i.e., warehousing, storage/junkyards), although heavier industrial uses are reserved for the M-2 designation.

The proposed use as a hospital is not an allowable use under the Industrial zoning designation. Hospitals generally fall under the Commercial or the various Mixed-Use designations. There is only one zoning district that allows hospitals by right: Age Restricted Development Mixed Use. While the proposed development is located near Age Restricted developments, such as The Village of DeLuna (across N. U.S. 301), the project is not affiliated with any such developments. The Age Restricted Development Mixed Use is thus, not appropriate here.

The C-3 designation (General Commercial – Highway) is the most appropriate zoning designation, given the context of the site. The C-3 designation is permitted within the General Commercial Future Land Use Map designation, requested in the previous section.

The existing zoning district allows for additional intensity, up to 0.6 FAR, as opposed to the requested zoning district. As mentioned in the previous section comparing Future Land Use designations, the proposed development is not approaching the maximum intensity; however, there is no mechanism to use the site for a hospital/medical office under the existing zoning. Table 6, below, compares the maximum development potential per relevant zoning district.

Table 6: Dimensional Standards

Existing Zoning	Max. FAR	Max. Intensity	Proposed Zoning	Max. FAR	Max. Intensity	Difference
M-1	0.6 FAR	1,187,125 sq ft	C-3	0.5 FAR	989,271 sq ft	-197,854 sq ft

Note: Per Section 3.9 (E) (10) ii of the LDR, the site shall utilize the lot requirement for the IN zoning district.

Hospitals are an allowed use within the C-3 district as a **Special Exception**. The City's Land Use Regulations specify Special Exceptions in Chapter 3.9:

> (A) *General. A special exception is a use that would not be appropriate without restriction, but which, if controlled as to number, area, location or relation to the surrounding area, would promote the public health, safety and general welfare.*

A Special Exception Permit application will be submitted following, or concurrently if allowed, with the Future Land Use Map Amendment and Rezoning applications.

LDR policies related specifically to Hospitals as a Special Exception (SE) are found in Section 3.9 (E) (10). This proposal is consistent with all policies within this section. Of note, even though the C-3 zoning is being proposed, item "ii" of this section dictate that the lot requirements for the IN zoning district will be utilized for a Hospital SE The C-3 applicable standards for the site to be complied with are shown in the table on the following page.

Table 7: Dimensional Standards

City of Wildwood Standards	M-1 (Existing)	C-3 (Proposed)	IN (Required)*
Max. FAR	0.5	0.5	**0.6**
Max. ISR (%)	70%	75%	**60%**
Min. Open Space (%)	20%	20%	**20%**
Front Setback	25 ft	25 ft	**25 ft**
Rear Setback	15 ft	15 ft	**15 ft**
Side Setback	15 ft	15 ft	**10 ft**

*Per Section 3.9 (E) (10) ii, the site shall utilize the lot requirements for the IN zoning district.

The proposed development and SE requirements of the LDR ensures compatibility (in accordance with FL Statute 163.3164) with the surrounding properties in its proposed future land use and zoning requests.

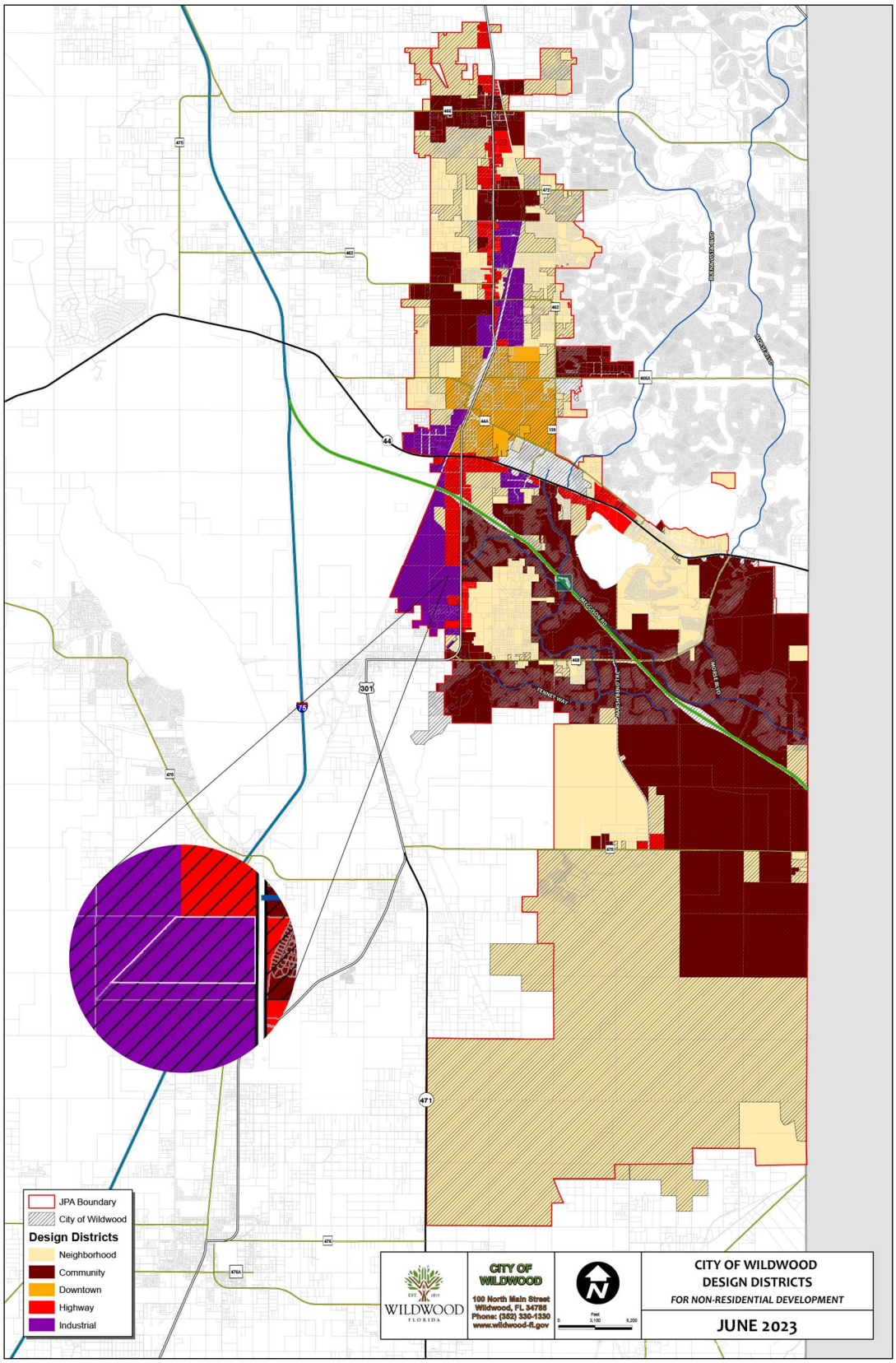
Design District

The City has adopted special design standards applicable to various areas of the City based on the Design Districts map. The subject site is currently subject to the Industrial Design District standards. In order to maintain cohesion between the proposed FLU Amendment and Rezoning and the other non-industrial properties in the immediate area, the property should be assigned the Highway Design District standards.

As shown on the following map, several properties to the north, east, and south are designated for the Highway District. The Design Standards call out U.S 301 in the Highway District's description:

> *The following design standards are applicable to development and redevelopment along commercial corridors such as U.S. 301 and SR 44 that carry higher volumes of traffic and have had a primary focus on marketing to vehicles.*

At the time of site plan approval, the proposed development will conform with the assigned Design District. The map on the following page shows the assigned Design District for the site.


JPA Boundary
City of Wildwood
Design Districts
Neighborhood
Community
Downtown
Highway
Industrial
WILDWOOD
FLORIDA
CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov
CITY OF WILDWOOD
DESIGN DISTRICTS
FOR NON-RESIDENTIAL DEVELOPMENT
JUNE 2023

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **SE 2406-001 Circle K US301 & CR462**

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case No:	**SE 2406-001 Circle K US301 & CR 462**
Parcel Number(s):	**D31A218**
Property Location:	**The subject property is generally located on the northwest corner of the intersection of US 301 and rerouted CR 462.**
Owner:	**KL Twisted Oaks LLC**
Applicant:	**Circle K Stores Inc.**

The applicant is seeking Special Exception approval from the City of Wildwood Planning and Zoning Board/Special Magistrate for a travel center (Circle K) located on the 3.17-acre parcel listed above, zoned C-3. The Circle K is a proposed 5,964 SF convenience store that includes a “Circle K Kitchen” fast food service area, fourteen (14) vehicle fueling stations, and four (4) high-speed diesel fueling stations.

The City’s Land Development Regulations, Chapter 3, Table 3-6 allows travel centers as a Special Exception use in the C-3 zoning district.

Analysis/Justification: The Planning and Zoning Board/Special Magistrate shall consider the following requirements and criteria:

1) The proposed use must comply with the Comprehensive Plan;
Comprehensive Plan Policy 2.3.8 The City shall continue discussions with FDOT and other agencies as needed to develop alternative routes to US 301 in order to divert through traffic, particularly truck through traffic. This request correlates with Policy 2.3.8 as the high-speed diesel fueling stations proposed will encourage trucks to route through US 301. The site design allows trucks to stop for fuel without encouraging overnight or extended stays, maintaining through traffic.

2) Size location or number of special exceptions uses in the area shall be limited so as to maintain the overall character of the district as intended by this Code;

The closest special exception is House of Hope, located approximately 1,400 ft to the northeast, on CR 126. Because the House of Hope does not front US 301, and the nature of the use, its vicinity to the subject special exception is not a concern to the overall character of the district.

3) <u>Justification has been presented as to why the special exception should be granted</u>;
The project is compatible and will not adversely impact the surrounding areas and will support the nearby residential development. Appropriate buffering will be provided to the adjacent parcels. Because the adjacent parcels are vacant, their future uses, as outlined in the Planned Development for Twisted Oaks, were considered when planning for the landscape buffers. A transportation impact analysis was submitted stating the level of service will not be reduced by the development as the roads and intersections have adequate capacity with the combination of future growth, vested trips, and project traffic. There are utilities available for this parcel that have sufficient capacity.

4) <u>The uses of other property in the neighborhood for purposes already established will not be substantially impaired or diminished; and</u>
The proposed special exception will not impair or diminish the use of neighboring properties. A special exception approval on the subject property will not interfere with the surrounding property owners' use of their own property in accordance with the zoning district.

5) <u>Consideration has been given to surrounding property values</u>.
The subject property is currently vacant land in the C-3 zoning district. Section 3.9(E)(26) indicates that additional landscape buffers may be required for a travel center use. Should additional buffers be required, it will be addressed during the site plan review process.

(D) 1) <u>Special exceptions may run with the property and the ownership of a special exception use may be transferred to another party.</u>
The special exception should run with the property and may be transferred to another party.

Based on the requirements of the Land Development Regulations along with supporting data and justification provided by the applicant, staff recommends approval of the special exception.

This office has duly noticed this meeting as prescribed by City of Wildwood Code for Public Notices have been posted on the property. A notice of this meeting was published in a newspaper of general circulation (Daily Sun) on July 26, 2024.

Mckenna Page
Planner I, Development Services

July 18, 2024

City of Wildwood
Development Services Department
100 N Main Street
Wildwood, Florida 34785

Special Exception Application Narrative
Project Number: SP 2405-001
Project Name: Circle K – US301 & CR462
Parcel ID: D31A218

To whom it may concern,

Please accept this letter as a formal request for your approval of the special exception of the proposed project detailed below.

The subject property is zoned General Commercial Highway (C-3) and has a future land use of Commercial. The project area encompasses a ±3.17-acre portion of Sumter County Parcel ID number D31A218. The subject property is located at the northwest quadrant of US301 and CR462 in Wildwood, Florida. Florida Department of Transportation classifies US301 as a Principle Arterial Roadway and CR462 as a Major Collector Roadway.

As indicated on the site plan, the proposed project will consist of a 5,964 square-foot convenience store that includes a nested ±445 square-foot "Circle K Kitchen" fast -food service area. Additionally, there will be 18 vehicle fueling stations (14 vehicle fueling positions plus an additional 4 high-speed diesel fueling positions) on site. The project is proposing three access connections, two along CR462 (one full access and one right-in/right-out), and one along US301 (right-in/right-out). On-site parking will be provided around the convenience store for passenger vehicles only, and one loading space will be provided where the underground tanks are located to accommodate the fuel truck. There will be one dumpster provided for the site which will be located on the northwest side of the store. The fueling canopy will be located approximately 85 feet away from the property line along CR462 and 65 feet from the property line along US301.

The on-site utilities will consist of water and sanitary services to the convenience store building, with the addition of a 1,250-gallon grease interceptor.

The adjacent uses are all currently vacant land apart from the right-of-way frontages. The future uses of these properties will consist of residential and commercial once the master development in the overall parcel is completed. The building setbacks and landscape buffers depicted in the site plan are based on the associated zoning requirements outlined in the city's land development code and design district standards.

The sign placement, on-site lighting, perimeter landscaping/buffering, yards, and open space have been incorporated into the site design based on the land development code standards and with consideration to the adjacent land uses.

According to the City of Wildwood land development code definitions and standards, the proposed development is classified as a travel center which is allowed within the (C-3) General Commercial Highway District under a special exception use. We are requesting the following special exceptions to conform with the city's travel center standards per City of Wildwood LDC.

With the highspeed diesel canopy, the site is designed to accommodate semi-truck traffic without creating a major destination for them to congregate. The high-speed diesel fueling stations will be able to accommodate the trucks in a way that allows for limited queuing but does not negatively impact the traffic flow of passenger vehicles within the site or along the adjacent rights-of-way. The area for these fueling stations will also include a bypass lane on each side of the canopy to prevent any unnecessary build-up of truck traffic and allow adequate access to the rest of the site and points of egress. We anticipate these fueling stations to serve both semi and box trucks and are accounting for 1-5 trucks per hour varying the time of day.

Additionally, under the City of Wildwood LDC it states that outdoor storage areas must be screened by a six-foot-high opaque fence or wall. With the convenience store development, we are proposing outdoor sales areas for both ice & propane which we have depicted on the site plan. These sales areas are designed to accompany the visual aesthetic of the development while staying within the public eye to help encourage sales.

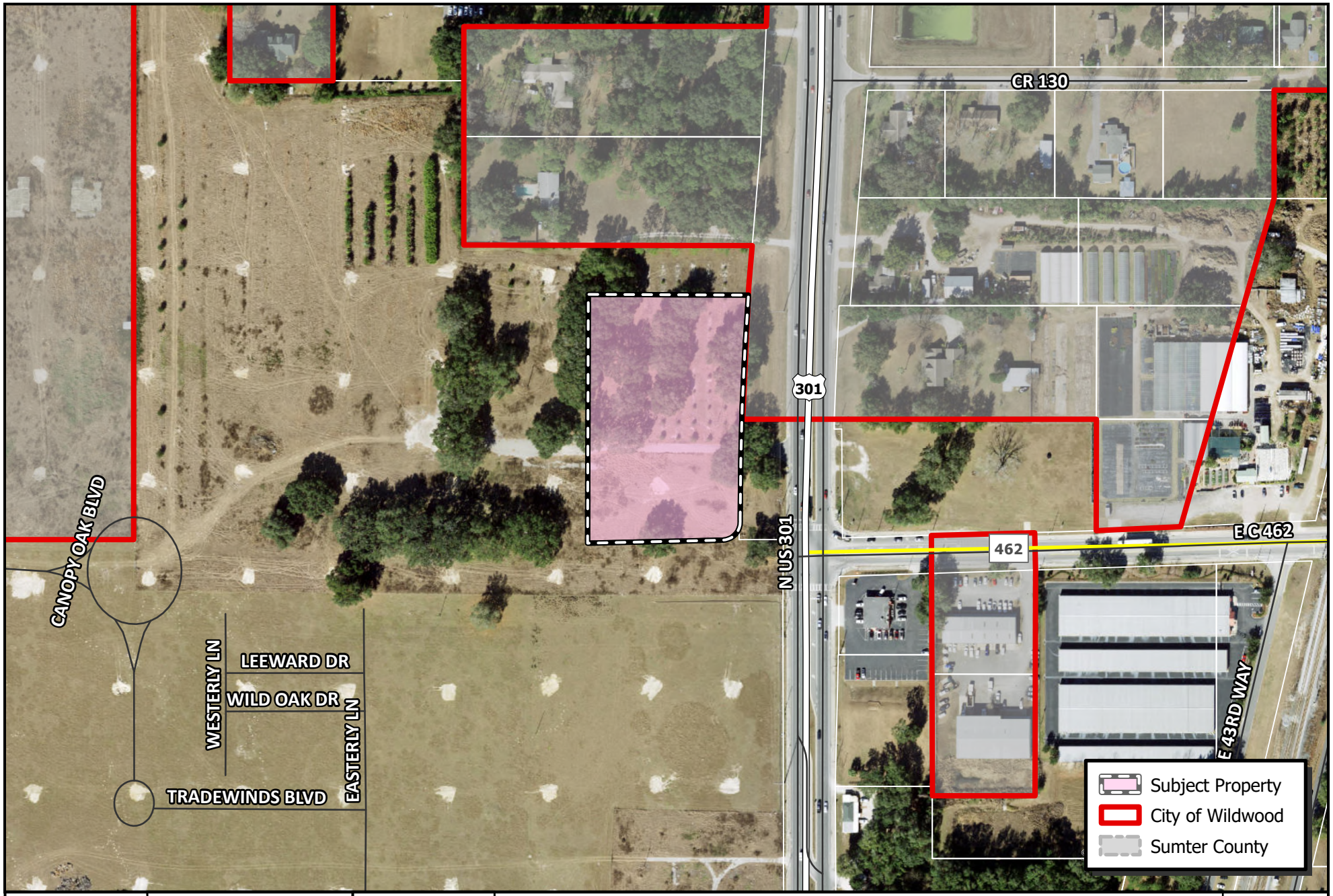
In summary, the project conforms to a majority of the applicable items outlined in LDC Section 3.9(E)(26). The site has frontages on both an arterial roadway (US301) and a collector roadway (CR462). The project area is approximately 3.17 acres, which meets the minimum travel center site criteria of 2 acres. The proposed site layout also provides an additional open space area that extends approximately 30 feet past the required landscape buffer along CR462. The fueling canopy exceeds the 50-foot minimum setback along both the arterial and collector roadway frontages. Based on the travel center guidelines and commercial zoning standards outlined in the LDC, the proposed facility is intended to be compatible with the uses of adjacent properties, which consist of public roadways, high-density residential zoned properties, and mixed use zoned properties.

Jarod Stubbs will be the representative for Circle K Stores, Inc. throughout this process.

If you have questions, I can be reached by phone at (386) 271-0272 or directly by email at jarod.stubbs@kimley-horn.com.

Sincerely,
KIMLEY-HORN AND ASSOCIATES

Jarod Stubbs, P.E.



WILDWOOD FLORIDA EST. 1877

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

SE 2406-001

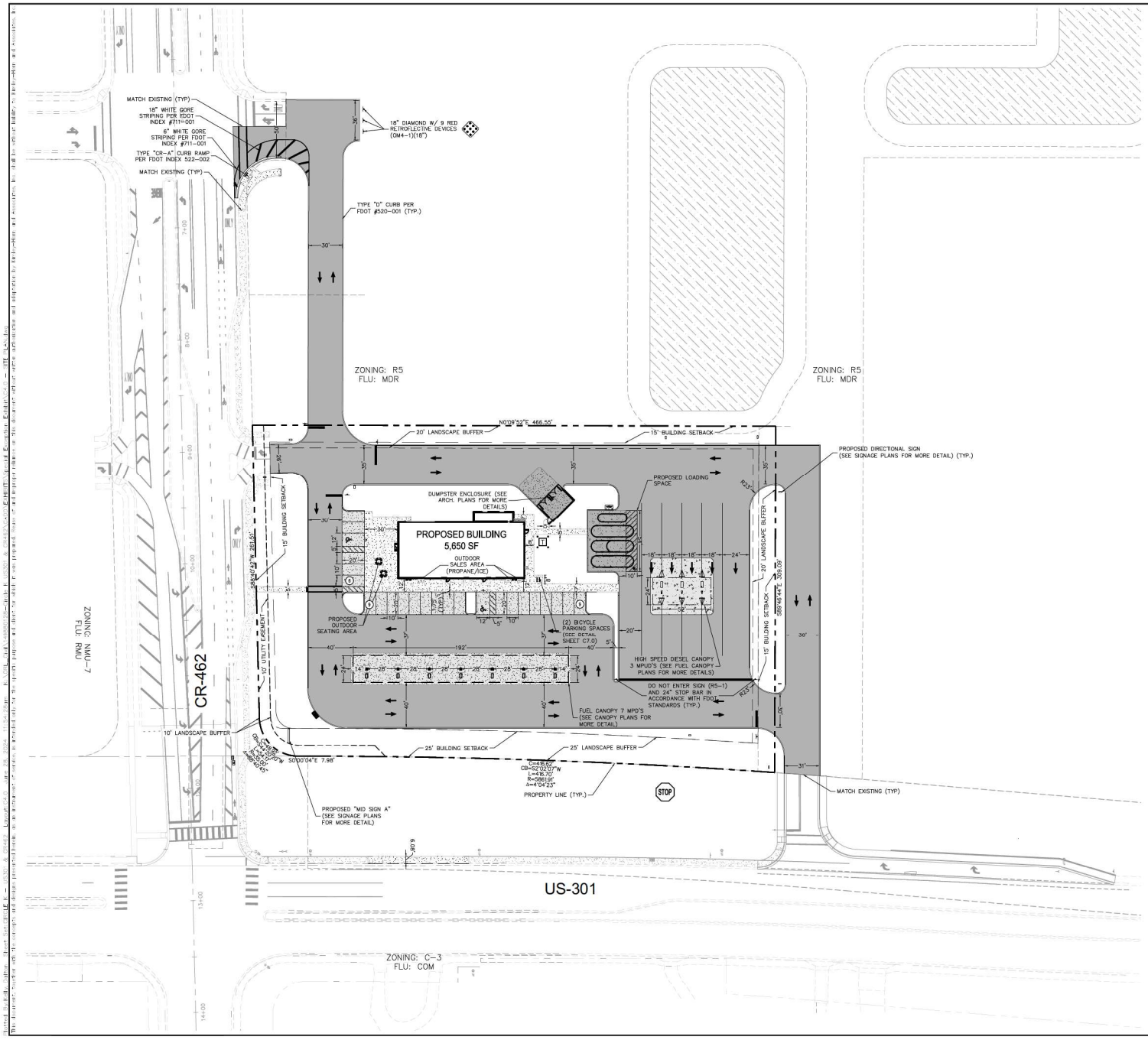
CIRCLE K - US 301 & CR 462

PARCEL D31-007

MAP 1B

LOCATION MAP

MAY 2024



SITE DATA:

PROJECT AREA:	±3.17 ACRES (138,035 SF)
FUTURE LAND USE:	COMMERCIAL
EXISTING ZONING:	C3 – GENERAL COMMERCIAL HIGHWAY
EXISTING USE:	VACANT
PROPOSED USE:	COMMERCIAL
BUILDING HEIGHT:	1 STORY/<35 FT
FAR:	0.0409

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

EXISTING SITE COVERAGE:

EXISTING PERVIOUS AREA:	138,242 SF	(3.17 AC) (100%)
EXISTING IMPERVIOUS AREA:	0 SF	(0.00 AC) (0%)
TOTAL SITE AREA:	138,242 SF	(3.17 AC) (100%)

PROPOSED SITE COVERAGE:

PROPOSED PERVIOUS AREA:	42,689 SF	(0.98 AC) (30%)
PROPOSED CONCRETE/PAVEMENT AREAS:	89,903 SF	(2.07 AC) (65%)
PROPOSED BUILDING AREA:	5,650 SF	(0.13 AC) (4%)
TOTAL IMPERVIOUS AREA:	95,553 SF	(2.19 AC)(69%)
TOTAL SITE AREA:	138,242 SF	(3.17 AC) (100%)
PROJECTED NUMBER OF EMPLOYEE:	3 EMPLOYEE	

PARKING REQUIRED

C-STORE	
4 SPACES PER 1000 GROSS SF	21
TOTAL REQUIRED PARKING	21

PARKING PROVIDED

PROPOSED HANDICAP SPACES (12'X20'):	2
PROPOSED STANDARD SPACES (10'X20'):	22
PROPOSED ON-SITE SPACES:	24

BUILDING SETBACKS

	REQUIRED	PROVIDED
FRONT (EAST):	25 FT	65 FT
SIDE (SOUTH):	15 FT	85 FT
SIDE (NORTH):	15 FT	58 FT
REAR (WEST):	15 FT	78 FT

LANDSCAPE BUFFERS

	REQUIRED	PROVIDED
FRONT (EAST):	25 FT	25 FT
SIDE (SOUTH):	20 FT	43 FT
SIDE (NORTH):	20 FT	25 FT
REAR (WEST):	10 FT	16 FT

NOTES:

1. ALL CURB DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. REFER TO SIGNAGE PLANS FOR MONUMENT SIGN DETAILS.
5. SEE MEP PLANS FOR ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING AND PAVEMENT MARKING WILL BE PAINTED UNLESS OTHERWISE NOTED AND IN ACCORDANCE WITH FDOT INDEX 711-001.
7. REFER TO ARCHITECTURAL PLANS FOR PROPOSED DUMPSTER ENCLOSURE DETAIL.
8. REFER TO ARCHITECTURAL PLANS FOR SITE LIGHTING AND ELECTRICAL PLANS.
9. UNLESS OTHERWISE STATED, ALL PAVEMENT MARKINGS, STRIPING, AND SIGNAGE SHALL MEET MUTCD AND FDOT STANDARDS/INDEXES.
10. ALL SIGNAGE SHALL MEET THE REQUIREMENTS OF THE CITY OF WILDWOOD DISTRICT DESIGN STANDARDS.
11. IF DURING CONSTRUCTION ACTIVITIES ANY EVIDENCE OF THE PRESENCE OF STATE OR FEDERALLY PROTECTED PLANT AND/OR ANIMAL SPECIES IS DISCOVERED, CITY OF WILDWOOD AND APPLICABLE AGENCIES SHALL BE NOTIFIED WITHIN TWO WORKING DAYS OF THE PLANT AND/OR ANIMAL SPECIES FOUND ON THE SITE. ALL WORK IN THE AFFECTED AREA SHALL COME TO AN IMMEDIATE STOP UNTIL ALL PERTINENT PERMITS HAVE BEEN OBTAINED, AGENCY WRITTEN AUTHORIZATION TO COMMENCE ACTIVITIES HAS BEEN GIVEN, OR UNLESS COMPLIANCE WITH STATE AND FEDERAL GUIDELINES CAN BE DEMONSTRATED.

LEGEND

- PROPERTY LINE (TYP.)
- PROPOSED ASPHALT PAVEMENT (SEE DETAIL SHEET C7.0)
- PROPOSED CONCRETE SIDEWALK (SEE DETAIL SHEET C7.0)
- PROPOSED MEDIUM DUTY CONCRETE (SEE DETAIL SHEET C7.0)
- PROPOSED HEAVY DUTY CONCRETE (SEE DETAIL SHEET C7.0)

CALL 48 HOURS BEFORE YOU DIG
IT'S THE LAW! DIAL 811
811 Know what's below. Call before you dig.
SUNSHINE STATE ONE CALL OF FLORIDA, INC.

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
1530 CORNERSTONE BLVD, SUITE 200, DAYTONA BEACH, FL 32117
PHONE: 407-898-1511
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL ENGINEER JACOB C. STUBBS No. 80001 STATE OF FLORIDA

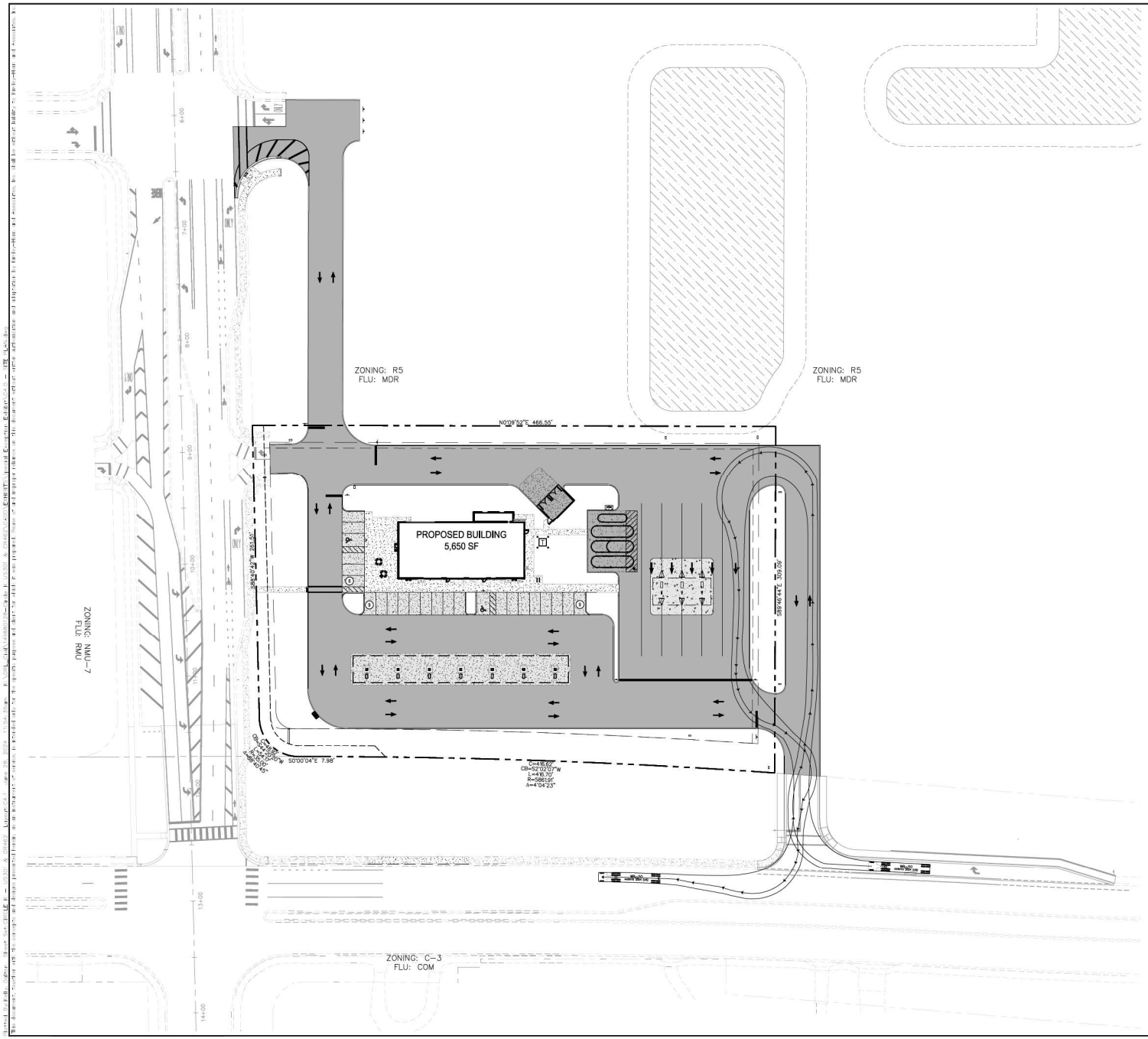
KHA PROJECT 149880128
DATE 06/25/2024
SCALE AS SHOWN
DESIGNED BY DJM
DRAWN BY EJP
CHECKED BY JCS

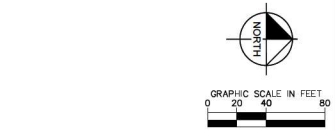
SPECIAL EXCEPTION EXHIBIT

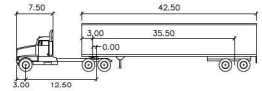
CIRCLE K - US301 & CR462

CITY OF WILDWOOD FLORIDA

SHEET NUMBER
C4.0







WB-50

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.7
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

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LICENSED PROFESSIONAL ENGINEER
JACOB C. STUBBS
LICENSE NUMBER 80800
STATE OF FLORIDA
PROFESSIONAL ENGINEER

KHA PROJECT	149880128
DATE	06/25/2024
SCALE	AS SHOWN
DESIGNED BY	DJR
DRAWN BY	EJP
CHECKED BY	JCS

TRUCK ROUTING PLAN

CIRCLE K - US301 & CR462

CITY OF WILDWOOD FLORIDA

SHEET NUMBER
C4.1