CITY COMMISSION - CITY OF WILDWOOD

Mayor/Commissioner – Ed Wolf – Seat 1
Mayor Pro Tem/Commissioner – Pamala Harrison-Bivins – Seat 2
Joe Elliott – Seat 3
Marcos Flores – Seat 4
Julian Green – Seat 5
Jason McHugh – City Manager

Agenda
Regular Meeting
August 12, 2024 9:00 AM
City Hall Commission Chamber
100 N Main Street

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

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

---

1. Call to Order

2. Consent Agenda/Informational Items

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

A. *MINUTES FOR APPROVAL: APRIL 29, 2024 SPECIAL MEETING*

B. *EXPENDITURE REPORT*

C. *PLAT 2304-003 PANDA EXPRESS (BEAUMONT LOT 247) REPLAT*

D. *PLAT 2310-004 TURKEY RUN REPLAT LOTS 4-9 & 12*

E. *PLAT 2406-001 VOSO UNIT 235 FINAL PLAT*

F. *PLAT 2406-002 VOSO UNIT 248 FINAL PLAT*

G. *PLAT 2406-003 VOSO UNIT 237 FINAL PLAT*

H. *PLAT 2406-004 VOSO UNIT 247 FINAL PLAT*

I. *RIGHT-OF-WAY DEED BY VILLAGES COMMUNITY DEVELOPMENT DISTRICT NO. 13 - WIDMANN PLACE*

J. *PERPETUAL EASEMENT – MASTERS AVENUE MONITORING WELL SITE*

K. *UTILITY EASEMENT - WILDWOOD SUMTER HOLDINGS, INC. (TRIUMPH SOUTH)*

3. Presentations and/or Proclamations

A. *2024 2ND QUARTER TEAM IMPACT AWARD*

4. Public Hearings - Timed - Legislative

A. *SWEAR IN CITY STAFF AND PUBLIC SPEAKERS*

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

CP 2309-002 Wildwood East

The applicant is seeking approval from the City of Wildwood City Commission for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Rural Residential (County) to High Density Residential (City) for parcel G04-013 on 2.94 acres MOL. This request is accompanied by rezoning request RZ 2309-002 (O2024-19).
The Planning and Zoning Board/Special Magistrate recommends approval with verification of wastewater capacity. However, based on the attached analysis of the wastewater capacity, staff recommends DENIAL of the comprehensive plan amendment to change the future land use at this time.

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

PROVIDING FOR AN EFFECTIVE DATE.

CP 2405-002 Michael DeMers

Parcels G18-023, G18-024, G18-025, and G18-026
The applicant seeks approval from the City of Wildwood City Commission for a Small Scale Comprehensive Plan Amendment Request to change the Future Land Use Map designation from Mobile Home Park (City) to Industrial (City) for the parcels listed above on 0.913 acres of land MOL. This request is accompanied by rezoning request RZ 2405-002 (O2024-43).
Staff recommends approval

D. ***ORDINANCE NO. O2024-44 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A SMALL-SCALE FUTURE LAND USE MAP AMENDMENT TO THE ADOPTED COMPREHENSIVE PLAN AND FUTURE LAND USE MAP IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, AS AMENDED; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.*

CP 2406-001 Oxford Oaks Professional Plaza

Portion of Parcel D17-069
The applicant is seeking approval from the City of Wildwood City Commission for a Small Scale Comprehensive Plan Amendment request to change the Future Land Use Map designation from Commercial/ROW (Sumter County) to Commercial (City) for the parcel listed above on 0.17 acres of land MOL. This request is accompanied by rezoning request RZ 2406-001 (O2024-45).

5. <u>Public Hearings - Timed - Quasi-Judicial</u>

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

RZ 2309-002 Wildwood East

The applicant is seeking approval from the City of Wildwood City Commission for a Zoning Map Amendment to change the zoning district from RR1 (County) to R-5 (City) for parcel G04-013 on 2.94 acres MOL. This request is accompanied by a concurrent Small-Scale Comprehensive Plan Amendment CP 2309-002 (O2024-18).
The Planning and Zoning Board/Special Magistrate recommends approval with verification of wastewater capacity, subject to the approval of O2024-18, which establishes a future land use appropriate for the proposed zoning. However, based on the attached analysis of the wastewater

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

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

RZ 2405-002 Michael DeMers

Parcels G18-023, G18-024, G18-025, and G18-026
The applicant is seeking approval from the City of Wildwood City Commission for a Zoning Map amendment request to change the zoning designation from MHP (City) to M-1 (City) for the parcel listed above on 0.913 acres of land MOL. This request is accompanied by small-scale comprehensive plan amendment request CP 2405-002 (O2024-42).
Staff recommends approval

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

RZ 2406-001 Oxford Oaks Professional Plaza

Portion of Parcel D17-069
The applicant is seeking approval from the City of Wildwood City Commission for a Zoning Map amendment request to change the zoning designation from CL/ROW (Sumter County) to C-2 (City) for the parcel listed above on 0.17 acres of land MOL. This request is accompanied by small-scale comprehensive plan amendment request CP 2406-001 (O2024-44).
Staff recommends approval

6. <u>Public Forum - 4 minute time limit</u>

7. <u>Ordinances First Reading Only (No Vote)</u>

A. ***ORDINANCE NO. O2024-46 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 7.121 ACRES LOCATED APPROXIMATELY 0.14 MILES NORTH OF E C 470, WEST ALONG MARSH BEND TRAIL, IN SECTION 10, TOWNSHIP 20 SOUTH, RANGE 23 EAST WHICH IS CONTIGUOUS TO THE CITY'S MUNICIPAL BOUNDARY AND LOCATED IN THE CITY'S JOINT PLANNING AREA;*

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

AN 2405-001 7202 Marsh Bend Trail

The applicant has submitted a voluntary annexation application for parcel K09A010. The property to be annexed totals 7.121 acres and is generally located west along Marsh Bend Trail approximately 0.13 miles north of E C 470. **Staff recommends approval.**

B. ***ORDINANCE NO. O2024-47 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A SMALL-SCALE FUTURE LAND USE MAP AMENDMENT TO THE ADOPTED COMPREHENSIVE PLAN AND FUTURE LAND USE MAP IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, AS AMENDED; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.*

CP 2402-003 Wildwood Oaks

The applicant is seeking approval from the City of Wildwood City Commission for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Institutional (City) to Central Mixed Use (City) for parcel G05-183 on 4.681 acres MOL. This request is accompanied by a rezoning request RZ 2402-003 (O2024-48).
The Planning and Zoning Board/Special Magistrate recommends approval with compliance of Sumter County TIA improvements.

C. ***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.*

RZ 2402-003 Wildwood Oaks

The applicant is seeking approval from the City of Wilwood City Commission 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).
The Planning and Zoning Board/Special Magistrate recommends approval with compliance of Sumter County TIA improvements.

D. ***ORDINANCE NO. O2024-49 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A SMALL-SCALE FUTURE LAND USE*

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

CP 2403-001 Wildwood Micro Hospital

Parcel G19-003
The applicant is seeking approval from the City of Wildwood City Commission for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Industrial (City) to Commercial (City) for the parcel listed above on 44.0 acres MOL. This request is accompanied by a rezoning request RZ 2403-001 (O2024-50).
Staff recommends approval.

E. ***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.*

RZ 2403-001 Wildwood Micro Hospital

Parcel G19-003
The applicant is seeking approval from the City of Wildwood City Commission 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

F. ***ORDINANCE NO. O2024-52 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, ADOPTING A NEW FEE SCHEDULE FOR THE USE OF CITY PARKS AND FACILITIES; PROVIDING FINDINGS AND INTENT; PROVIDING FOR CONFLICT AND SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.*

Updated Parks and Recreation Fee Schedule

Staff recommends approval.

8. <u>Resolutions for Approval</u>

A. ***RESOLUTION NO. R2024-15 -*** *A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WILDWOOD, FLORIDA AUTHORIZING AMENDMENTS TO THE CO-SPONSORSHIP POLICY PROVIDING A LIST OF PARAMETERS FOR ORGANIZATIONS SEEKING FEE WAIVERS; PROVIDING FOR AN*

EFFECTIVE DATE.

Updated Parks and Recreation Co-Sponsorship Policy

Staff recommends approval.

B. ***RESOLUTION NO. R2024-16 -*** *A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WILDWOOD, FLORIDA AUTHORIZING AMENDMENTS TO THE RULES AND REGULATIONS FOR RECREATION FACILITY RENTALS; PROVIDING FOR AN EFFECTIVE DATE.*

Updated Parks and Recreation Rules and Regulations for Facility Rentals

Staff recommends approval.

9. Financial & Contracts & Agreements

A. *INTENT TO AWARD THE CR 501 WTP IRON FILTER PROJECT TO SGS CONTRACTING SERVICES, INC FOR THE AMOUNT OF $2,715,700.00*

B. *KIMLEY HORN WORK AUTHORIZATION NO. 10 - CR 501 WTP IRON FILTER CONSTRUCTION ADMINISTRATION FOR THE AMOUNT OF $58,500.00*

C. *REPLACEMENT OF TWO HACH COMPOSITE SAMPLERS FOR THE CONTINENTAL WWTP FOR THE AMOUNT OF $22,204.00*

D. *AMENDMENT AND RENEWAL OF AGREEMENTS WITH THE HEART OF FLORIDA FOR BIOSOLIDS DISPOSAL*

E. *KIMLEY-HORN AMENDMENT 2 FOR WORK AUTHORIZATION #36 FOR CLAY DRAIN RD & SIGNATURE DR. IN THE AMOUNT OF $69,900.00*

F. *HUEY STREET IMPROVEMENTS PROJECT PAYMENT APPLICATION #1 IN THE AMOUNT OF $476,100.49*

G. *JACKSON STREET IMPROVEMENTS PROJECT WORK AUTHORIZATION #11 FOR BIDDING AND CONSTRUCTION SUPPORT SERVICES IN THE AMOUNT OF $50,000*

H. *LAKE DEATON PIER IMPROVEMENTS PROJECT PAY APPLICATION #3 IN THE AMOUNT OF $191,638.19*

I. *CONSTRUCTION CONTRACT WITH GARNEY COMPANIES, INC FOR THE WASTEWATER TREATMENT PLANT PROJECT*

10. General Items for Consideration/Discussion and Other Business

A. *PEPPER TREE VILLAGE - NO STREET PARKING REQUEST*

11. Appointments

A. *DESIGNATION OF THE CITY OF WILDWOOD'S VOTING DELEGATE FOR THE FLC 2024 ANNUAL BUSINESS SESSION*

12. City Manager Reports

A. *SET FY 25 THIRD BUDGET WORKSHOP FOR AUGUST 19, 2024 AT 9:00AM*

B. *LOCAL CONSTRUCTION PROJECTS UPDATE*

13. Other Department Reports

14. Commission Members Reports

15. City Attorney Reports

16. Adjournment

Upcoming Events

August 15, 2024 - Wildwood Police Department Safety Coalition Meeting at Rock of Ages Church from 10am to 11:30am

August 17, 2024 - Junior Master Gardener Session 1 at Warfield Auditorium from 10:30am to 12pm

August 17, 2024 - Girls' Night Out at the Wildwood Community Center from 6pm to 9pm

August 24, 2024 - Junior Master Gardener Session 1 at Warfield Auditorium from 10:30am to 12pm

August 26, 2024 - City Commission Meeting at City Hall at 7pm

August 12, 2024 9:00 AM

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA
SPECIAL MEETING
April 29, 2024 9:00 AM
CITY HALL COMMISSION CHAMBER

(meeting taped)

1. Call to Order

Attendee Name	Title	Status
Ed Wolf	Mayor	Present
Pamala Harrison-Bivins	Mayor Pro Tem/Commissioner	Present
Joe Elliott	Commissioner	Present
Marcos Flores	Commissioner	Present
Julian Green	Commissioner	Present
Jason McHugh	City Manager	Present
Joshua Bills	City Attorney	Present
Cassandra Smith	Assistant City Manager/CFO	Present
Jessica Barnes	City Clerk	Present
Randall Parmer	Police Chief	Present
Jason Martin	Assistant Utilities Director	Present

Mayor Wolf brought the meeting to order at 9 a.m., followed by the Invocation and Pledge of Allegiance.

2. Consent Agenda/Informational Items

None.

City Manager McHugh requested a modification to the agenda to add a Stantec proposal under General Items for Consideration. No comments were offered or received. Vote 5-0.

RESULT:	**Agenda Amended**
MOVER:	Mayor Pro Tem/Commissioner Harrison-Bivins
SECONDER:	Commissioner Flores
AYES:	Mayor Wolf, Mayor Pro Tem/Commissioner Harrison-Bivins, Commissioner Elliott, Commissioner Flores, Commissioner Green

3. Presentations and/or Proclamations

A. Wastewater Treatment Plant Update

Assistant Utilities Director Martin presented an update on the Wastewater Treatment Plant. The presentation provided a system overview, addressed odor issues and resolutions, water reclamation facility (WRF) changes and its status, operational challenges, recommended solutions, and the expansion design and contract status.

Martin explained the areas that received the most complaints regarding odor issues, and addressed the challenges with odor control units, such as the unit at CR 209. Mayor Wolf asked if the unit at CR 209 was a new unit, and Martin responded it was the original unit. Martin continued on to explain the various ways to address those odor issues. A short discussion was held among the commission and staff regarding air release valves and the function of odor units. Martin advised the recommendation was to treat the entire system with a calcium nitrate solution injected in strategic locations throughout the system rather than treating small individual areas. Mayor Wolf and Commissioner Elliott asked general questions regarding this process.

Martin moved on to the WRF changes and challenges. The presentation included an aerial view of the WRF and displayed the locations of the oxigators at the plant. He explained the function of the oxigators, their challenges, the levels of the needed dissolved oxygen at the plant, the current operation, and a proposal to solve the air problem with supplemental aeration. Commissioner Elliott asked if Martin was aware of any other ways being used to increase the oxygen in the flow. Martin responded that the only other option he had seen was the addition of liquid oxygen, but that was not at a wastewater plant. Ben Fries of CPH was in attendance at the meeting. Martin deferred the question to Fries, who explained the different methods and why supplemental aeration was the most practical and efficient system in use. Mayor Wolf asked if these plates were in addition to the estimated cost proposal for the plant. McHugh responded that it was too early to tell, but ultimately it may go up. A short discussion was held regarding cost. The other challenge Martin addressed was the flow to the filters. He advised that staff was working with CPH to develop and implement a solution to the hydraulic issue. Another discussion was held regarding the limited flow.

Martin updated the commission on the design and contract status of the WRF expansion. He stated that both Phase 1 and 2 were at approximately 30% completion, and that owner direct purchases would begin before the first guaranteed maximum price (GMP) approval, which would be in about 3 to 4 months. He further advised that McHugh was in negotiations with the CMAR contractor, Garney, and the first GMP approval would be no later than December 2024. McHugh explained it had to be before December 2024 because of the $9.25M grant the city received, which is largely funded by ARPA monies. These monies have a requirement that the project the grant is to be used must be encumbered by the end of 2024 and constructed by the end of 2026. He explained other details regarding the grant agreement and how it could be used. He has also been pleased with Garney.

4. Public Hearings - Timed - Legislative

None.

5. Public Hearings - Timed - Quasi-Judicial

None.

6. Public Forum - 4 minute time limit

None.

7. Ordinances First Reading Only (No Vote)
None.

8. Resolutions for Approval
None.

9. Financial & Contracts & Agreements
None.

10. General Items for Consideration/Discussion and Other Business

A. Crossing Guard Discussion

City Manager McHugh provided a summary of the history of events leading up to the discussion of the crossing guard program. Chief Parmer expanded on a memo addressed to McHugh regarding his research of the crossing guard proposal, its impact on the city, and his recommendation. He determined the financial impact on the city would be approximately $176,268.14. A discussion was held regarding details of the program. McHugh clarified the proposal included all schools in Wildwood, not just Middleton. The commission further discussed the funding of the program, its impact of the program on city residents, and whether it was the City's responsibility to provide. Mayor Wolf opened the floor for a motion. Motion by Commission Flores to fund the crossing guard program, and Elliott seconded the motion. Vote 2-3. Motion failed with Wolf, Bivins, and Green dissenting.

RESULT:	**Failed**
MOVER:	Commissioner Flores
SECONDER:	Commissioner Elliott
AYES:	Commissioner Elliott, Commissioner Flores
NAYS:	Mayor Wolf, Mayor Pro Tem/Commissioner Harrison-Bivins, Commissioner Green

Mayor Wolf requested that City Manager McHugh contact the school board and negotiate partial funding if the city administers the program. By general consensus, the commission agreed with the direction.

B. Stantec Proposal - FY24 Revenue Sufficiency Analysis

City Manager McHugh presented Stantec's proposal to conduct the FY24 Revenue Sufficiency Analysis. McHugh requested authorization from the commission to execute the proposal for a not-to-exceed amount of $24,250. No comments were offered or received. Vote 5-0.

RESULT:	**Approved**
MOVER:	Commissioner Elliott
SECONDER:	Mayor Pro Tem/Commissioner Harrison-Bivins
AYES:	Mayor Wolf, Mayor Pro Tem/Commissioner Harrison-Bivins, Commissioner Elliott, Commissioner Flores, Commissioner Green

11. Appointments
None.

12. City Manager Reports
None.

13. Other Department Reports

None.

14. Commission Members Reports

None.

15. City Attorney Reports

None.

16. Adjournment

With no further business to discuss, the meeting was adjourned at 9:55 a.m.

RESULT:	**Adjourned**
MOVER:	Commissioner Green
SECONDER:	Commissioner Flores
AYES:	Mayor Wolf, Mayor Pro Tem/Commissioner Harrison-Bivins, Commissioner Elliott, Commissioner Flores, Commissioner Green

Upcoming Events

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

SEAL

ATTEST: _____ BY: _____
Jessica Barnes, City Clerk Ed Wolf, Mayor

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Revenue Account Range: ***Include Non-Anticipated:*** *Yes* ***Year To Date As Of:*** *08/31/24*
Expend Account Range: ***Include Non-Budget:*** *No*
Print Zero YTD Activity: *No* ***Prior Year:*** *Thru 09/30/23*

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-511-00-0000	LEGISLATIVE- CITY COMMISSION:	0.00	0.00	0.00	0.00	0
001-511-10-1200	SALARIES	49,416.89	51,690.00	42,572.01	9,117.99	82
001-511-10-2100	FICA EXPENSE	3,780.22	3,960.00	3,256.87	703.13	82
001-511-10-2200	RETIREMENT	27,624.40	30,340.00	24,981.20	5,358.80	82
001-511-10-2300	LIFE & HEALTH INSURANCE	469.49	450.00	237.50	212.50	53
001-511-10-2600	WORKERS COMPENSATION INSURANCE	163.59	250.00	378.13	128.13-	151
001-511-30-3100	PROFESSIONAL SERVICES	2,520.00	6,000.00	190.00	5,810.00	3
001-511-30-4000	TRAVEL & PER DIEM	3,858.10	7,000.00	4,448.12	2,551.88	64
001-511-30-4100	TELEPHONE EXPENSE	1,087.28	2,000.00	817.04	1,182.96	41
001-511-30-4110	IT LICENSING / EQUIPMENT	5,121.35	5,970.00	5,224.39	745.61	88
001-511-30-4200	POSTAGE/TRANSPORTATION FEES	0.00	0.00	95.00	95.00-	0
001-511-30-4300	UTILITIES EXPENSE	0.00	0.00	451.78	451.78-	0
001-511-30-4600	REPAIR & MAINTENANCE	0.00	500.00	0.00	500.00	0
001-511-30-4900	MISC. EXPENSE & OTHER CURRENT	2,708.35	2,500.00	0.00	2,500.00	0
001-511-30-5100	OFFICE SUPPLIES	0.00	150.00	0.00	150.00	0
001-511-30-5200	OPERATING SUPPLIES	23.15	400.00	64.00	336.00	16
001-511-30-5400	SUBSCRIPTIONS/DUES	4,212.00	6,300.00	4,811.87	1,488.13	76
001-511-30-5500	TRAINING	1,725.00	2,800.00	2,050.00	750.00	73
001-511-60-6200	CAP. IMPROVEMENT-BUILDINGS	0.00	300,000.00	0.00	300,000.00	0
	511 LEGISLATIVE- CITY COMMISSION:	**102,709.82**	**420,310.00**	**89,577.91**	**330,732.09**	**21**
001-512-00-0000	EXECUTIVE- CITY MANAGER:	0.00	0.00	0.00	0.00	0
001-512-10-1200	SALARIES	408,684.90	509,290.00	338,325.72	170,964.28	66
001-512-10-1500	SICK LEAVE	4,591.46	0.00	10,929.53	10,929.53-	0

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-512-10-1600	VACATION PAY	26,104.49	0.00	24,537.10	24,537.10-	0
001-512-10-1800	HOLIDAY PAY	18,026.99	0.00	16,519.24	16,519.24-	0
001-512-10-2100	FICA EXPENSE	34,295.27	38,970.00	29,035.84	9,934.16	75
001-512-10-2200	RETIREMENT	115,018.34	138,110.00	107,024.84	31,085.16	77
001-512-10-2210	BENEFIT ADMIN FEES	153.00	0.00	99.00	99.00-	0
001-512-10-2300	LIFE & HEALTH INSURANCE	40,486.96	46,800.00	35,128.87	11,671.13	75
001-512-10-2600	WORKERS COMPENSATION INSURANCE	545.36	500.00	756.27	256.27-	151
001-512-30-3100	PROFESSIONAL SERVICES	133,044.45	321,804.00	226,018.52	95,785.48	70
001-512-30-3400	OTHER CONTRACTUAL SERVICES	105.00	0.00	0.00	0.00	0
001-512-30-3450	CLOTHING AND UNIFORMS	183.96	750.00	303.00	447.00	40
001-512-30-4000	TRAVEL & PER DIEM	7,320.95	10,600.00	8,419.30	2,180.70	79
001-512-30-4100	TELEPHONE EXPENSE	3,985.51	5,000.00	3,076.79	1,923.21	62
001-512-30-4110	IT LICENSING / EQUIPMENT	11,800.91	23,150.00	22,433.57	716.43	97
001-512-30-4150	ADVERTISING/RECORDING EXPENSE	1,819.40	4,000.00	1,832.33	2,167.67	46
001-512-30-4200	POSTAGE/TRANSPORTATION FEES	277.35	1,000.00	294.01	705.99	29
001-512-30-4600	REPAIR & MAINTENANCE	1,097.68	5,800.00	1,751.61	4,048.39	30
001-512-30-4900	MISC. EXPENSE & OTHER CURRENT	638.69	2,500.00	330.45	2,169.55	13
001-512-30-5100	OFFICE SUPPLIES	1,403.47	2,000.00	759.32	1,240.68	38
001-512-30-5200	OPERATING SUPPLIES	7,042.67	18,750.00	2,098.27	16,651.73	11
001-512-30-5250	FUEL EXPENSE	0.00	0.00	111.43	111.43-	0
001-512-30-5400	SUBSCRIPTIONS/DUES	3,596.75	6,300.00	2,651.88	3,648.12	42
001-512-30-5500	TRAINING	4,457.85	9,700.00	3,795.72	5,904.28	39
001-512-60-6400	CAP. IMPROVEMENT-MACHINERY	4,633.40	0.00	0.00	0.00	0
	512 EXECUTIVE- CITY MANAGER:	**829,314.81**	**1,145,024.00**	**836,232.61**	**308,791.39**	**73**
001-513-00-0000	CLERK/FINANCE DEPARTMENT:	0.00	0.00	0.00	0.00	0
001-513-10-1200	SALARIES	226,411.79	389,130.00	227,299.90	161,830.10	58

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-513-10-1300	OVERTIME	0.00	500.00	0.00	500.00	0
001-513-10-1500	SICK LEAVE	6,431.84	0.00	7,635.30	7,635.30-	0
001-513-10-1600	VACATION PAY	12,552.80	0.00	15,879.19	15,879.19-	0
001-513-10-1800	HOLIDAY PAY	8,838.03	0.00	9,793.12	9,793.12-	0
001-513-10-2100	FICA EXPENSE	19,448.22	30,380.00	19,936.48	10,443.52	66
001-513-10-2200	RETIREMENT	36,260.78	51,660.00	39,544.48	12,115.52	77
001-513-10-2210	BENEFIT ADMIN FEES	75.00	0.00	49.50	49.50-	0
001-513-10-2300	LIFE & HEALTH INSURANCE	36,748.71	49,500.00	40,758.51	8,741.49	82
001-513-10-2500	UNEMPLOYMENT COMPENSATION	0.00	500.00	314.50	185.50	63
001-513-10-2600	WORKERS COMPENSATION INSURANCE	1,090.71	1,000.00	1,512.62	512.62-	151
001-513-30-3100	PROFESSIONAL SERVICES	4,000.00	13,390.00	1,030.00	12,360.00	8
001-513-30-3200	ACCOUNTING/AUDITING FEE	19,250.00	24,000.00	22,500.00	1,500.00	94
001-513-30-3400	OTHER CONTRACTUAL SERVICES	13,581.98	17,210.00	11,295.40	5,914.60	66
001-513-30-4000	TRAVEL & PER DIEM	601.17	3,350.00	17.00	3,333.00	1
001-513-30-4100	TELEPHONE EXPENSE	5,437.91	7,510.00	4,044.69	3,465.31	54
001-513-30-4110	IT LICENSING / EQUIPMENT	31,339.27	71,720.00	62,778.32	8,941.68	88
001-513-30-4150	ADVERTISING/RECORDING EXPENSE	1,434.80	1,580.00	1,223.36	356.64	77
001-513-30-4200	POSTAGE/TRANSPORTATION FEES	2,412.78	7,880.00	1,422.33	6,457.67	18
001-513-30-4300	UTILITIES EXPENSE	18,888.70	27,300.00	14,190.93	13,109.07	52
001-513-30-4400	RENTAL & LEASING	3,127.85	3,940.00	2,132.28	1,807.72	54
001-513-30-4500	GENERAL INSURANCE	189,109.92	400,000.00	316,367.90	83,632.10	79
001-513-30-4600	REPAIR & MAINTENANCE	14,957.33	33,060.00	22,670.13	10,389.87	69
001-513-30-4900	MISC. EXPENSE & OTHER CURRENT	4,611.16	6,000.00	4,195.23	1,804.77	70
001-513-30-4910	ELECTION EXPENSES	0.00	500.00	0.00	500.00	0
001-513-30-5100	OFFICE SUPPLIES	3,752.67	6,830.00	2,162.13	4,667.87	32
001-513-30-5200	OPERATING SUPPLIES	6,126.97	7,930.00	5,261.12	2,668.88	66
001-513-30-5400	SUBSCRIPTIONS/DUES	357.50	2,090.00	187.50	1,902.50	9

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-513-30-5500	TRAINING	799.00	9,530.00	1,576.00	7,954.00	17
001-513-60-6400	CAP. IMPROVEMENT-MACHINERY	0.00	10,000.00	0.00	10,000.00	0
001-513-70-7100	DEBT SERVICE/CITY HALL-PRINCIPAL	112,593.26	115,381.00	57,337.42	58,043.58	50
001-513-70-7200	DEBT SERVICE/CITY HALL-INTEREST	21,834.28	19,049.00	9,876.35	9,172.65	52
001-513-70-7500	DEBT SERVICE/POLICE STATION-PRINCIPAL	229,425.30	235,452.00	116,963.00	118,489.00	50
001-513-70-7550	DEBT SERVICE/POLICE STATION-INTEREST	62,185.41	56,158.00	28,842.34	27,315.66	51
001-513-70-7600	DEBT SERV/2018 GEN FUND PROJ LOAN-PRI	333,314.33	339,580.00	339,576.44	3.56	100
001-513-70-7650	DEBT SERV/2018 GEN FUND PROJ LOAN-INTI	89,263.05	83,010.00	83,009.40	0.60	100
	513 CLERK/FINANCE DEPARTMENT:	**1,516,262.52**	**2,025,120.00**	**1,471,382.87**	**553,737.13**	**73**
001-516-00-0000	DEVELOPMENT SERVICES:	0.00	0.00	0.00	0.00	0
001-516-10-1200	SALARIES	535,548.42	907,790.00	499,793.57	407,996.43	55
001-516-10-1300	OVERTIME	951.80	1,000.00	0.00	1,000.00	0
001-516-10-1500	SICK LEAVE	14,218.60	0.00	14,517.58	14,517.58-	0
001-516-10-1600	VACATION PAY	26,461.79	0.00	29,327.62	29,327.62-	0
001-516-10-1800	HOLIDAY PAY	20,973.43	0.00	20,910.31	20,910.31-	0
001-516-10-2100	FICA EXPENSE	45,759.45	69,530.00	43,187.70	26,342.30	62
001-516-10-2200	RETIREMENT	86,933.28	154,060.00	90,340.85	63,719.15	59
001-516-10-2210	BENEFIT ADMIN FEES	103.50	0.00	108.00	108.00-	0
001-516-10-2300	LIFE & HEALTH INSURANCE	80,945.20	107,640.00	80,246.96	27,393.04	75
001-516-10-2600	WORKERS COMPENSATION INSURANCE	1,636.07	1,500.00	2,268.89	768.89-	151
001-516-30-3100	PROFESSIONAL SERVICES	598,946.74	835,000.00	551,359.60	283,640.40	66
001-516-30-3400	OTHER CONTRACTUAL SERVICES	951.75	1,000.00	0.00	1,000.00	0
001-516-30-3450	CLOTHING AND UNIFORMS	1,015.88	2,150.00	0.00	2,150.00	0
001-516-30-4000	TRAVEL & PER DIEM	5,530.85	14,980.00	1,681.88	13,298.12	11
001-516-30-4100	TELEPHONE EXPENSE	7,125.87	8,000.00	6,373.70	1,626.30	80
001-516-30-4110	IT LICENSING / EQUIPMENT	37,471.62	111,810.00	65,667.08	46,142.92	59

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-516-30-4150	ADVERTISING/RECORDING EXPENSE	28,356.57	35,200.00	20,411.16	14,788.84	58
001-516-30-4200	POSTAGE/TRANSPORTATION FEES	1,530.23	2,000.00	982.80	1,017.20	49
001-516-30-4600	REPAIR & MAINTENANCE	2,237.89	2,500.00	1,703.86	796.14	68
001-516-30-4900	MISC. EXPENSE & OTHER CURRENT	2,398.31	5,000.00	16,431.62	11,431.62-	329
001-516-30-4950	CODE ENFORCEMENT	8,266.28	58,500.00	13,008.90	45,491.10	22
001-516-30-5100	OFFICE SUPPLIES	1,827.88	10,000.00	1,121.57	8,878.43	11
001-516-30-5200	OPERATING SUPPLIES	3,409.32	10,000.00	5,024.25	4,975.75	50
001-516-30-5250	FUEL EXPENSE	1,423.51	1,800.00	332.68	1,467.32	18
001-516-30-5400	SUBSCRIPTIONS/DUES	1,934.17	5,180.00	2,766.94	2,413.06	53
001-516-30-5500	TRAINING	9,509.07	24,180.00	4,619.09	19,560.91	19
001-516-60-6300	CAPITAL IMPROVEMENT-OTHER	11,128.33	0.00	0.00	0.00	0
	516 DEVELOPMENT SERVICES:	**1,536,595.81**	**2,368,820.00**	**1,472,186.61**	**896,633.39**	**62**
001-518-00-0000	INFORMATION TECHNOLOGY DEPARTMENT	0.00	0.00	0.00	0.00	0
001-518-10-1200	SALARIES	144,288.61	258,440.00	167,835.37	90,604.63	65
001-518-10-1500	SICK LEAVE	3,232.96	0.00	5,148.82	5,148.82-	0
001-518-10-1600	VACATION PAY	6,919.23	0.00	9,533.86	9,533.86-	0
001-518-10-1800	HOLIDAY PAY	3,694.26	0.00	5,726.66	5,726.66-	0
001-518-10-2100	FICA EXPENSE	12,097.18	19,780.00	14,072.39	5,707.61	71
001-518-10-2200	RETIREMENT	19,744.44	35,080.00	25,556.35	9,523.65	73
001-518-10-2210	BENEFIT ADMIN FEES	54.00	0.00	0.00	0.00	0
001-518-10-2300	LIFE & HEALTH INSURANCE	20,727.19	37,440.00	27,881.33	9,558.67	74
001-518-10-2600	WORKERS COMPENSATION INSURANCE	218.13	200.00	302.51	102.51-	151
001-518-30-3100	PROFESSIONAL SERVICES	22,897.00	45,320.00	130.00	45,190.00	0
001-518-30-3400	OTHER CONTRACTUAL SERVICES	5,971.32	15,000.00	3,604.14	11,395.86	24
001-518-30-4000	TRAVEL & PER DIEM	1,998.28	7,500.00	514.10	6,985.90	7
001-518-30-4100	TELEPHONE EXPENSE	8,114.39	7,500.00	5,813.47	1,686.53	78

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-518-30-4110	IT LICENSING / EQUIPMENT	12,054.30	14,400.00	12,039.50	2,360.50	84
001-518-30-4200	POSTAGE/TRANSPORTATION FEES	0.00	250.00	19.00	231.00	8
001-518-30-4300	UTILITIES EXPENSE	2,173.19	2,300.00	1,267.22	1,032.78	55
001-518-30-4400	RENTAL & LEASING	0.00	500.00	0.00	500.00	0
001-518-30-4600	REPAIR & MAINTENANCE	20.29	2,000.00	1,056.75	943.25	53
001-518-30-4900	MISC. EXPENSE & OTHER CURRENT	397.91	1,000.00	0.00	1,000.00	0
001-518-30-5100	OFFICE SUPPLIES	604.22	1,200.00	147.44	1,052.56	12
001-518-30-5200	OPERATING SUPPLIES	5,279.04	5,000.00	4,938.06	61.94	99
001-518-30-5400	SUBSCRIPTIONS/DUES	350.00	2,500.00	372.33	2,127.67	15
001-518-30-5500	TRAINING	2,434.91	12,000.00	599.00	11,401.00	5
001-518-30-5550	LICENSING	15,120.10	43,625.00	13,370.69	30,254.31	31
001-518-60-6400	CAP. IMPROVEMENTS-MACHINERY/EQUIP	4,072.69	16,000.00	0.00	16,000.00	0
	518 INFORMATION TECHNOLOGY DEPARTME	**292,463.64**	**527,035.00**	**299,928.99**	**227,106.01**	**57**
001-519-00-0000	HUMAN RESOURCE DEPARTMENT:	0.00	0.00	0.00	0.00	0
001-519-10-1200	SALARIES	122,335.60	206,190.00	126,629.94	79,560.06	61
001-519-10-1500	SICK LEAVE	1,838.36	0.00	5,092.12	5,092.12-	0
001-519-10-1600	VACATION PAY	6,336.13	0.00	6,208.94	6,208.94-	0
001-519-10-1800	HOLIDAY PAY	5,277.49	0.00	5,750.66	5,750.66-	0
001-519-10-2100	FICA EXPENSE	10,387.46	15,780.00	10,991.44	4,788.56	70
001-519-10-2200	RETIREMENT	16,901.01	27,980.00	19,506.88	8,473.12	70
001-519-10-2210	BENEFIT ADMIN FEES	49.50	0.00	49.50	49.50-	0
001-519-10-2300	LIFE & HEALTH INSURANCE	17,342.88	28,080.00	17,860.02	10,219.98	64
001-519-10-2600	WORKERS COMPENSATION INSURANCE	119.99	110.00	166.34	56.34-	151
001-519-30-3100	PROFESSIONAL SERVICES	33,205.00	37,825.00	12,017.50	25,807.50	32
001-519-30-3400	OTHER CONTRACTUAL SERVICES	4,397.96	6,400.00	4,102.05	2,297.95	64
001-519-30-4000	TRAVEL & PER DIEM	3,208.81	5,500.00	763.83	4,736.17	14

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-519-30-4100	TELEPHONE EXPENSE	4,805.63	4,750.00	3,641.92	1,108.08	77
001-519-30-4110	IT LICENSING / EQUIPMENT	21,442.11	45,880.00	38,466.12	7,413.88	84
001-519-30-4150	ADVERTISING/RECRUITING	1,780.25	7,200.00	6,308.88	891.12	88
001-519-30-4200	POSTAGE/TRANSPORTATION FEES	166.92	500.00	147.88	352.12	30
001-519-30-4300	UTILITIES EXPENSE	1,941.27	2,300.00	1,244.04	1,055.96	54
001-519-30-4400	RENTAL & LEASING	0.00	60.00	0.00	60.00	0
001-519-30-4600	REPAIR & MAINTENANCE	2,987.75	3,500.00	3,981.33	481.33-	114
001-519-30-4800	EMPLOYEE PROGRAMS	8,414.36	13,200.00	12,996.37	203.63	98
001-519-30-4900	MISC. EXPENSE & OTHER CURRENT	637.16	1,000.00	55.72	944.28	6
001-519-30-5100	OFFICE SUPPLIES	1,294.92	2,900.00	1,268.13	1,631.87	44
001-519-30-5200	OPERATING SUPPLIES	2,234.93	5,300.00	1,983.43	3,316.57	37
001-519-30-5250	FUEL EXPENSE	680.38	600.00	262.89	337.11	44
001-519-30-5400	SUBSCRIPTIONS/DUES	2,486.82	1,600.00	1,913.78	313.78-	120
001-519-30-5500	TRAINING	5,562.77	5,450.00	3,609.44	1,840.56	66
001-519-30-5501	STAFF TRAINING PROGRAMS	2,394.70	6,450.00	707.63	5,742.37	11
	519 HUMAN RESOURCE DEPARTMENT:	**278,230.16**	**428,555.00**	**285,726.78**	**142,828.22**	**67**
001-521-00-0000	POLICE DEPARTMENT:	0.00	0.00	0.00	0.00	0
001-521-10-1200	SALARIES	2,405,192.12	4,202,570.00	2,323,329.46	1,879,240.54	55
001-521-10-1220	UNIFORM ALLOWANCE	14,160.00	14,820.00	13,530.00	1,290.00	91
001-521-10-1250	ON CALL	6,375.00	10,400.00	9,675.00	725.00	93
001-521-10-1260	SHIFT DIFFERENTIAL	12,907.03	20,080.00	11,887.46	8,192.54	59
001-521-10-1300	OVERTIME	122,261.90	157,000.00	120,203.60	36,796.40	77
001-521-10-1500	SICK LEAVE	56,978.41	0.00	47,771.42	47,771.42-	0
001-521-10-1600	VACATION PAY	110,427.31	0.00	105,425.45	105,425.45-	0
001-521-10-1700	INCENTIVE PAY	23,270.00	56,000.00	21,860.00	34,140.00	39
001-521-10-1800	HOLIDAY PAY	96,792.19	0.00	97,255.91	97,255.91-	0

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-521-10-1820	HOLIDAY PREMIUM	107,836.95	82,000.00	89,874.12	7,874.12-	110
001-521-10-2100	FICA EXPENSE	226,149.00	346,430.00	217,209.88	129,220.12	63
001-521-10-2200	RETIREMENT	814,482.29	1,529,280.00	867,614.70	661,665.30	57
001-521-10-2210	BENEFIT ADMIN FEES	418.50	0.00	481.50	481.50-	0
001-521-10-2300	LIFE & HEALTH INSURANCE	365,935.51	575,640.00	386,545.04	189,094.96	67
001-521-10-2500	UNEMPLOYMENT COMP. REIMBURSEMENT	4,608.24	0.00	0.00	0.00	0
001-521-10-2600	WORKERS COMPENSATION INSURANCE	70,894.89	75,000.00	113,444.82	38,444.82-	151
001-521-30-3100	PROFESSIONAL SERVICES	17,862.90	52,000.00	21,859.21	30,140.79	42
001-521-30-3400	OTHER CONTRACTUAL SERVICES	38,152.58	61,500.00	32,233.22	29,266.78	52
001-521-30-3450	CLOTHING AND UNIFORMS	9,092.53	15,000.00	12,977.91	2,022.09	87
001-521-30-3500	INVESTIGATIONS	8,792.29	17,000.00	6,981.69	10,018.31	41
001-521-30-4000	TRAVEL & PER DIEM	9,544.20	12,000.00	13,181.50	1,181.50-	110
001-521-30-4100	TELEPHONE EXPENSE	62,549.63	82,000.00	52,567.56	29,432.44	64
001-521-30-4110	IT LICENSING / EQUIPMENT	214,454.17	268,200.00	231,351.05	36,848.95	86
001-521-30-4200	POSTAGE/TRANSPORTATION FEES	149.98	3,000.00	512.68	2,487.32	17
001-521-30-4300	UTILITIES EXPENSE	63,841.54	54,000.00	34,096.48	19,903.52	63
001-521-30-4400	RENTAL & LEASING	2,133.43	10,500.00	1,347.01	9,152.99	13
001-521-30-4600	REPAIR & MAINTENANCE	83,232.20	75,000.00	63,201.65	11,798.35	84
001-521-30-4900	MISC. EXPENSE & OTHER CURRENT	77.89	4,000.00	0.00	4,000.00	0
001-521-30-4960	BOOT ALLOWANCE	3,662.09	6,500.00	1,128.65	5,371.35	17
001-521-30-5100	OFFICE SUPPLIES	1,587.89	5,000.00	1,517.61	3,482.39	30
001-521-30-5200	OPERATING SUPPLIES	52,647.04	85,000.00	37,977.89	47,022.11	45
001-521-30-5250	FUEL EXPENSE	149,285.20	180,000.00	114,067.10	65,932.90	63
001-521-30-5400	SUBSCRIPTIONS/DUES	1,675.05	3,000.00	1,438.60	1,561.40	48
001-521-30-5500	TRAINING	36,516.56	40,000.00	10,831.46	29,168.54	27
001-521-60-6300	CAPITAL IMPROVEMENT-OTHER	208,278.80	40,000.00	0.00	40,000.00	0
001-521-60-6400	CAP. IMPROVEMENT-MACHINERY	81,449.00	672,987.38	118,387.38	554,600.00	18

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
	521 POLICE DEPARTMENT:	**5,483,674.31**	**8,755,907.38**	**5,181,767.01**	**3,574,140.37**	**59**
001-541-00-0000	PUBLIC WORKS/STREET DEPT.	0.00	0.00	0.00	0.00	0
001-541-10-1200	SALARIES	955,823.84	1,538,070.00	1,013,385.38	524,684.62	66
001-541-10-1250	ON CALL	3,900.00	3,900.00	5,150.00	1,250.00-	132
001-541-10-1300	OVERTIME	11,916.51	12,000.00	16,438.23	4,438.23-	137
001-541-10-1500	SICK LEAVE	51,790.96	0.00	42,066.25	42,066.25-	0
001-541-10-1600	VACATION PAY	55,362.39	0.00	62,560.43	62,560.43-	0
001-541-10-1800	HOLIDAY PAY	39,263.68	0.00	42,974.10	42,974.10-	0
001-541-10-1820	HOLIDAY PREMIUM	7,596.03	0.00	1,601.77	1,601.77-	0
001-541-10-2100	FICA EXPENSE	86,232.68	118,880.00	90,541.06	28,338.94	76
001-541-10-2200	RETIREMENT	171,716.50	236,570.00	188,052.58	48,517.42	79
001-541-10-2210	BENEFIT ADMIN FEES	0.00	0.00	36.00	36.00-	0
001-541-10-2300	LIFE & HEALTH INSURANCE	165,630.32	243,360.00	182,703.80	60,656.20	75
001-541-10-2500	UNEMPLOYMENT COMPENSATION	39.50	2,000.00	0.00	2,000.00	0
001-541-10-2600	WORKERS COMPENSATION INSURANCE	21,813.82	25,000.00	37,814.94	12,814.94-	151
001-541-30-3100	PROFESSIONAL SERVICES	132,049.76	454,949.25	99,132.47	355,816.78	22
001-541-30-3400	OTHER CONTRACTUAL SERVICES	352,499.68	1,096,640.74	907,059.48	189,581.26	83
001-541-30-3440	RIGHT-OF-WAY MAINTENANCE	242,817.84	395,000.00	238,550.88	156,449.12	60
001-541-30-3450	CLOTHING AND UNIFORMS	8,765.60	8,000.00	7,466.93	533.07	93
001-541-30-4000	TRAVEL & PER DIEM	1,435.34	5,500.00	549.26	4,950.74	10
001-541-30-4100	TELEPHONE EXPENSE	20,442.43	24,600.00	19,445.00	5,155.00	79
001-541-30-4110	IT LICENSING / EQUIPMENT	34,153.45	83,100.00	46,345.45	36,754.55	56
001-541-30-4200	POSTAGE/TRANSPORTATION FEES	92.07	150.00	58.12	91.88	39
001-541-30-4300	UTILITIES EXPENSE	22,780.35	23,200.00	22,973.95	226.05	99
001-541-30-4350	VILLAGES STREET LIGHTING	507,878.07	600,000.00	440,293.96	159,706.04	73
001-541-30-4400	RENTAL & LEASING	3,349.34	24,580.00	16,824.28	7,755.72	68

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-541-30-4600	REPAIR & MAINTENANCE	45,875.13	51,500.00	43,340.01	8,159.99	84
001-541-30-4601	REPAIR & MAINTENANCE - BUILDINGS	26,968.35	35,000.00	5,450.57	29,549.43	16
001-541-30-4603	PAVEMENT PRESERVATION/REHABILITATION	0.00	1,000,000.00	343,057.83	656,942.17	34
001-541-30-4900	MISC. EXPENSE & OTHER CURRENT	322.10	3,000.00	0.00	3,000.00	0
001-541-30-4940	LANDFILL DISPOSAL FEES	3,904.13	6,000.00	4,513.85	1,486.15	75
001-541-30-4960	BOOT ALLOWANCE	3,154.56	4,200.00	2,630.61	1,569.39	63
001-541-30-5100	OFFICE SUPPLIES	2,537.48	3,000.00	1,482.51	1,517.49	49
001-541-30-5200	OPERATING SUPPLIES	71,147.55	70,000.00	62,360.50	7,639.50	89
001-541-30-5250	FUEL EXPENSE	31,160.82	35,000.00	19,838.33	15,161.67	57
001-541-30-5400	SUBSCRIPTIONS/DUES	5,204.03	14,815.00	6,771.51	8,043.49	46
001-541-30-5500	TRAINING	11,459.60	22,080.00	7,501.56	14,578.44	34
001-541-60-6115	CITY HALL / ANNEX REHAB	14,174.39	58,821.19	19,543.08	39,278.11	33
001-541-60-6200	CAP. IMPROVEMENT-BUILDINGS	0.00	150,000.00	26,126.52	123,873.48	17
001-541-60-6210	PUBLIC WORKS BUILDING	6,308.00	0.00	0.00	0.00	0
001-541-60-6300	CAPITAL IMPROVEMENT-OTHER	0.00	75,000.00	74,069.96	930.04	99
001-541-60-6400	CAP. IMPROVEMENT-MACHINERY	303,139.02	231,297.00	102,616.86	128,680.14	44
001-541-60-6681	PRINCIPAL-EQUIPMENT LEASE	28,171.17	29,240.00	29,231.37	8.63	100
001-541-60-6691	INTEREST-EQUIPMENT LEASE	2,160.33	1,110.00	1,100.13	9.87	99
	541 PUBLIC WORKS/STREET DEPT.	**3,453,036.82**	**6,685,563.18**	**4,231,659.52**	**2,453,903.66**	**63**
001-549-00-0000	FLEET MAINTENANCE DEPT:	0.00	0.00	0.00	0.00	0
001-549-10-1200	SALARIES	222,326.47	292,280.00	194,095.88	98,184.12	66
001-549-10-1300	OVERTIME	0.00	1,500.00	0.00	1,500.00	0
001-549-10-1500	SICK LEAVE	5,641.21	0.00	4,319.92	4,319.92-	0
001-549-10-1600	VACATION PAY	14,415.13	0.00	15,874.26	15,874.26-	0
001-549-10-1800	HOLIDAY PAY	9,083.30	0.00	8,481.64	8,481.64-	0
001-549-10-2100	FICA EXPENSE	19,237.17	22,480.00	17,041.85	5,438.15	76

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-549-10-2200	RETIREMENT	31,312.42	39,870.00	30,242.95	9,627.05	76
001-549-10-2210	BENEFIT ADMIN FEES	36.00	0.00	103.50	103.50-	0
001-549-10-2300	LIFE & HEALTH INSURANCE	40,971.87	46,800.00	38,280.02	8,519.98	82
001-549-10-2600	WORKERS COMPENSATION INSURANCE	8,507.44	8,200.00	12,403.31	4,203.31-	151
001-549-30-3100	PROFESSIONAL SERVICES	25.00	500.00	0.00	500.00	0
001-549-30-3400	OTHER CONTRACTUAL SERVICES	2,915.64	8,000.00	6,163.30	1,836.70	77
001-549-30-3450	CLOTHING AND UNIFORMS	2,587.72	1,500.00	2,220.29	720.29-	148
001-549-30-4000	TRAVEL & PER DIEM	3.84	100.00	0.00	100.00	0
001-549-30-4100	TELEPHONE EXPENSE	3,840.48	3,500.00	1,368.19	2,131.81	39
001-549-30-4110	IT LICENSING / EQUIPMENT	12,132.52	31,500.00	19,826.92	11,673.08	63
001-549-30-4200	POSTAGE/TRANSPORTATION FEES	0.00	100.00	24.20	75.80	24
001-549-30-4300	UTILITIES EXPENSE	5,044.47	7,000.00	3,251.96	3,748.04	46
001-549-30-4400	RENTAL & LEASING	1,721.35	2,500.00	1,471.40	1,028.60	59
001-549-30-4600	REPAIR & MAINTENANCE	3,105.14	5,000.00	3,964.68	1,035.32	79
001-549-30-4900	MISC. EXPENSE & OTHER CURRENT	0.00	100.00	0.00	100.00	0
001-549-30-4960	BOOT ALLOWANCE	622.34	700.00	350.00	350.00	50
001-549-30-5100	OFFICE SUPPLIES	1,212.89	1,500.00	266.32	1,233.68	18
001-549-30-5200	OPERATING SUPPLIES	32,637.84	35,000.00	31,567.02	3,432.98	90
001-549-30-5250	FUEL EXPENSE	3,445.46	3,600.00	2,816.18	783.82	78
001-549-30-5400	SUBSCRIPTIONS/DUES	886.54	500.00	314.00	186.00	63
001-549-30-5500	TRAINING	1,434.00	3,000.00	575.00	2,425.00	19
001-549-60-6400	CAP. IMPROVEMENTS-MACHINERY/EQUIP	84,300.11	45,000.00	22,597.82	22,402.18	50
	549 FLEET MAINTENANCE DEPT:	**507,446.35**	**560,230.00**	**417,620.61**	**142,609.39**	**75**
001-572-00-0000	PARKS & RECREATION:	0.00	0.00	0.00	0.00	0
001-572-10-1200	SALARIES	542,650.87	1,027,940.00	515,108.41	512,831.59	50
001-572-10-1250	ON CALL	3,900.00	3,500.00	4,650.00	1,150.00-	133

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-572-10-1300	OVERTIME	9,050.86	2,000.00	11,454.66	9,454.66-	573
001-572-10-1500	SICK LEAVE	18,053.57	0.00	10,539.78	10,539.78-	0
001-572-10-1600	VACATION PAY	19,144.82	0.00	27,520.11	27,520.11-	0
001-572-10-1800	HOLIDAY PAY	20,144.75	0.00	20,336.71	20,336.71-	0
001-572-10-1820	HOLIDAY PREMIUM	0.00	0.00	3,552.27	3,552.27-	0
001-572-10-2100	FICA EXPENSE	47,180.34	79,060.00	45,843.42	33,216.58	58
001-572-10-2200	RETIREMENT	74,454.67	140,240.00	79,409.36	60,830.64	57
001-572-10-2210	BENEFIT ADMIN FEES	9.00	0.00	13.50	13.50-	0
001-572-10-2300	LIFE & HEALTH INSURANCE	110,296.50	168,480.00	111,935.53	56,544.47	66
001-572-10-2600	WORKERS COMPENSATION INSURANCE	6,544.18	6,500.00	9,831.92	3,331.92-	151
001-572-30-3100	PROFESSIONAL SERVICES	15,126.79	14,000.00	4,827.10	9,172.90	34
001-572-30-3400	OTHER CONTRACTUAL SERVICES	101,881.05	159,200.00	146,616.29	12,583.71	92
001-572-30-3450	CLOTHING AND UNIFORMS	2,882.30	8,250.00	6,281.47	1,968.53	76
001-572-30-4000	TRAVEL & PER DIEM	839.57	4,550.00	124.15	4,425.85	3
001-572-30-4100	TELEPHONE EXPENSE	24,706.92	14,600.00	22,384.99	7,784.99-	153
001-572-30-4110	IT LICENSING / EQUIPMENT	39,819.80	53,720.00	33,123.39	20,596.61	62
001-572-30-4150	ADVERTISING AND PROMOTIONS	31,535.41	25,000.00	23,089.48	1,910.52	92
001-572-30-4200	POSTAGE/TRANSPORTATION FEES	5.46	200.00	2.56	197.44	1
001-572-30-4300	UTILITIES EXPENSE	32,955.60	35,000.00	35,109.41	109.41-	100
001-572-30-4400	RENTAL & LEASING	3,516.27	6,900.00	7,914.86	1,014.86-	115
001-572-30-4600	REPAIR & MAINTENANCE	35,138.45	48,650.00	45,617.48	3,032.52	94
001-572-30-4601	REPAIR & MAINTENANCE - BUILDINGS	23,464.57	36,000.00	21,444.33	14,555.67	60
001-572-30-4610	BAKER HOUSE MAINTENANCE	1,495.52	15,000.00	1,522.88	13,477.12	10
001-572-30-4620	BAKER HOUSE OPERATIONS-OTHER MISC.	4,930.49	5,720.00	2,146.80	3,573.20	38
001-572-30-4630	BAKER HOUSE SPECIAL EVENTS	11,356.54	15,000.00	5,017.77	9,982.23	33
001-572-30-4900	MISC. EXPENSE & OTHER CURRENT	424.19	5,000.00	86.66-	5,086.66	2-
001-572-30-4910	SPECIAL EVENTS	132,975.30	165,800.00	106,260.71	59,539.29	64

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-572-30-4915	ATHLETIC LEAGUES & ACTIVITIES	89,783.22	104,400.00	80,629.66	23,770.34	77
001-572-30-4920	YOUTH CAMPS & PROGRAMS	13,595.23	48,000.00	11,683.66	36,316.34	24
001-572-30-4960	BOOT ALLOWANCE	928.71	1,580.00	874.04	705.96	55
001-572-30-5100	OFFICE SUPPLIES	3,185.48	4,500.00	1,955.32	2,544.68	43
001-572-30-5200	OPERATING SUPPLIES	77,301.88	81,500.00	53,310.78	28,189.22	65
001-572-30-5250	FUEL EXPENSE	22,070.55	25,000.00	14,796.98	10,203.02	59
001-572-30-5280	LANDSCAPING	27,066.27	15,000.00	7,849.03	7,150.97	52
001-572-30-5400	SUBSCRIPTIONS/DUES	426.58	3,210.00	867.83	2,342.17	27
001-572-30-5500	TRAINING	5,990.37	7,200.00	5,743.81	1,456.19	80
001-572-60-6200	CAP. IMPROVEMENT-BUILDINGS	38,696.00	14,500.00	8,954.29	5,545.71	62
001-572-60-6300	CAPITAL IMPROVEMENT-OTHER	0.00	13,000.00	8,999.92	4,000.08	69
001-572-60-6351	MLK PARK PROJECT	94,686.97	0.00	0.00	0.00	0
001-572-60-6400	CAP. IMPROVEMENT-MACHINERY	153,369.91	107,750.00	105,095.10	2,654.90	98
	572 PARKS & RECREATION:	**1,841,584.96**	**2,465,950.00**	**1,602,353.10**	**863,596.90**	**65**
001-575-00-0000	COMMUNITY CENTER:	0.00	0.00	0.00	0.00	0
001-575-10-1200	SALARIES	48,503.94	140,290.00	55,511.95	84,778.05	40
001-575-10-1300	OVERTIME	0.00	0.00	225.00	225.00-	0
001-575-10-1800	HOLIDAY PAY	0.00	0.00	67.00	67.00-	0
001-575-10-2100	FICA EXPENSE	3,710.66	10,740.00	4,269.09	6,470.91	40
001-575-10-2200	RETIREMENT	6,024.14	19,040.00	6,879.05	12,160.95	36
001-575-10-2300	LIFE & HEALTH INSURANCE	4.75	200.00	0.00	200.00	0
001-575-30-3100	PROFESSIONAL SERVICES	499.85	3,000.00	0.00	3,000.00	0
001-575-30-3400	OTHER CONTRACTUAL SERVICES	3,995.00	8,440.00	14,445.22	6,005.22-	171
001-575-30-3450	CLOTHING AND UNIFORMS	0.00	1,200.00	0.00	1,200.00	0
001-575-30-4100	TELEPHONE EXPENSE	2,979.72	6,680.00	0.00	6,680.00	0
001-575-30-4200	POSTAGE/TRANSPORTATION FEES	133.68	250.00	1.92	248.08	1

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-575-30-4300	UTILITIES EXPENSE	52,039.39	40,000.00	37,719.43	2,280.57	94
001-575-30-4400	RENTAL & LEASING	981.12	1,600.00	2,007.37	407.37-	125
001-575-30-4600	REPAIR & MAINTENANCE	2,826.34	30,000.00	34,642.14	4,642.14-	115
001-575-30-5100	OFFICE SUPPLIES	897.95	1,000.00	10.59	989.41	1
001-575-30-5200	OPERATING SUPPLIES	3,715.25	10,000.00	12,798.48	2,798.48-	128
001-575-30-5400	SUBSCRIPTIONS/DUES	75.00	0.00	100.00	100.00-	0
001-575-60-6200	CAP. IMPROVEMENT-BUILDINGS	0.00	250,000.00	2,498.92	247,501.08	1
	575 COMMUNITY CENTER:	**126,386.79**	**522,440.00**	**171,176.16**	**351,263.84**	**33**
001-580-90-9901	CONTINGENCY RESERVE-GEN FUND	0.00	2,764,195.44	0.00	2,764,195.44	0
001-581-00-1040	TRANSFER TO EXPANDED CRA	197,729.00	215,690.00	215,690.00	0.00	100
001-581-00-4020	TRANSFER TO UTILITY CAP PROJECTS FUNI	0.00	3,000,000.00	3,000,000.00	0.00	100
001-581-90-3010	TRANSFER TO CAPITAL PROJECT FUND	10,100,000.00	15,700,000.00	15,700,000.00	0.00	100
	581 Total	**10,297,729.00**	**18,915,690.00**	**18,915,690.00**	**0.00**	**100**
	GENERAL FUND Expenditure Totals	**26,265,434.99**	**47,584,840.00**	**34,975,302.17**	**12,609,537.83**	**74**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
101-569-00-0000	GREENWOOD CEMETERY:	0.00	0.00	0.00	0.00	0
101-569-30-3100	PROFESSIONAL SERVICES	0.00	200.00	0.00	200.00	0
101-569-30-4600	REPAIR & MAINTENANCE	0.00	500.00	0.00	500.00	0
101-569-30-4900	MISC. EXPENSE & OTHER CURRENT	0.00	200.00	0.00	200.00	0
101-569-30-5200	OPERATING SUPPLIES	0.00	100.00	0.00	100.00	0
	569 GREENWOOD CEMETERY:	**0.00**	**1,000.00**	**0.00**	**1,000.00**	**0**
101-580-90-9999	CONTINGENCY	0.00	64,870.00	0.00	64,870.00	0
	CEMETERY FUND Expenditure Totals	**0.00**	**65,870.00**	**0.00**	**65,870.00**	**0**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

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

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
105-576-00-0000	BAKER HOUSE DEPARTMENT:	0.00	0.00	0.00	0.00	0
105-576-30-4620	BAKER HOUSE OPERATIONS	45,844.10	0.00	71.31	71.31-	0
105-580-90-9910	CONTINGENCY - BAKER HOUSE	0.00	33,100.00	0.00	33,100.00	0
	BAKER HOUSE Expenditure Totals	**45,844.10**	**33,100.00**	**71.31**	**33,028.69**	**0**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

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

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

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

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
108-521-00-0000	LAW ENFORCEMENT IMPACT FEES:	0.00	0.00	0.00	0.00	0
108-521-30-4900	MISC. EXPENSE & OTHER CURRENT	399.26	0.00	304.64	304.64-	0
108-521-60-6200	CAP.IMPROVEMENT-BUILDINGS	0.00	400,000.00	0.00	400,000.00	0
108-521-60-6400	CAP. IMPROVEMENT- MACHINERY & EQUIPM	138,184.26	608,375.44	612,910.64	4,535.20-	101
108-521-70-9105	TRANSFER TO GENERAL FUND - LOAN PAYM	412,800.00	412,800.00	412,800.00	0.00	100
	521 LAW ENFORCEMENT IMPACT FEES:	**551,383.52**	**1,421,175.44**	**1,026,015.28**	**395,160.16**	**72**
108-580-90-9902	CONTINGENCY -LAW ENFORCEMENT IMPAC	0.00	999,254.56	0.00	999,254.56	0
	LAW ENFORCEMENT IMPACT Expenditure To	**551,383.52**	**2,420,430.00**	**1,026,015.28**	**1,394,414.72**	**42**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
301-500-00-0000	CAPITAL IMPROVEMENT FUND	0.00	0.00	0.00	0.00	0
301-511-60-6201	ANNEX NO. 2 REHAB	0.00	0.00	41.78	41.78-	0
301-513-60-6201	CITY HALL HVAC PROJECT	55,153.13	0.00	0.00	0.00	0
301-516-60-6301	DOWNTOWN MASTER PLAN PROJECTS	44,105.56	850,700.00	842,669.75	8,030.25	99
301-516-60-6304	TRAILWINDS FOUNTAIN	24,811.56	0.00	559.82	559.82-	0
	516 Total	**68,917.12**	**850,700.00**	**843,229.57**	**7,470.43**	**99**
301-521-60-6301	POLICE DEPARTMENT HQ MONUMENT SIGN	12,425.00	21,269.00	12,869.00	8,400.00	61
301-541-60-6101	DRAINAGE PROJECT LAND ACQUISITION	39,900.00	414,200.00	226,033.67	188,166.33	55
301-541-60-6202	MUNICIPAL SERVICES COMPLEX PROJECT	604,899.39	140,445.45	127,655.57	12,789.88	91
301-541-60-6203	PW POLE BARN	118,900.00	0.00	0.00	0.00	0
301-541-60-6204	PW BUILDING HVAC UPGRADES	6,250.00	111,000.00	110,940.00	60.00	100
301-541-60-6205	MSC HVAC UPGRADES	39,064.60	0.00	0.00	0.00	0
301-541-60-6301	PLEASANTDALE REHAB	891,144.28	407,173.92	383,999.48	23,174.44	94
301-541-60-6302	BARWICK REHAB	102,922.60	30,000.00	29,468.20	531.80	98
301-541-60-6303	OAK GROVE VILLAGE DRAINAGE IMPROVEM	121,808.28	40,000.00	35,870.00	4,130.00	90
301-541-60-6305	PAVEMENT PRESERVATION PLAN	743,276.36	60,000.00	76,605.04	16,605.04-	128
301-541-60-6306	CLAY DRAIN ROAD DESIGN	139,242.00	200,000.00	61,377.00	138,623.00	31
301-541-60-6307	JACKSON ST IMPROVEMENTS	0.00	27,000.00	37,864.72	10,864.72-	140
301-541-60-6308	HUEY ST IMPROVEMENTS	44,900.00	2,432,000.00	153,303.38	2,278,696.62	6
301-541-60-6309	ST CLAIR STREET IMPROVEMENTS	0.00	525,000.00	489,039.19	35,960.81	93
301-541-60-6310	DOWNTOWN PARKING GARAGE	276,116.16	7,600,000.00	6,257,341.66	1,342,658.34	82
301-541-60-6311	MSC ENTRANCE GATE	0.00	163,500.00	16,370.95	147,129.05	10
301-541-60-6312	BROKEN OAK DRIVE	0.00	438,000.00	437,327.61	672.39	100

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
	541 Total	**3,128,423.67**	**12,588,319.37**	**8,443,196.47**	**4,145,122.90**	**67**
301-572-60-6201	MLK PARK CONCESSION STAND/RESTROOM	247,643.71	0.00	0.00	0.00	0
301-572-60-6202	BAKER HOUSE RESTROOMS	42,082.63	0.00	0.00	0.00	0
301-572-60-6205	RECREATION CENTER AT MLK PARK	646,463.08	385,000.00	156,456.00	228,544.00	41
301-572-60-6207	OUTREACH CENTER RE-ROOF	15,590.00	0.00	0.00	0.00	0
301-572-60-6302	MILLENNIUM PARK IMPROVEMENTS	398,211.17	1,000,000.00	192,990.90	807,009.10	19
301-572-60-6303	MLK PARK BASKETBALL COURT REHAB	87,010.00	0.00	0.00	0.00	0
301-572-60-6304	LAKE DEATON PIER IMPROVEMENTS	8,328.08	395,000.00	206,767.70	188,232.30	52
301-572-60-6305	CITY HALL COURTYARD REHAB	48,019.69	12,588.00	12,588.00	0.00	100
301-572-60-6307	DOG PARK IMPROVEMENTS	0.00	60,000.00	0.00	60,000.00	0
	572 Total	**1,493,348.36**	**1,852,588.00**	**568,802.60**	**1,283,785.40**	**31**
301-575-60-6201	COMMUNITY CENTER HVAC UPGRADES	37,930.00	50,000.00	25,645.00	24,355.00	51
301-580-90-9901	CONTINGENCY-CAP.IMPROVEMENT FUND	0.00	9,728,248.63	0.00	9,728,248.63	0
301-581-00-4020	TRANSFER TO UTILITY CAP PROJECTS FUNI	0.00	5,000,000.00	5,000,000.00	0.00	100
	CAPITAL IMPROVEMENT FUN Expenditure To	**4,796,197.28**	**30,091,125.00**	**14,893,784.42**	**15,197,340.58**	**50**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-530-00-0000	PHYSICAL ENVIRONMENT/ADMIN:	0.00	0.00	0.00	0.00	0
401-530-10-1200	SALARIES	146,569.52	191,040.00	122,307.03	68,732.97	64
401-530-10-1300	OVERTIME	0.00	1,000.00	0.00	1,000.00	0
401-530-10-1500	SICK LEAVE	6,945.89	0.00	6,940.15	6,940.15-	0
401-530-10-1600	VACATION PAY	8,073.35	0.00	9,572.71	9,572.71-	0
401-530-10-1800	HOLIDAY PAY	6,078.27	0.00	5,576.35	5,576.35-	0
401-530-10-2100	FICA EXPENSE	12,806.59	14,700.00	11,025.01	3,674.99	75
401-530-10-2200	RETIREMENT	20,844.77	25,880.00	19,602.96	6,277.04	76
401-530-10-2210	BENEFIT ADMIN FEES	129.00	0.00	27.00	27.00-	0
401-530-10-2300	LIFE & HEALTH INSURANCE	36,885.28	37,440.00	29,719.45	7,720.55	79
401-530-10-2500	UNEMPLOYMENT COMPENSATION	0.00	1,500.00	0.00	1,500.00	0
401-530-10-2600	WORKERS COMPENSATION INSURANCE	1,090.70	1,000.00	1,512.62	512.62-	151
401-530-30-3100	PROFESSIONAL SERVICES	2,750.00	3,000.00	1,205.00	1,795.00	40
401-530-30-3200	ACCOUNTING & AUDITING FEES	19,250.00	24,000.00	22,500.00	1,500.00	94
401-530-30-3400	OTHER CONTRACTUAL SERVICES	28,943.41	34,950.00	23,824.06	11,125.94	68
401-530-30-4000	TRAVEL & PER DIEM	0.00	500.00	0.00	500.00	0
401-530-30-4100	TELEPHONE EXPENSE	4,701.84	5,000.00	3,865.51	1,134.49	77
401-530-30-4110	IT LICENSING / EQUIPMENT	26,620.78	37,730.00	37,484.67	245.33	99
401-530-30-4200	POSTAGE/TRANSPORTATION FEES	25,964.26	32,800.00	21,453.13	11,346.87	65
401-530-30-4300	UTILITIES EXPENSE	17,422.24	20,000.00	14,190.94	5,809.06	71
401-530-30-4400	RENTAL & LEASING	2,949.61	3,650.00	2,132.13	1,517.87	58
401-530-30-4500	GENERAL INSURANCE	186,069.91	400,000.00	316,165.89	83,834.11	79
401-530-30-4600	REPAIR & MAINTENANCE	10,473.19	23,700.00	22,042.11	1,657.89	93
401-530-30-4900	MISC. EXPENSE & OTHER CURRENT	25,142.96	14,500.00	13,736.56	763.44	95
401-530-30-5100	OFFICE SUPPLIES	970.43	1,000.00	500.82	499.18	50
401-530-30-5200	OPERATING SUPPLIES	4,579.90	5,500.00	3,749.17	1,750.83	68
401-530-30-5400	SUBSCRIPTIONS/DUES	37.50	500.00	409.86	90.14	82

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-530-30-5500	TRAINING	702.00	1,000.00	380.00	620.00	38
	530 PHYSICAL ENVIRONMENT/ADMIN:	**596,001.40**	**880,390.00**	**689,923.13**	**190,466.87**	**78**
401-533-00-0000	WATER DEPARTMENT:	0.00	0.00	0.00	0.00	0
401-533-10-1200	SALARIES	682,907.59	967,250.00	597,788.74	369,461.26	62
401-533-10-1250	ON CALL	7,950.00	7,800.00	10,300.00	2,500.00-	132
401-533-10-1300	OVERTIME	11,878.23	15,000.00	10,365.72	4,634.28	69
401-533-10-1500	SICK LEAVE	23,141.58	0.00	22,907.04	22,907.04-	0
401-533-10-1600	VACATION PAY	39,942.19	0.00	32,987.38	32,987.38-	0
401-533-10-1700	INCENTIVE PAY	0.00	0.00	550.00	550.00-	0
401-533-10-1800	HOLIDAY PAY	24,209.16	0.00	25,148.06	25,148.06-	0
401-533-10-1820	HOLIDAY PREMIUM	2,583.89	5,000.00	1,493.99	3,506.01	30
401-533-10-2100	FICA EXPENSE	57,882.46	76,130.00	53,992.64	22,137.36	71
401-533-10-2200	RETIREMENT	317,112.21	135,030.00	95,120.29	39,909.71	70
401-533-10-2210	BENEFIT ADMIN FEES	85.50	0.00	90.00	90.00-	0
401-533-10-2300	LIFE & HEALTH INSURANCE	114,180.59	168,480.00	122,452.52	46,027.48	73
401-533-10-2500	UNEMPLOYMENT COMPENSATION	0.00	2,500.00	0.00	2,500.00	0
401-533-10-2600	WORKERS COMPENSATION INSURANCE	16,360.37	16,000.00	24,201.51	8,201.51-	151
401-533-30-3100	PROFESSIONAL SERVICES	64,275.98	124,100.00	92,155.53	31,944.47	74
401-533-30-3400	OTHER CONTRACTUAL SERVICES	69,380.07	349,000.00	111,866.69	237,133.31	32
401-533-30-3450	CLOTHING AND UNIFORMS	5,724.11	9,000.00	7,040.19	1,959.81	78
401-533-30-4000	TRAVEL & PER DIEM	7,055.09	8,000.00	3,098.67	4,901.33	39
401-533-30-4100	TELEPHONE EXPENSE	32,434.59	38,600.00	26,709.10	11,890.90	69
401-533-30-4110	IT LICENSING / EQUIPMENT	37,240.50	83,500.00	43,475.65	40,024.35	52
401-533-30-4200	POSTAGE/TRANSPORTATION FEES	1,221.31	3,500.00	975.18	2,524.82	28
401-533-30-4300	UTILITIES EXPENSE	202,062.93	185,000.00	132,595.60	52,404.40	72
401-533-30-4400	RENTAL & LEASING	14,413.20	9,000.00	2,727.76	6,272.24	30

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-533-30-4600	REPAIR & MAINTENANCE	83,881.43	130,000.00	97,918.62	32,081.38	75
401-533-30-4900	MISC. EXPENSE & OTHER CURRENT	8,196.70-	5,000.00	4,030.00	970.00	81
401-533-30-4960	BOOT ALLOWANCE	1,062.16	3,000.00	2,058.65	941.35	69
401-533-30-5010	BAD DEBT EXPENSE	60.19	0.00	0.00	0.00	0
401-533-30-5100	OFFICE SUPPLIES	6,304.82	6,500.00	3,055.51	3,444.49	47
401-533-30-5200	OPERATING SUPPLIES	407,423.19	325,000.00	147,042.88	177,957.12	45
401-533-30-5220	WATER METERS	0.00	311,445.01	257,933.54	53,511.47	83
401-533-30-5250	FUEL EXPENSE	43,487.93	45,000.00	32,992.11	12,007.89	73
401-533-30-5260	CHEMICALS	285,007.78	250,000.00	306,173.80	56,173.80-	122
401-533-30-5270	LABORATORY SAMPLES	38,371.00	45,000.00	42,018.00	2,982.00	93
401-533-30-5400	SUBSCRIPTIONS/DUES	6,399.80	9,000.00	3,156.64	5,843.36	35
401-533-30-5500	TRAINING	5,191.95	7,600.00	3,237.18	4,362.82	43
401-533-60-6300	CAPITAL IMPROVEMENT-OTHER	34,253.00	87,750.00	26,551.85	61,198.15	30
401-533-60-6301	METER CHANGE OUT PROGRAM	81,600.00	137,500.00	115,407.65	22,092.35	84
401-533-60-6350	LOOP/UPGRADE WATER MAINS	55,255.00	550,000.00	259,559.35	290,440.65	47
401-533-60-6400	CAP. IMPROVEMENT-MACHINERY	7,125.00	419,566.00	153,423.00	266,143.00	37
401-533-60-6681	LEASE PURCHASE PRINCIPAL PMT	0.00	18,450.00	19,188.55	738.55-	104
401-533-60-6691	LEASE PURCHASE INTEREST PMT	2,471.69	3,160.00	2,409.86	750.14	76
	533 WATER DEPARTMENT:	**2,781,739.79**	**4,556,861.01**	**2,894,199.45**	**1,662,661.56**	**64**
401-535-00-0000	WASTEWATER DEPARTMENT:	0.00	0.00	0.00	0.00	0
401-535-10-1200	SALARIES	796,669.40	1,454,140.00	851,923.64	602,216.36	59
401-535-10-1250	ON CALL	11,700.00	19,500.00	15,450.00	4,050.00	79
401-535-10-1300	OVERTIME	17,642.88	19,500.00	21,832.33	2,332.33-	112
401-535-10-1500	SICK LEAVE	21,642.51	0.00	40,885.88	40,885.88-	0
401-535-10-1600	VACATION PAY	50,846.50	0.00	52,638.79	52,638.79-	0
401-535-10-1700	INCENTIVE PAY	0.00	0.00	1,100.00	1,100.00-	0

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-535-10-1800	HOLIDAY PAY	26,619.62	0.00	32,967.58	32,967.58-	0
401-535-10-1820	HOLIDAY PREMIUM	10,363.17	12,000.00	7,710.22	4,289.78	64
401-535-10-2100	FICA EXPENSE	71,892.67	115,150.00	79,175.79	35,974.21	69
401-535-10-2200	RETIREMENT	118,000.52	204,250.00	143,277.26	60,972.74	70
401-535-10-2210	BENEFIT ADMIN FEES	103.50	0.00	283.50	283.50-	0
401-535-10-2300	LIFE & HEALTH INSURANCE	136,447.11	290,160.00	155,473.86	134,686.14	54
401-535-10-2500	UNEMPLOYMENT COMPENSATION	0.00	2,500.00	0.00	2,500.00	0
401-535-10-2600	WORKERS COMPENSATION INSURANCE	32,720.75	32,000.00	48,403.12	16,403.12-	151
401-535-30-3100	PROFESSIONAL SERVICES	191,662.95	137,686.00	133,829.59	3,856.41	97
401-535-30-3400	OTHER CONTRACTUAL SERVICES	118,857.29	498,000.00	164,311.79	333,688.21	33
401-535-30-3450	CLOTHING AND UNIFORMS	5,939.26	10,000.00	7,886.49	2,113.51	79
401-535-30-4000	TRAVEL & PER DIEM	2,788.56	4,500.00	4,769.49	269.49-	106
401-535-30-4100	TELEPHONE EXPENSE	19,656.30	20,000.00	18,398.01	1,601.99	92
401-535-30-4110	IT LICENSING / EQUIPMENT	32,186.87	87,170.00	56,462.31	30,707.69	65
401-535-30-4200	POSTAGE/TRANSPORTATION FEES	803.09	2,000.00	2,062.74	62.74-	103
401-535-30-4300	UTILITIES EXPENSE	439,112.44	400,000.00	399,112.39	887.61	100
401-535-30-4400	RENTAL & LEASING	1,503.49	3,000.00	20,733.90	17,733.90-	691
401-535-30-4600	REPAIR & MAINTENANCE	468,998.09	470,000.00	491,080.61	21,080.61-	104
401-535-30-4900	MISC. EXPENSE & OTHER CURRENT	353.36	3,000.00	10,881.08	7,881.08-	363
401-535-30-4940	LANDFILL DISPOSAL FEES	161,403.45	180,000.00	138,788.53	41,211.47	77
401-535-30-4960	BOOT ALLOWANCE	1,249.32	5,000.00	1,253.77	3,746.23	25
401-535-30-5100	OFFICE SUPPLIES	5,204.89	5,500.00	3,609.96	1,890.04	66
401-535-30-5200	OPERATING SUPPLIES	187,089.01	300,000.00	194,411.59	105,588.41	65
401-535-30-5250	FUEL EXPENSE	59,971.52	65,000.00	49,561.51	15,438.49	76
401-535-30-5260	CHEMICALS	200,187.21	200,000.00	199,001.22	998.78	100
401-535-30-5270	LABORATORY SAMPLES	43,141.00	65,000.00	74,402.00	9,402.00-	114
401-535-30-5400	SUBSCRIPTIONS/DUES	1,171.85	4,000.00	2,636.64	1,363.36	66

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-535-30-5500	TRAINING	2,402.83	7,600.00	6,343.94	1,256.06	83
401-535-60-6200	CAP. IMPROVEMENT-BUILDINGS	7,651.00	0.00	0.00	0.00	0
401-535-60-6250	LIFT STATION UPGRADES	175,657.00	720,556.00	441,798.91	278,757.09	61
401-535-60-6300	CAPITAL IMPROVEMENT-OTHER	137,920.00	86,594.00	46,594.00	40,000.00	54
401-535-60-6310	MILLENNIUM PARK PROJECT	0.00	117,989.62	99,177.12	18,812.50	84
401-535-60-6330	CR 209 LS UPGRADES	0.00	725,000.00	223,265.12	501,734.88	31
401-535-60-6340	GRAVITY SYSTEM RENEWAL & REPLACEMEN	0.00	346,500.00	0.00	346,500.00	0
401-535-60-6400	CAP. IMPROVEMENT-MACHINERY	63,507.94	1,163,500.00	656,756.23	506,743.77	56
401-535-60-6610	SEWER SYSTEM RENEWAL AND REPLACEME	227,922.50	460,000.00	272,151.38	187,848.62	59
401-535-60-6681	LEASE PURCHASE PRINCIPAL PMT	0.00	79,985.00	79,982.17	2.83	100
401-535-60-6691	LEASE PURCHASE INTEREST PMT	5,525.79	4,620.00	4,616.50	3.50	100
401-535-60-6770	SR 44 FM / CCC DECOMMISSIONING	0.00	3,773,495.00	2,504,097.84	1,269,397.16	66
401-535-70-7303	WILDWOOD ESTATES LS	0.03-	82,736.40	81,767.83	968.57	99
	535 WASTEWATER DEPARTMENT:	**3,856,515.61**	**12,177,632.02**	**7,840,866.63**	**4,336,765.39**	**64**
401-580-90-0000	CONTINGENCY:	0.00	0.00	0.00	0.00	0
401-580-90-9912	CONTIN- WATER SEWER-REFUSE	0.00	397,826.97	0.00	397,826.97	0
401-582-00-0000	DEBT SERVICE:	0.00	0.00	0.00	0.00	0
401-582-30-5900	DEPRECIATION	2,529,611.00	0.00	0.00	0.00	0
401-582-30-5920	BAD DEBT EXPENSE	84,750.00	0.00	0.00	0.00	0
401-582-70-7100	SUMTER SCHOOL BOARD LEASE PURCHASE	0.00	170,000.00	170,000.00	0.00	100
401-582-70-7103	DBT SRV.-SRF LOAN PRIN-2007	0.00	347,940.00	173,067.80	174,872.20	50
401-582-70-7105	DBT. SERV-PRIN-99 BOND REFIN	0.00	318,100.00	0.00	318,100.00	0
401-582-70-7106	DEBT SERV-2016 CONTINENTAL LOAN (BB&T	0.00	107,757.00	110,531.26	2,774.26-	103
401-582-70-7203	INT EXP.-SRF LOAN-2 (1996)	0.00	1,000,000.00	0.00	1,000,000.00	0
401-582-70-7204	INT EXP.-SRF LOAN-3 (2007)	38,212.87	31,980.00	16,889.64	15,090.36	53

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-582-70-7206	DEBT SERV-INTERST-2016 CONTINENTAL (BB	25,471.22	26,863.00	24,083.78	2,779.22	90
	582 DEBT SERVICE:	**2,678,045.09**	**2,002,640.00**	**494,572.48**	**1,508,067.52**	**25**
	UTILITY FUND Expenditure Totals	**9,912,301.89**	**20,015,350.00**	**11,919,561.69**	**8,095,788.31**	**60**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

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

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

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

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
404-533-00-0000	WATER CONNECTION FEES:	0.00	0.00	0.00	0.00	0
404-533-30-4900	MISC. EXPENSE & OTHER CURRENT	361.33	0.00	270.57	270.57-	0
404-533-70-7352	ASHLEY WTP PROJECT	0.05	260,192.70	231,325.00	28,867.70	89
	533 WATER CONNECTION FEES:	**361.38**	**260,192.70**	**231,595.57**	**28,597.13**	**89**
404-580-90-9909	CONTINGENCY - WATER CONNECTION FEES	0.00	49,807.30	0.00	49,807.30	0
404-581-90-9101	TRANSFER TO W/S FUND	175,798.00	0.00	0.00	0.00	0
	WATER CONNECTION FEES Expenditure Tota	**176,159.38**	**310,000.00**	**231,595.57**	**78,404.43**	**75**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
406-535-00-0000	SEWER TAP CONNECTION FEES:	0.00	0.00	0.00	0.00	0
406-535-30-4900	MISC. EXPENSE & OTHER CURRENT	360.38	0.00	270.19	270.19-	0
406-535-60-6393	WILDWOOD ESTATES LS	0.10-	0.00	0.00	0.00	0
	535 SEWER TAP CONNECTION FEES:	**360.28**	**0.00**	**270.19**	**270.19-**	**0**
406-580-90-5006	CONTINGENCY - WASTEWATER CONNECTIOI	0.00	183,800.00	0.00	183,800.00	0
406-581-90-9101	TRANSFER TO W/S FUND	228,590.00	0.00	0.00	0.00	0
	WASTEWATER CONNECTION F Expenditure T	**228,950.28**	**183,800.00**	**270.19**	**183,529.81**	**0**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
408-533-30-3401	DEVELOPER REIMBURSEMENTS	0.00	890,000.00	0.00	890,000.00	0
408-533-30-4900	MISC. EXPENSE & OTHER CURRENT	383.92	0.00	291.24	291.24-	0
408-533-60-6310	OXFORD WTP PHOSPHATE INJECTION	0.00	156,000.00	0.00	156,000.00	0
408-533-60-6320	WATER USE PERMIT MODIFICATION	0.00	75,000.00	0.00	75,000.00	0
408-533-70-7311	CR501 WATER TREATMENT PLANT PROJECT	0.00	1,075,000.00	0.00	1,075,000.00	0
408-533-70-7351	CR 501 IRON FILTRATION PLANT UPGRADES	0.00	2,000,000.00	26,250.00	1,973,750.00	1
408-533-70-7352	ASHLEY WTP UPGRADES	0.00	550,000.00	263,150.00	286,850.00	48
	533 Total	**383.92**	**4,746,000.00**	**289,691.24**	**4,456,308.76**	**6**
408-580-90-9914	CONTINGENCY - WATER SDC FUND	0.00	2,319,370.00	0.00	2,319,370.00	0
408-581-90-9101	TRANSFER TO W/S FUND	914,241.53	0.00	0.00	0.00	0
408-582-70-7107	SRF PRINCIPAL - OXFORD WTP	0.00	222,960.00	222,961.58	1.58-	100
408-582-70-7207	SRF INTEREST - OXFORD WTP	35,017.20	33,070.00	33,068.02	1.98	100
	582 Total	**35,017.20**	**256,030.00**	**256,029.60**	**0.40**	**100**
	WATER SDC FEES Expenditure Totals	**949,642.65**	**7,321,400.00**	**545,720.84**	**6,775,679.16**	**7**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
409-535-30-4900	MISC. EXPENSE & OTHER CURRENT	388.69	0.00	294.68	294.68-	0
409-535-60-6310	MILLENIUM PARK REUSE LINE	0.00	3,000,000.00	0.00	3,000,000.00	0
409-535-60-6315	HUEY STREET SANITARY SEWER REROUTE	0.00	480,500.00	395,454.99	85,045.01	82
409-535-70-7346	WWTP FACILITY PLAN	0.31-	11,751,660.06	801,901.50	10,949,758.56	7
409-535-70-7355	BRIDGE CROSSING PROJECT	0.00	126,477.22	126,477.22	0.00	100
	535 Total	**388.38**	**15,358,637.28**	**1,324,128.39**	**14,034,508.89**	**9**
409-580-90-9915	CONTINGENCY - WASTEWATER SDC FUND	0.00	954,337.28-	0.00	954,337.28-	0
409-581-00-4020	TRANSFER TO UTILITY CAP PROJECTS FUNI	0.00	1,000,000.00	1,000,000.00	0.00	100
409-581-90-9101	TRANSFER TO W/S REVENUE FUND	753,202.28	0.00	0.00	0.00	0
	581 Total	**753,202.28**	**1,000,000.00**	**1,000,000.00**	**0.00**	**100**
409-582-70-7101	DBT SERV-SRF CRC09 FORCEMAIN DESIGN F	0.00	4,480.00	2,222.86	2,257.14	50
409-582-70-7102	DBT SRV-SRF CR209 FM CONSTRUCTION PR	0.00	69,810.00	69,809.23	0.77	100
409-582-70-7200	INTEREST EXPENSE-CR209 FM SRF CONSTR	330.51	310.00	309.57	0.43	100
409-582-70-7202	INT EXP.-SRF DESIGN LOAN-CR209 FORCEM/	1,075.23	1,000.00	510.25	489.75	51
	582 Total	**1,405.74**	**75,600.00**	**72,851.91**	**2,748.09**	**96**
	WASTEWATER SDC FEES Expenditure Totals	**754,996.40**	**15,479,900.00**	**2,396,980.30**	**13,082,919.70**	**15**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 12 2024

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

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **PLAT 2304-003 Panda Express (Beaumont Lot 247) Replat**

REQUESTED ACTION: The Project Review Committee recommends approval contingent on the resolution of the outstanding city attorney's comments.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	PLAT 2304-003 Panda Express (Beaumont Lot 247) Replat
Applicant(s)	Panda Express, Inc
Owner(s)	Casto Beaumont 462 LLC
Acreage	2.09 +/-
Property Location	The subject property is generally located at the northeast corner of the E 462 and C 466A intersection.
Parcel(s)	G04Q247

The applicant is seeking approval from the City Commission for the replat of Sundance Extension West Lot 247 within the Beaumont Subdivision, creating 2 lots, lot 247.1 where the Panda Express is located and lot 247.2 for a future development, per the attached plans.

The applicant is currently working with the city attorney to clear remaining comments.

PLAT 2304-003 meets the criteria set forth within the F.S. 177, the Beaumont Planned Development, the Land Development Regulations, and is consistent with the goals, objectives, and policies within the 2050 Comprehensive Plan contingent on the resolution of the city attorney comments.

Dated: 08/07/2024
Amanda Bondi
Planner II, Development Services

PLAT 2304-003 Panda Express (Beaumont Lot 247) Replat
City Attorney

1. New Comment: Per new requirements of the Florida Statutes, please provide line for the address of the witnesses below Dedication and Grant of Easements. Example provided below:

I. Please see below:

a. The replat provided with the email on 8/2/24 has not been updated as requested below:

DEDICATION AND GRANT OF EASEMENTS

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED, CFT NV DEVELOPMENTS, LLC, A NEVADA LIMITED LIABILITY COMPANY HAS CAUSED TO BE MADE THIS PLAT, SUNDANCE EXTENSION WEST LOTS 247.1 AND 247.2, A REPLAT OF LAND HEREIN DESCRIBED AND FURTHER DEDICATES AND GRANTS THE EASEMENT DESCRIBED IN PLAT NOTE 7 FOR THE PURPOSES STATED THEREIN. THE UNDERSIGNED DOES HEREBY RESERVE AND RETAIN OWNERSHIP OF ALL TRACTS, ALL LANDS, AND EASEMENTS NOT SPECIFICALLY DEDICATED ABOVE TO THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

CERTIFICATE OF OWNERSHIP

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED THE SEAL OF THE COMPANY THIS _____ DAY OF _____, 2024.

CFT NV DEVELOPMENTS, LLC

BY: _____
SIGNED
AUTHORIZED SIGNATORY

_____
PRINTED
AUTHORIZED SIGNATORY

_____
(1) SIGNATURE

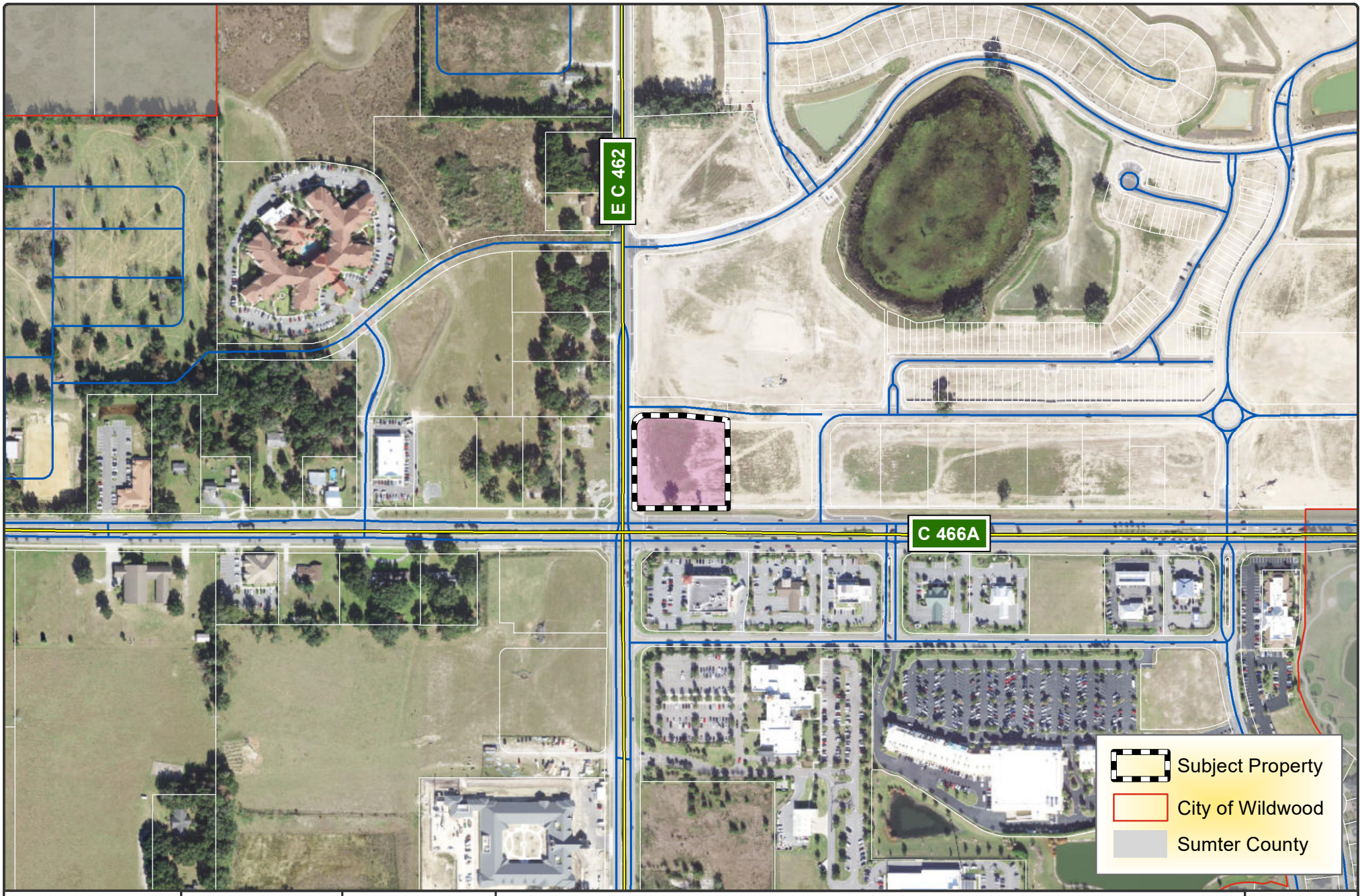
_____
(1) PRINT NAME

_____
(1) MAILING ADDRESS

_____
(2) SIGNATURE

_____
(2) PRINT NAME

_____
(2) MAILING ADDRESS



WILDWOOD
EST. 1877
FLORIDA

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

N

Feet
0 210 420

PLAT 2304-003

PANDA EXPRESS (BEAUMONT LOT 247) REPLAT

PARCEL G04Q247

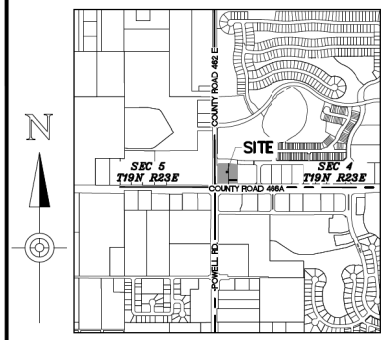
MAP 1B
LOCATION MAP
MAY 2023

SUNDANCE EXTENSION WEST LOTS 247.1 & 247.2

BEING A REPLAT OF LOT 247, SUNDANCE EXTENSION WEST (PLAT BOOK 19, PAGE 14)
SECTION 4, TOWNSHIP 19 SOUTH, RANGE 23 EAST
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

PLAT BOOK: PAGE:

SHEET 1 OF 2



PROJECT LOCATION MAP
Based on public GIS data
(1" = 1000')

PROJECT IS LOCATED AT THE NORTHEAST CORNER OF COUNTY ROAD 466A AND COUNTY ROAD 462 E.

CERTIFICATE OF APPROVAL BY CITY OFFICIALS

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA AND WAS APPROVED BY THE BOARD FOR RECORD ON THIS _____ DAY OF _____, 2024.

_____
MELANIE D. STRICKLAND
PROJECT REVIEW COMMITTEE COORDINATOR

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE COMMISSION OF THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA AND WAS APPROVED BY THE COMMISSION FOR RECORD ON THIS _____ DAY OF _____, 2024.

ATTEST:

_____	_____
JESSICA BARNES	ED WOLF
CITY CLERK	MAYOR

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE ATTORNEY FOR THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA AND WAS APPROVED BY THE HIM OR HER AS TO FORM AND LEGALITY ON THIS _____ DAY OF _____, 2024.

_____	_____
PRINTED	SIGNED
CITY OF WILDWOOD, ATTORNEY	CITY OF WILDWOOD, ATTORNEY
_____	_____
PRINTED	SIGNED
CITY OF WILDWOOD, ENGINEER	CITY OF WILDWOOD, ENGINEER
_____	_____
MELANIE D. STRICKLAND	JEREMY HOCKENBURY
DEVELOPMENT SERVICES DIRECTOR	PUBLIC WORKS DIRECTOR

CERTIFICATE OF CIRCUIT COURT

I HEREBY CERTIFY THAT I HAVE EXAMINED THIS PLAT AND FIND THAT IT COMPLIES IN FORM WITH ALL THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES AND WAS FILED FOR RECORD ON _____, 2024, AT _____ FILE NUMBER _____, PLAT BOOK _____PAGE _____.

_____	_____
PRINT NAME	SIGNATURE
DEPUTY CLERK	DEPUTY CLERK

REVIEWING SURVEYOR'S CERTIFICATE

PURSUANT TO SECTION 177.081, FLORIDA STATUTES, I HEREBY CERTIFY THAT I HAVE PERFORMED A REVIEW OF FOR CONFORMITY TO CHAPTER 177, FLORIDA STATUTES AND THAT SAID PLAT COMPLIES WITH THE TECHNICAL REQUIREMENTS OF THAT CHAPTER; PROVIDED, HOWEVER, THAT MY REVIEW AND CERTIFICATION DOES NOT INCLUDE FIELD VERIFICATION OF ANY POINTS OR MEASUREMENTS SHOWN ON THIS PLAT.

_____	_____
SIGNATURE	DATE
_____	_____
RONALD W. HERR, P.L.S.	REGISTRATION NO.
WADE SURVEYING, INC.	

LEGAL DESCRIPTION:

ALL THAT CERTAIN TRACT OR PARCEL OF LAND BEING A PORTION OF SECTION 4, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE WEST 1/4 CORNER OF SAID SECTION 4 AND RUN N 0° 07' 51" W ALONG THE WEST LINE OF SAID SECTION 4 A DISTANCE OF 50.00 FEET; THENCE S 89° 53' 05" E A DISTANCE OF 33.00 FEE" TO A MAG NAIL AND DISC STAMPED "PRM LB 7768", BEING IN THE EASTERLY RIGHT-OF-WAY LINE OF COUNTY ROAD 462 E, AND THE POINT OF BEGINNING; THENCE N 0° 07' 51" W ALONG SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 268.09 FEET TO A POINT OF CURVATURE; THENCE ALONG SAID CURVE, BEING CONCAVE TO THE SOUTHEAST AND HAVING A RADIUS OF 35.00 FEET, AN ARC DISTANCE OF 54.93 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING N 44° 51' 58" E A DISTANCE OF 49.50 FEET; THENCE DEPARTING SAID CURVE N 89° 52' 09" E ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF SUNDANCE TRAIL, 60-FOOT RIGHT-OF-WAY, A DISTANCE OF 98.49' TO A POINT OF CURVATURE; THENCE ALONG SAID CURVE AND SAID SOUTHERLY RIGHT-OF-WAY LINE, BEING CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 482.00 FEET, AN ARC DISTANCE OF 52.99 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING S 86° 58' 53" E A DISTANCE OF 52.96 FEET; THENCE DEPARTING SAID CURVE, CONTINUING ON SAID SOUTHERLY RIGHT-OF-WAY LINE S 83° 49' 55" E A DISTANCE OF 118.74 FEET; THENCE DEPARTING SAID RIGHT-OF-WAY LINE S 0° 01' 21" E A DISTANCE OF 288.46 FEET TO AN IRON ROD AND CAP STAMPED "GEOPOINT LB7768" BEING IN THE NORTHERLY RIGHT-OF-WAY LINE OF COUNTY ROAD 466A; THENCE N 89° 53' 05" W ALONG SAID NORTHERLY RIGHT-OF-WAY LINE A DISTANCE OF 303.85 FEET TO THE POINT OF BEGINNING.

CONTAINING 90,953.81 SQUARE FEET OR 2.088 ACRES, MORE OR LESS.

PLAT NOTES:

1. ALL PLATTED UTILITY EASEMENTS SHALL PROVIDE THAT SUCH EASEMENTS SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES; PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGES. THIS SECTION SHALL NOT APPLY TO THOSE PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS OR OTHER PUBLIC UTILITY. SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHAL. COMPLY WITH THE NATIONAL ELECTRICAL SAFETY CODE AS ADOPTED BY THE FLORIDA PUBLIC SERVICES COMMISSION.
2. THE BEARINGS SHOWN UPON THIS SURVEY ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM GRID WEST, NORTH AMERICAN HORIZONTAL DATUM OF 1983 (NAD 83 / 2011 ADJUSTMENT) AS ESTABLISHED BY THE NATIONAL GEODETIC SURVEY (NGS) IN COORDINATION WITH THE PUBLIC FLORIDA DEPARTMENT OF TRANSPORTATION'S FLORIDA PERMANENT REFERENCE NETWORK (FPRN); MOUNTPOINT BASE STATION (FLWD) AND VERIFIED THROUGH REDUNDANT STATIC OCCUPATION AND OBSERVATION AND PROCESSED THROUGH NATIONAL GEODETIC SURVEY ON-LINE POSITING USER SERVICE (OPUS). BASIS OF BEARING IS THE SOUTH LINE OF THE SUBJECT PARCEL, ALSO BEING THE NORTHERLY RIGHT-OF-WAY LINE OF SUMTER COUNTY ROAD 466A, AS BEING NORTH 89° 53' 05" WEST.
3. WITH REFERENCE TO CURVILINEAR LOTS, NON-RADIAL LINES HAVE BEEN DESIGNATED BY (N.R.). ALL OTHER LINES ARE RADIAL.
4. SURVEY MONUMENTATION WITHIN THE SUBDIVISION SHALL BE SET IN ACCORDANCE WITH FLORIDA STATUTES CHAPTERS 177.091 (8) AND 177.091 (9). ALL LOT CORNERS THAT DO NOT COINCIDE WITH WITH A PERMANENT REFERENCE MONUMENT (PRM) SHALL BE MONUMENTED WITH 5/8" REBAR WITH PLASTIC CAP STAMPED "LDG LB 8510".
5. ALL DISTANCES SHOWN ARE IN U.S. SURVEY FEET.
6. THE PROPERTY INFORMATION REPORT FOR THIS PLAT HAS BEEN SUBMITTED BY SEPARATE DOCUMENT.
7. RESTRICTIONS, COVENANTS, CONDITIONS, EASEMENTS AND OTHER MATTERS AS CONTAINED ON THE PLAT OF BEAUMONT PHASE I RECORDED IN PLAT BOOK 18, PAGES 13, 13A THROUGH 13Q, INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.
8. RIGHT-OF-WAY EASEMENT IN FAVOR OF SUMTER ELECTRIC COOPERATIVE, INC., A FLORIDA CORPORATION, RECORDED NOVEMBER 3, 1964 IN OFFICIAL RECORDS BOOK 62, PAGE 556 AND TOGETHER WITH AND AS AFFECTED BY PARTIAL RELEASE OF EASEMENT RECORDED NOVEMBER 19, 2015 IN OFFICIAL RECORDS BOOK 3035, PAGE 669, ALL OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. (AS TO PARCELS 1 AND 2) (OR BOOK 62, PAGE 556 BLANKETS THE ENTIRE PARCEL; OR BOOK 3035 PAGE 669 RELEASES PREVIOUS RIGHT-OF-WAY EASEMENT TO SECO AND REDEFINES AS AN INGRESS/EGRESS EASEMENT.
9. RIGHT OF WAY AND EASEMENT IN FAVOR OF AMERICAN TELEPHONE AND TELEGRAPH COMPANY RECORDED MARCH 21, 1966 IN OFFICIAL RECORDS BOOK 75, PAGE 521, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.
10. PERPETUAL UTILITY EASEMENT IN FAVOR OF SUMTER ELECTRIC COOPERATIVE, INC. RECORDED MAY 22, 2015 IN OFFICIAL RECORDS BOOK 2962, PAGE 98, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.
11. NON-EXCLUSIVE UTILITY EASEMENT AGREEMENT IN FAVOR OF THE CITY OF WILDWOOD, FLORIDA, A POLITICAL SUBDIVISION OF THE STATE OF FLORIDA, RECORDED MARCH 3, 2016 IN OFFICIAL RECORDS BOOK 3072, PAGE 391, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.
12. STORMWATER DRAINAGE AND RETENTION EASEMENT AGREEMENT BY AND BETWEEN KLP BEAUMONT COMMERCIAL LLC, A FLORIDA LIMITED LIABILITY COMPANY; KLP VILLAGES, LLC, A FLORIDA LIMITED LIABILITY COMPANY; WILDWOOD LAND HOLDINGS LLC, A FLORIDA LIMITED LIABILITY COMPANY AND CASTO BEAUMONT 462, LLC, A FLORIDA LIMITED LIABILITY COMPANY, RECORDED JULY 9, 2021 IN OFFICIAL RECORDS BOOK 4045, PAGE 428, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.
13. NOTE SHOWN FOR INFORMATIONAL PURPOSES ONLY: RECORDED NOTICE OF ENVIRONMENTAL RESOURCE PERMIT RECORDED JANUARY 25, 2019 IN OFFICIAL RECORDS BOOK 3516, PAGE 593, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.
14. LOTS 247.1 AND 247.2 ARE SUBJECT TO THE RESTRICTIONS, COVENANTS, CONDITIONS, AND EASEMENTS OF RECORD CONTAINED WITHIN, AND/OR COINCIDENT WITH THOSE GRAPHICALLY REPRESENTED OR INHERENT TO PLAT NOTE #1 AS THEY PERTAIN TO LOT 247 OF "SUNDANCE EXTENSION WEST" AS RECORDED IN THE OFFICIAL RECORDS OF SUMTER COUNTY, FLORIDA, IN PLAT BOOK 19 PAGES 14 AND 14A.
15. JOINDER OF MORTGAGE AND CONSENT TO PLAT RECORDED IN OFFICIAL RECORDS BOOK _____, PAGE _____, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.
16. TITLE CERTIFICATION HAS BEEN SUBMITTED BY A SEPARATE DOCUMENT.

QUALIFICATION STATEMENT OF SURVEYOR AND MAPPER

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED, BEING A LICENSED PROFESSIONAL SURVEYOR AND MAPPER, DOES HEREBY CERTIFY THAT ON OCTOBER 24, 2022, HE COMPLETED THE BOUNDARY SURVEY OF THE LANDS AS SHOWN ON THE FOREGOING PLAT OF SUNDANCE EXTENSION WEST LOTS 247.1 AND 247.2; AND THAT THE PLAT WAS PREPARED UNDER HIS DIRECT SUPERVISION; AND THAT THE PLAT COMPLIES WITH ALL OF THE SURVEY REQUIREMENTS OF CHAPTER 177, PART 1, FLORIDA STATUTES AND THAT SAID LANDS ARE LOCATED IN THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

NEIL C. SHULTZ License Number 7249 STATE OF FLORIDA Professional Surveyor and Mapper

Neil C. Shultz — 7/31/2024
SIGNED NEIL C. SHULTZ — DATED

FLORIDA REGISTRATION NO. 7249

SITE DEVELOPMENT NOTES:

Subdivision Number:	
Zoning:	CMU
Future Land Use:	Central Mixed Use
Total Acreage:	2.09± acres
Average Lot Size Provided:	45,477 square feet
Minimum Lot Required Size:	N/A
Minimum Lot Provided Size:	39,622 square feet
Permitted Building Height:	N/A

SETBACKS:	Required:
Front (CR 466A)	25 foot landscape buffer
Side (CR 462 E)	25 foot landscape buffer
Side (Interior)	N/A
Rear	N/A

Maximum Impervious Coverage Per Lot: 80%

*** Building setbacks must be verified with the City of Wildwood prior to site construction. ***

DEDICATION AND GRANT OF EASEMENTS

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED, CFT NV DEVELOPMENTS, LLC, A NEVADA LIMITED LIABILITY COMPANY HAS CAUSED TO BE MADE THIS PLAT, SUNDANCE EXTENSION WEST LOTS 247.1 AND 247.2, A REPLAT OF LAND HEREIN DESCRIBED AND FURTHER DEDICATES AND GRANTS THE EASEMENT DESCRIBED IN PLAT NOTE 7 FOR THE PURPOSES STATED THEREIN. THE UNDERSIGNED DOES HEREBY RESERVE AND RETAIN OWNERSHIP OF ALL TRACTS, ALL LANDS, AND EASEMENTS NOT SPECIFICALLY DEDICATED ABOVE TO THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

_____
(1) SIGNATURE

_____
(1) PRINT NAME

_____
(1) MAILING ADDRESS

_____
(2) SIGNATURE

_____
(2) PRINT NAME

_____
(2) MAILING ADDRESS

CERTIFICATE OF OWNERSHIP

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED THE SEAL OF THE COMPANY THIS _____ DAY OF _____, 2024.

WITNESSES: CFT NV DEVELOPMENTS, LLC

_____ BY: _____
SIGNATURE — SIGNED AUTHORIZED SIGNATORY

_____ _____
PRINT NAME — PRINTED AUTHORIZED SIGNATORY

_____
SIGNATURE

_____
PRINT NAME

NOTARY ACKNOWLEDGEMENT

STATE OF FLORIDA }
} SS
COUNTY OF SUMTER }

THE FOREGOING CERTIFICATE OF OWNERSHIP AND DEDICATION WAS ACKNOWLEDGED BEFORE ME BY MEANS OF
☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION,
THIS _____ DAY OF _____, 2024, BY CHARLIE SHEN, AS THE AUTHORIZED SIGNATORY, OF CFT NV DEVELOPMENTS, LLC.

_____
NOTARY PUBLIC SIGNATURE

CERTIFICATE OF ACCEPTANCE

STATE OF FLORIDA }
} SS
COUNTY OF SUMTER }

THE DEDICATION TO BEAUMONT COMMUNITY DEVELOPMENT DISTRICT, A LOCAL UNIT OF SPECIAL-PURPOSE GOVERNMENT ESTABLISHED PURSUANT TO CHAPTER 190, FLORIDA STATUTES AND LOCATED IN SUMTER COUNTY, FLORIDA (THE "DISTRICT"), WERE ACCEPTED AT AN OPEN MEETING OF THE DISTRICT.

IN WITNESS WHEREOF, DISTRICT HAS CAUSED THESE PRESENTS TO BE EXECUTED BY ITS DULY AUTHORIZED OFFICER THIS _____ DAY OF _____, 2024.

ATTEST: BEAUMONT COMMUNITY DEVELOPMENT DISTRICT, a local unit of special-purpose government established pursuant to Chapter 190, Florida Statutes and located in Sumter County, Florida

BY: _____	BY: _____
ASSISTANT SECRETARY	CRAIG ESTEP, CHAIRMAN

NOTICE: THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

1904 WEST GRAND
PARKWAY N. SUITE 200
KATY, TEXAS 77449
(832) 300-6400
FLORIDA SURVEYING FIRM
LICENSE: L88487

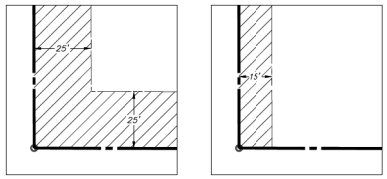
PERCHERON
professional
services, LLC

SUNDANCE EXTENSION WEST LOTS 247.1 & 247.2

BEING A REPLAT OF LOT 247, SUNDANCE EXTENSION WEST (PLAT BOOK 19, PAGE 14)
SECTION 4, TOWNSHIP 19 SOUTH, RANGE 23 EAST
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

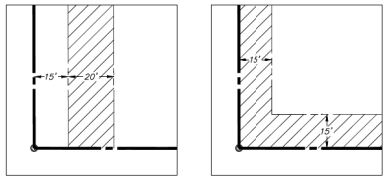
PLAT BOOK: PAGE:
SHEET 2 OF 2

LOT 247.1 SOUTHWEST CORNER EASEMENT EXHIBIT



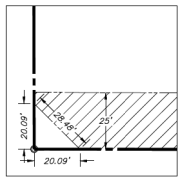
25' LANDSCAPE BUFFER PER WILDWOOD DESIGN STANDARDS

15' UTILITY EASEMENT PB 19 PG 14A



20' AT&T UTILITY EASEMENT ORB 75 PG 521

15' INGRESS/EGRESS EASEMENT ORB 3035 PG 669



25' UTILITY EASEMENT PER ORB 3072 PG 391

30 0 30 60 FEET
SCALE

NOTE: EASEMENTS, BUFFERS, AND OTHER SUCH LABELS AND DIMENSIONS OF A PARALLEL NATURE AS SHOWN HEREON AND INDICATED TO THE NEAREST FOOT ARE ASSUMED TO BE THE SAME DIMENSION EXTENDED TO THE NEAREST HUNDREDTH OF A FOOT WITH NO GREATER OR LESSER VALUE.

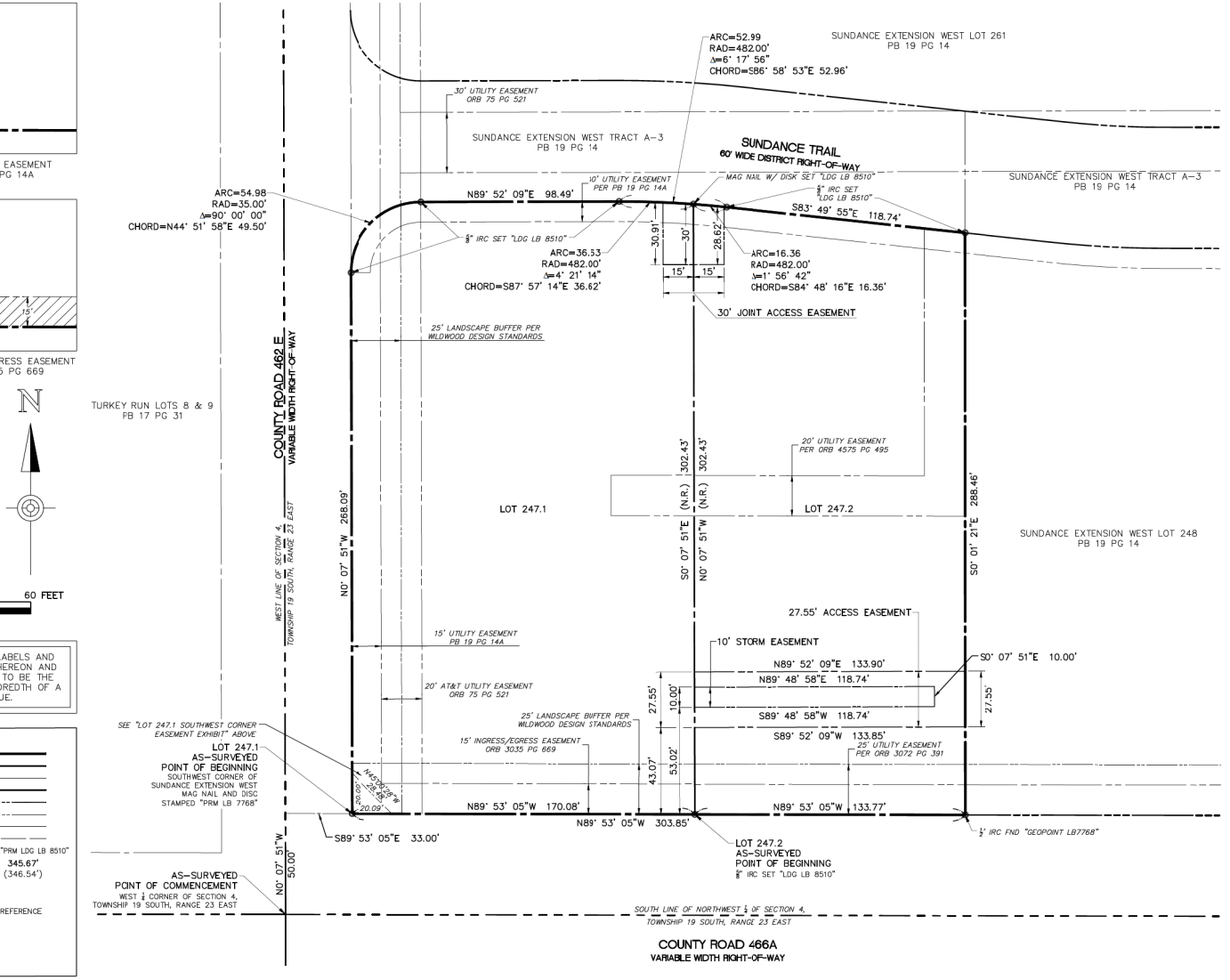
LEGEND

SUBJECT PROPERTY BOUNDARY	
PROPOSED LOT SUBDIVISION	
ADJACENT PROPERTY BOUNDARY	
RIGHT-OF-WAY LINE	
PROPOSED EASEMENT LINE	
EXISTING EASEMENT LINE	
CENTER LINE OF ROAD	
BUILDING SETBACK	
O ⅝" IRON ROD AND CAP	■ 4"x4" MONUMENT "PRM LDG LB 8510"
BEARING/DISTANCE PER THIS SURVEY	S10° 11' 12"W 345.67'
RECORD BEARING/DISTANCE	(S9° 10' 11"W) (346.54')
ARC ARC LENGTH	PB PLAT BOOK
IRC IRON ROD WITH CAP	PG PAGE
LB PROFESSIONAL SURVEYOR LICENSE NUMBER	PRM PERMANENT REFERENCE MONUMENT
(N.R.) NON-RADIAL LINE	RAD RADIUS
ORB OFFICIAL RECORDS BOOK	Δ DELTA
(P) PER PLAT	

NOTICE: THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

1904 WEST GRAND
PARKWAY N. SUITE 200
KATY, TEXAS 77449
(832) 300-6400
FLORIDA SURVEYING FIRM
LICENSE: LB8487

PERCHERON
professional services, L L C



LEGAL DESCRIPTION:

ALL THAT CERTAIN TRACT OR PARCEL OF LAND BEING A PORTION OF SECTION 4, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE WEST 1/4 CORNER OF SAID SECTION 4 AND RUN N 0° 07' 51" W ALONG THE WEST LINE OF SAID SECTION 4 A DISTANCE OF 50.00 FEET; THENCE S 89° 53' 05" E A DISTANCE OF 33.00 FEET TO A MAG NAIL AND DISC STAMPED "PRM LB 7768", BEING IN THE EASTERLY RIGHT-OF-WAY LINE OF COUNTY ROAD 462 E, AND THE POINT OF BEGINNING; THENCE N 0° 07' 51" W ALONG SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 268.09 FEET TO A POINT OF CURVATURE; THENCE ALONG SAID CURVE, BEING CONCAVE TO THE SOUTHEAST AND HAVING A RADIUS OF 35.00 FEET, AN ARC DISTANCE OF 54.98 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING N 44° 51' 58" E A DISTANCE OF 49.50 FEET; THENCE DEPARTING SAID CURVE N 89° 52' 09" E ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF SUNDANCE TRAIL, 60-FOOT RIGHT-OF-WAY, A DISTANCE OF 98.49' TO A POINT OF CURVATURE; THENCE ALONG SAID CURVE AND SAID SOUTHERLY RIGHT-OF-WAY LINE, BEING CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 482.00 FEET, AN ARC DISTANCE OF 52.99 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING S 86° 58' 53" E A DISTANCE OF 52.96 FEET; THENCE DEPARTING SAID CURVE, CONTINUING ON SAID SOUTHERLY RIGHT-OF-WAY LINE S 83° 49' 55" E A DISTANCE OF 118.74 FEET; THENCE DEPARTING SAID RIGHT-OF-WAY LINE S 0° 01' 21" E A DISTANCE OF 288.46 FEET TO AN IRON ROD AND CAP STAMPED "GEOPOINT LB7768" BEING IN THE NORTHERLY RIGHT-OF-WAY LINE OF COUNTY ROAD 466A; THENCE N 89° 53' 05" W ALONG SAID NORTHERLY RIGHT-OF-WAY LINE A DISTANCE OF 303.85 FEET TO THE POINT OF BEGINNING.

CONTAINNG 90,953.81 SQUARE FEET OR 2.088 ACRES, MORE OR LESS.

NEIL C. SHULTZ
License Number 7249
STATE OF FLORIDA
Professional Surveyor and Mapper

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **PLAT 2310-004 Turkey Run Replat Lots 4-9 & 12**

REQUESTED ACTION: The Project Review Committee recommends approval

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

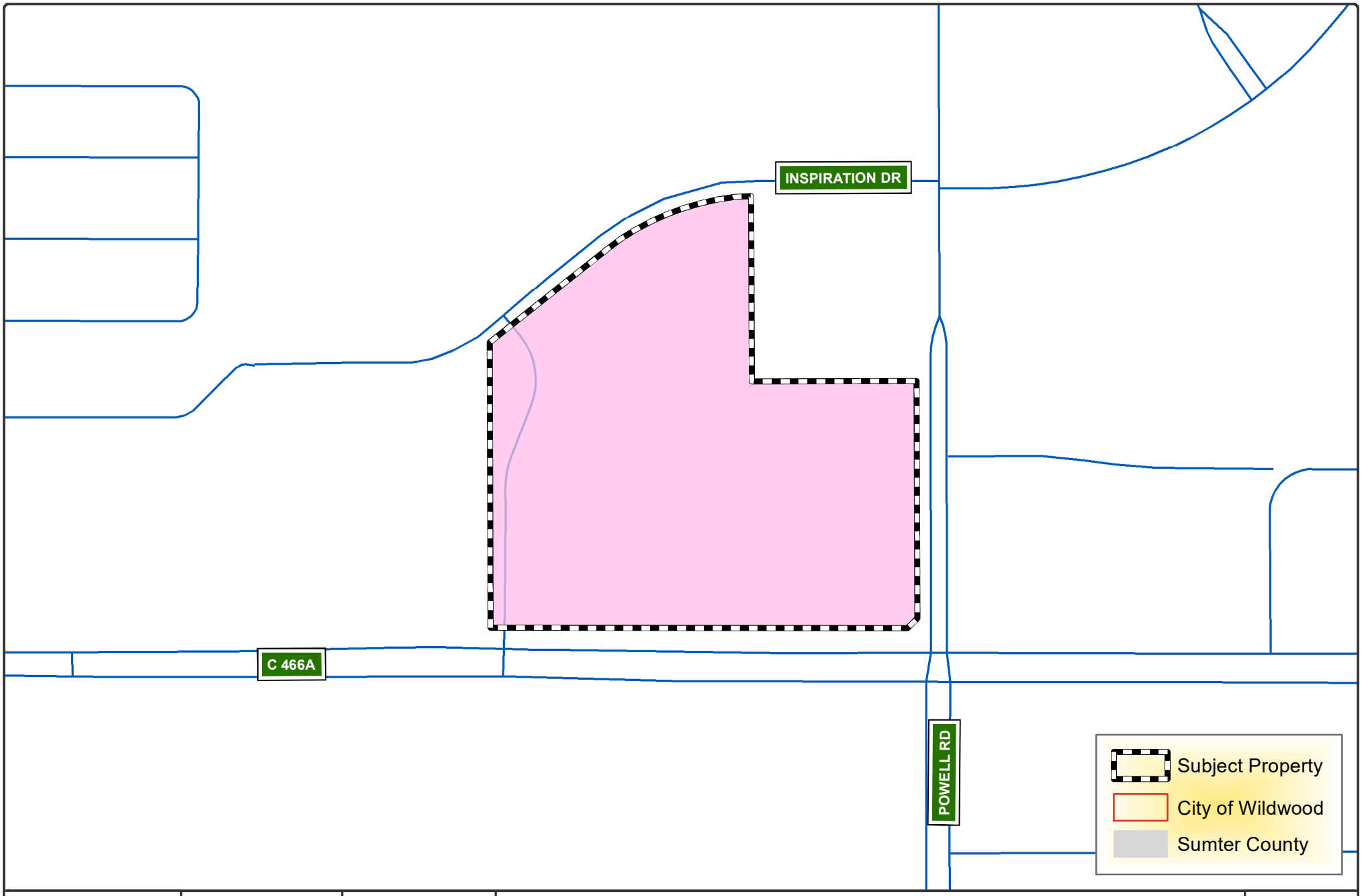
Case Number	PLAT 2310-004 Turkey Run Replat Lots 4-9 & 12
Applicant(s)	Gregg Zuckerman on behalf of the property owner
Owner	Turkey Run, LLC
Acreage	12.039 Acres, MOL
Property Location	The subject property is generally located at the northwest corner of the intersection of CR 466 and CR 462.
Parcel(s)	G05V005, G05V006, G05V007, G05V008, G05V009 & G05V012

The applicant is seeking approval from the City of Wildwood City Commission for the replat of Turkey Run to reconfigure the property lines of Lots 4-9 and Lot 12 due to the layout and realignment of the new developments on an area encompassing 13.039 acres, MOL, per the attached plans.

The applicant has some outstanding comments from the City Engineer and City Attorney, which have been attached for your review and reference. Outside those comments, PLAT 2310-004 meets the criteria set forth within F.S. 177, the Land Development Regulations, and is consistent with the goals, objectives, and policies within the 2050 Comprehensive Plan.

DATED: 8/1/2024

Wendy Then, AICP, CFM
Assistant Director Development Services



WILDWOOD
FLORIDA
EST. 1877

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

Feet
0 125 250

PLAT 2310-004
TURKEY RUN - RE-PLAT LOTS 4-9 & 12
PARCELS G05V005, G05V006, G05V007, G05V008, G05V009 & G05V012

MAP 1B
LOCATION MAP
NOVEMBER 2023

TURKEY RUN REPLAT

LYING IN SECTION 5, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA
A REPLAT OF LOTS 4, 5, 6, 7, 8, 9 AND 12, TURKEY RUN, AS RECORDED IN
PLAT BOOK 17, PAGES 31 AND 31A, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA
CITY OF WILDWOOD

PLAT BOOK ____ PAGE ____

SURVEYOR'S NOTES:

1. THE BASIS OF BEARING FOR THIS SURVEY IS THE NORTH RIGHT-OF-WAY LINE OF COUNTY ROAD 466-A, HAVING A BEARING OF N 89°57'34" W PER THE RECORD PLAT OF TURKEY RUN, PLAT BOOK 17, PAGES 31 AND 31A, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.
2. ALL PLATTED UTILITY EASEMENTS SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES; PROVIDED HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF ALL ELECTRIC, TELEPHONE, GAS OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGES. THIS SECTION SHALL NOT APPLY TO THOSE PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHALL COMPLY WITH THE NATIONAL ELECTRICAL SAFETY CODE AS ADOPTED BY THE FLORIDA PUBLIC SERVICES COMMISSION.
3. ALL LOT LINES ARE RADIAL UNLESS OTHERWISE NOTED AS NON-RADIAL (NR).
4. PER FIRST AMERICAN TITLE INSURANCE COMPANY PROPERTY INFORMATION REPORT FATIC FILE No. 2037-6128295 DATED FEBRUARY 8, 2024, THE FOLLOWING MATTERS AFFECT THE PROPERTY DESCRIBED ON THIS PLAT. SURVEYOR MAKES NO WARRANTY AS TO THE INFORMATION BEING CORRECT OR COMPLETE. ALL INFORMATION RECORDED IN OFFICIAL RECORDS OF SUMTER COUNTY, FLORIDA. ALL PLOTTABE MATTERS ARE SHOWN:

E. UNDERLYING RIGHTS OF WAY, EASEMENTS OR PLATS AFFECTING SAID PROPERTY ARE AS FOLLOWS:

1) PLAT OF BRIARWOOD, PLAT BOOK 4, PAGE 16. PORTIONS REPLATTED AS TURKEY RUN, PLAT BOOK 17, PAGES 31 AND 31A.
2) RIGHT-OF-WAY EASEMENT IN FAVOR OF SUMTER ELECTRIC COOPERATIVE, ORB 198, PAGE 241.
3) RIGHT-OF-WAY EASEMENT IN FAVOR OF SUMTER ELECTRIC COOPERATIVE, ORB 198, PAGE 247.
4) DECLARATION OF EASEMENTS AND RESTRICTIVE COVENANTS, ORB 2433, PAGE 223; FIRST AMENDMENT, ORB 2930, PAGE 720; SECOND AMENDMENT, ORB 3291, PAGE 247; THIRD AMENDMENT, ORB 3488, PAGE 560; FOURTH AMENDMENT, ORB 4440, PAGE 240.
5) PLAT OF TURKEY RUN, PLAT BOOK 17, PAGES 31 AND 31A.
6) PERPETUAL UTILITY EASEMENT IN FAVOR OF SUMTER ELECTRIC COOPERATIVE (SECO ENERGY), ORB 3503, PAGE 391.
7) ACCESS AND UTILITY EAEMENT IN FAVOR OF THE CITY OF WILDWOOD, FLORIDA, ORB 3291, PAGE 221.
8) PERPETUAL EASEMENT AGREEMENT BETWEEN SUNSHINE FUND VILLAGES, LLC AND THE CITY OF WILDWOOD, FLORIDA. ORB 4575, PAGE 114.

F. OTHER INFORMATION REGARDING SAID PROPERTY INCLUDES:

1) RESERVATIONS UNTO THE STATE OF FLORIDA IN THAT CERTAIN DEED (741), DEED BOOK 118, PAGE 134; AS MODIFIED BY RELEASE OF RIGHT OF ENTRY AND EXPLORATION, ORB 1336, PAGE 109; RELEASE OF ROAD RESERVATION, ORB 1638, PAGE 606; RIGHT OF ENTRY AND EXPLORATION HAS BEEN RELEASED PURSUANT TO SECTION 270.11, F.S.
2) RESERVATIONS UNTO THE STATE OF FLORIDA IN THAT CERTAIN DEED (749), DEED BOOK 118, PAGE 142; AS MODIFIED BY RELEASE OF ROAD RESERVATION, ORB 71, PAGE 491. — DOES NOT AFFECT SUBJECT PROPERTY. THE PARCEL DESCRIBED THEREIN LIES NORTH OF THE SUBJECT PROPERTY.
3) DEVELOPER'S AGREEMENT, ORB 1646, PAGE 535; ADDENDUM, ORB 1828, PAGE 64; 2ND ADDENDUM, ORB 1975, PAGE 371; 3RD ADDENDUM AS PARTIALLY CANCELED BY UTILITY AGREEMENT, ORB 2687, PAGE 135; ADDENDUM, ORB 2687, PAGE 156; CONSENT TO PARTIAL ASSIGNMENT OF ERCS UNDER DEVELOPER'S AGREEMENT, ORB 2687, PAGE 165; ASSIGNMENT OF RESIDENTIAL ENTITLEMENTS, ORB 2929, PAGE 73.
4) ORDINANCE NO. 02010-27, ORB 2270, PAGE 315 (CORRECTING SCRIVENERS ERRORS IN ORDINANCE NO. 616, ORB 2040, PAGE 136), AMENDED AND RESTATED BY ORDINANCE NO. 02017-72, ORB 3370, PAGE 303.
5) RECORDED NOTICE OF ENVIRONMENTAL RESOURCE PERMIT. ORB 3470, PAGE 399.
6) MEMORANDUM OF LEASE, ORB 3488, PAGE 566; ASSIGNMENT & ASSUMPTION OF LEASE, ORB 3780, PAGE 266; AS AFFECTED BY SUBORDINATION, NONDISTURBANCE AND ATTORNMENT AGREMENT, ORB 3780, PAGE 311.
7) ORDINANCE No. 02022-63. ORB 4341. PAGE 662.
8) ORDINANCE No. 02022-65, ORB 4341, PAGE 672.
9) TRANSPORTATION MITIGATION AGREEMENT, ORB 4380, PAGE 257.
10) ORDINANCE No. 02022-96, ORB 4406, PAGE 782.
11) MEMORANDUM OF LEASE, ORB 4456, PAGE 513; SUBORDINATION, NON-DISTURBANCE AND ATTORNMENT AGREEMENT, ORB 4456, PAGE 556.
12) SUBORDINATION, NON-DISTRUBANCE AND ATTORNMENT AGREEMENT, ORB 4456, PAGE 563.
13) NOTICE OF COMMENCEMENT, ORB 4461, PAGE 498.
14) NOTICE OF COMMENCEMENT, ORB 4536, PAGE 206.
15) NOTICE OF COMMENCEMENT, OEB 4592, PAGE 237.

LEGAL DESCRIPTION:

LOTS 4, 5, 6, 7, 8, 9 AND 12, TURKEY RUN, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 17, PAGES 31 AND 31A, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, BEING A PORTION OF THE NORTHEAST 1/4 OF SECTION 5, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

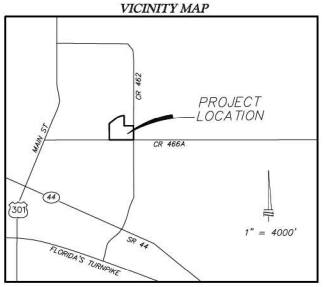
BEGIN AT THE SOUTHWEST CORNER OF LOT 4, TURKEY RUN, AS RECORDED IN PLAT BOOK 17, PAGES 31 AND 31A, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE RUN N 00°09'50" W ALONG THE WEST LINE OF SAID TURKEY RUN A DISTANCE OF 553.59 FEET TO THE NORTHWEST CORNER OF SAID LOT 12; BEING A POINT ON THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF INSPIRATION DRIVE ACCORDING TO SAID PLAT OF TURKEY RUN; THENCE ALONG SAID SOUTHEASTERLY RIGHT-OF-WAY LINE RUN THE FOLLOWING TWO COURSES AND DISTANCES: (1) RUN N 51°36'19" E, A DISTANCE OF 292.41 FEET TO (2) THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 474.00 FEET, AN INCLUDED ANGLE OF 36°23'06", A CHORD BEARING OF N 69°47'52" E AND A CHORD DISTANCE OF 295.98 FEET; RUN 301.01 FEET ALONG THE ARC OF SAID CURVE TO THE NORTHEAST CORNER OF SAID LOT 12; THENCE DEPARTING SAID SOUTHEASTERLY RIGHT-OF-WAY LINE RUN S 00°09'50" E ALONG THE EAST LINE OF SAID LOT 12 A DISTANCE OF 359.70 FEET TO THE NORTHWEST CORNER OF SAID LOT 8; THENCE RUN N 89°50'10" E ALONG THE NORTH LINE OF SAID LOT 9 A DISTANCE OF 320.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 9 AND A POINT ON THE WEST RIGHT-OF-WAY LINE OF COUNTY ROAD 462-E ACCORDING TO SAID PLAT OF TURKEY RUN; THENCE RUN S 00°09'50" E ALONG SAID WEST RIGHT-OF-WAY LINE A DISTANCE OF 460.28 FEET; THENCE CONTINUE ALONG SAID WEST RIGHT-OF-WAY LINE RUN S 44°56'13" W, A DISTANCE OF 26.72 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF COUNTY ROAD 466-A ACCORDING TO SAID PLAT OF TURKEY RUN; THENCE RUN N 89°57'34" W ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 808.83 FEET TO THE POINT OF BEGINNING.

CONTAINING 12.039 ACRES, MORE OR LESS.

LEGEND

⊡	INDICATES SET 4"x4" CONCRETE MONUMENT WITH 1" DIAMETER BRASS DISK STAMPED "PRM LB 6767" (UNLESS NOTED OTHERWISE)
•	INDICATES SET 1" DIAMETER BRASS DISK, STAMPED "PCP LB6767" (UNLESS NOTED OTHERWISE)
PCP	PERMANENT CONTROL POINT
FND	FOUND
PG	PAGE
ORB	OFFICIAL RECORDS BOOK
CM	CONCRETE MONUMENT
PRM	PERMANENT REFERENCE MONUMENT
IR	IRON ROD
R/C	REBAR/CAP
ID	INDENTIFICATION
(NR)	NON-RADIAL
LS	LICENSED LAND SURVEYOR
LB	LICENSED BUSINESS
O/A	OVERALL
Δ	CENTRAL ANGLE
R	RADIUS
L	LENGTH
CB	CHORD BEARING
CH	CHORD DISTANCE
ESMT	EASEMENT

VICINITY MAP



SHEET INDEX

SHEET 1: LEGAL DESCRIPTION, LEGEND, NOTES & DEDICATION
SHEET 2: PLAT BOUNDARY & PLAT GEOMETRY

NOTICE: THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

PREPARED BY: TELEPHONE: (407) 869-5002
Associated Land Surveying & Mapping, Inc.
PROFESSIONAL LAND SURVEYORS
1681 POWELL STREET, LONGWOOD, FLORIDA 32750
CERTIFICATE OF AUTHORIZATION NUMBER: LB 6767

CERTIFICATE OF APPROVAL BY CITY OFFICIALS

This certifies that this Plat was presented to the Project Review Commitee of the City of Wildwood, Sumter County, Florida and was approved by the Board for the record on this_____day of _____, 2024.

ATTEST:

Melanie D. Strickland
Project Review Commitee Coordinator

This certifies that this Plat was presented to the Commision of the City of Wildwood, Sumter County, Florida and was approved by the Commission for the record on this_____day of _____, 2024.

ATTEST:

Jessica Barnes
City Clerk

Ed Wolf
Mayor

This certifies that this Plat was presented to the Attorney for the City of Wildwood, Sumter County, Florida, and was approved by Him or Her as to form and legality on this_____day of _____, 2024.

City of Wildwood, Attorney

Print Name

Development Services Director
Melanie D. Strickland

Public Works Director
Jeremy Hockenbury

City Engineer

Print Name

TURKEY RUN REPLAT

DEDICATION

KNOW ALL BY THESE PRESENTS, That the undersigned being the owners in fee simple of the lands described hereon and known as TURKEY RUN REPLAT, do hereby dedicate said lands and plat for the uses and purposes thereon expressed and dedicates: (A) all the RIGHT OF WAY FOR RIO GRANDE BOULEVARD; (B) 10.00' Utility Easement; and (C) 15.00' Utility Easement; all shown hereon to THE CITY OF WILDWOOD for the perpetual use of the public; and (D) Tract A (Right-of-Way); shown hereon to SUMTER COUNTY for the perpetual use of the public.

AND IN WITNESS WHEREOF, has caused these presents to be signed and delivered by the officers named below on _____.

Lots 5, 6, 7, 8 and 9 Owner
Witnesses:

Print Name:_____
Address:

Print Name:_____
Address:

Turkey Run 2, LLC, a Florida limited liability company

By: Rock Properties, Inc., a Florida corporation, its Authorized Member

By: _____
Gregg I. Zuckerman
Its: President
Address:

STATE OF FLORIDA)
) SS.:
COUNTY OF _____)

The foregoing instrument was acknowledged before me by means of [ ] physical presence or [ ] online notarization, this _____ day of _____, 2024, by Gregg I. Zuckerman, as President of Rock Properties, Inc., a Florida corporation, as Authorized Member of Turkey Run 2, LLC, a Florida limited liability company on behalf of the corporation and company. He [ ] is personally known to me or [ ] has produced _____ (type of identification) as identification.

Notary Public
Print Name:_____
My Commission Expires:_____

[NOTARIAL SEAL]

Lots 12A and 12B Owner
Witnesses:

Print Name:_____
Address:

Print Name:_____
Address:

Sunshine Fund Villages LLC, a Florida limited liability company

By: _____
Nikesh Shan
Its: Manager
Address:

STATE OF FLORIDA)
) SS.:
COUNTY OF _____)

The foregoing instrument was acknowledged before me by means of [ ] physical presence or [ ] online notarization, this _____ day of _____, 2024, by Nikesh Shan, Manager of Sunshine Fund Villages LLC, a Florida limited liability company on behalf of the company. He [ ] is personally known to me or [ ] has produced _____ (type of identification) as identification.

Notary Public
Print Name:_____
My Commission Expires:_____

[NOTARIAL SEAL]

Lot 4 Owner
Witnesses:

Print Name:_____
Address:

Print Name:_____
Address:

DMW Properties LLC, an Arkansas limited liability company

By: _____
Print Name:_____
Its: _____
Address:

STATE OF FLORIDA)
) SS.:
COUNTY OF _____)

The foregoing instrument was acknowledged before me by means of [ ] physical presence or [ ] online notarization, this _____ day of _____, 2024, by _____ as _____ of _____, on behalf of the _____. He/She [ ] is personally known to me or [ ] has produced _____ (type of identification) as identification.

Notary Public
Print Name:_____
My Commission Expires:_____

[NOTARIAL SEAL]

CERTIFICATE OF SURVEYOR

This plat was prepared under my direction and supervision. This plat complies with all of the survey requirements of Chapter 177, Florida Statutes.

Date: _____ Signed: _____
David M. McDermott
Registration No. LS #4779

Associated Land Surveying & Mapping, Inc.
1681 Powell Street
Longwood, FL, 32750
LB #6767
Telephone 407-869-5002

CERTIFICATE OF REVIEW BY CITY SURVEYOR

Pursuant to Section 177.081, I have reviewed this plat for conformity with Chapter 177, Part 1, Florida Statutes and that said plat complies with the technical requirements of that chapter, provided that my review does not include field verification of any of the coordinates, points or measurments shown on this plat.

Signature Date

Print Name Registration Number

CERTIFICATE OF APPROVAL BY CIRCUIT COURT CLERK

I HEREBY CERTIFY, that I have examined the foregoing plat and find that it complies with all requirements of Chapter 177 Florida Statutes, and was filed for record on _____ at _____.

File No._____ Plat Book_____Page_____

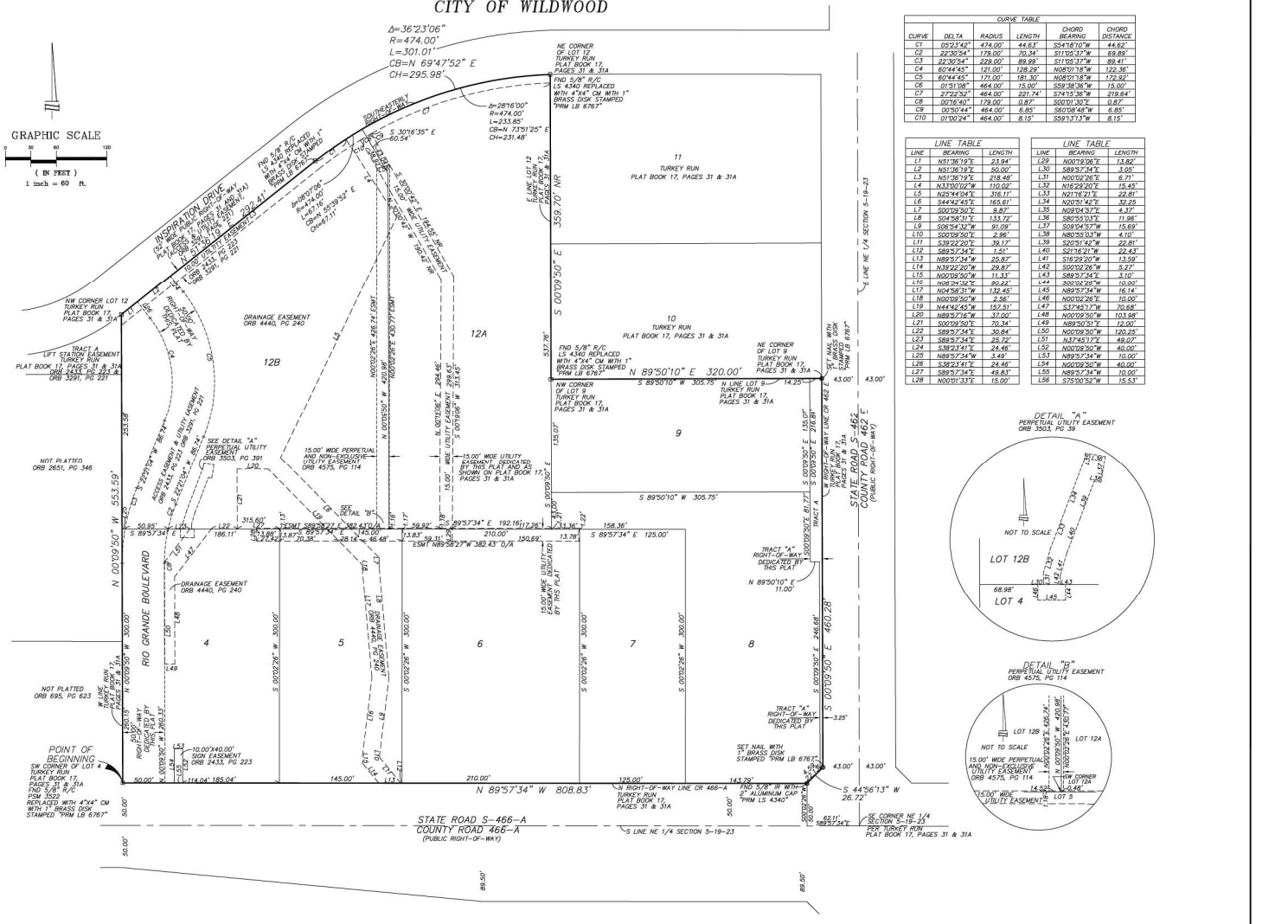
Clerk of Circuit Court _____

TURKEY RUN REPLAT

PLAT BOOK PAGE

SHEET 2 OF 2

LYING IN SECTION 5, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA
A REPLAT OF LOTS 4, 5, 6, 7, 8, 9 AND 12, TURKEY RUN, AS RECORDED IN
PLAT BOOK 17, PAGES 31 AND 31A, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA
CITY OF WILDWOOD



CURVE TABLE

CURVE	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD DISTANCE
C1	05°23'42"	474.00'	44.63'	S54°18'10"W	44.62'
C2	22°30'54"	179.00'	70.34'	S11°05'37"W	69.89'
C3	22°30'54"	229.00'	89.99'	S11°05'37"W	89.41'
C4	60°44'45"	121.00'	128.29'	N08°01'18"W	122.36'
C5	60°44'45"	171.00'	181.30'	N08°01'18"W	172.92'
C6	01°51'08"	464.00'	15.00'	S59°38'36"W	15.00'
C7	27°22'52"	464.00'	221.74'	S74°15'36"W	219.64'
C8	00°16'40"	179.00'	0.87'	S00°01'30"E	0.87'
C9	00°50'44"	464.00'	6.85'	S60°08'48"W	6.85'
C10	01°00'24"	464.00'	8.15'	S59°13'13"W	8.15'

LINE TABLE

LINE	BEARING	LENGTH
L1	N51°36'19"E	23.94'
L2	N51°36'19"E	50.00'
L3	N51°36'19"E	218.48'
L4	N33°00'02"W	110.02'
L5	N25°44'04"E	316.11'
L6	S44°42'45"E	165.61'
L7	S00°09'50"E	9.87'
L8	S04°58'31"E	133.72'
L9	S06°54'32"W	91.09'
L10	S00°09'50"E	2.96'
L11	S39°22'20"E	39.17'
L12	S89°57'34"E	1.61'
L13	N89°57'34"W	25.87'
L14	N39°22'20"W	29.87'
L15	N00°09'50"W	11.33'
L16	N06°24'32"E	90.22'
L17	N04°58'31"W	132.45'
L18	N00°09'50"W	2.96'
L19	N44°42'45"W	157.51'
L20	N89°57'16"W	37.00'
L21	S00°09'50"E	70.34'
L22	S89°57'34"E	30.84'
L23	S89°57'34"E	25.72'
L24	S38°23'41"E	24.46'
L25	N89°57'34"W	5.49'
L26	S38°23'41"E	24.46'
L27	S89°57'34"E	49.83'
L28	N00°01'33"E	15.00'

LINE TABLE

LINE	BEARING	LENGTH
L29	N00°19'06"E	13.82'
L30	S89°57'34"E	3.05'
L31	N00°02'26"E	6.71'
L32	N16°29'20"E	15.45'
L33	N21°16'21"E	22.81'
L34	N20°51'42"E	32.25'
L35	N09°04'57"E	4.37'
L36	S80°55'03"E	11.96'
L37	S09°04'57"W	15.69'
L38	N80°55'03"W	4.10'
L39	S20°51'42"W	22.81'
L40	S21°16'21"W	22.43'
L41	S16°29'20"W	13.59'
L42	S00°02'26"W	5.27'
L43	S89°57'34"E	3.10'
L44	S00°02'26"W	10.00'
L45	N89°57'34"W	16.14'
L46	N00°02'26"E	10.00'
L47	S37°45'17"W	70.68'
L48	N00°09'50"W	103.98'
L49	N89°50'51"E	12.00'
L50	N00°09'50"W	120.25'
L51	N37°45'17"E	49.07'
L52	N00°09'50"W	40.00'
L53	N89°57'34"W	10.00'
L54	N00°09'50"W	40.00'
L55	N89°57'34"W	10.00'
L56	S75°00'52"W	15.53'

PREPARED BY:
Associated Land Surveying & Mapping, Inc.
PROFESSIONAL LAND SURVEYORS
1681 POWELL STREET, LONGWOOD, FLORIDA 32750
CERTIFICATE OF AUTHORIZATION NUMBER: LB 6767
TELEPHONE (407) 869-5002

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **PLAT 2406-001 VOSO Unit 235 Final Plat**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

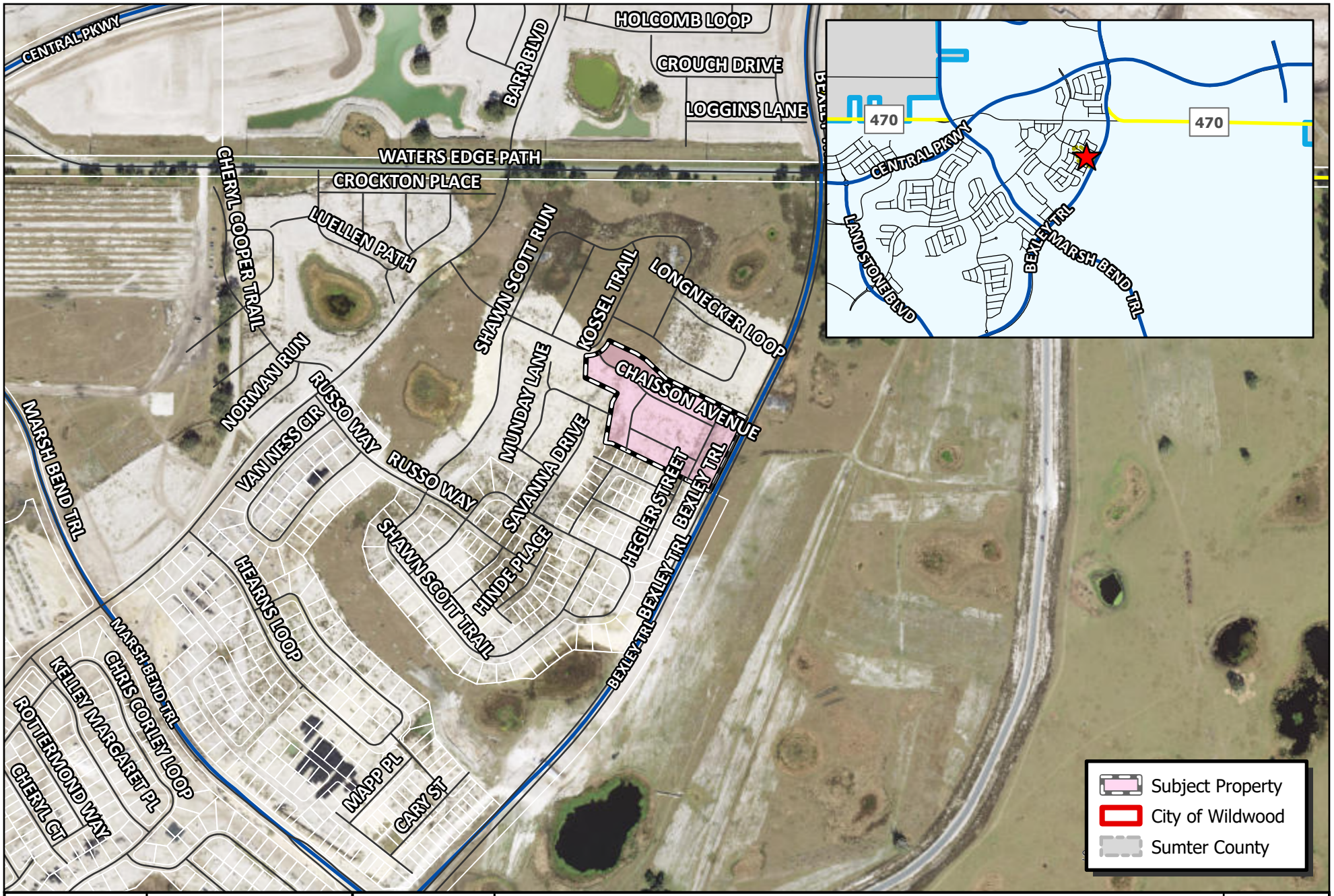
HISTORY/FACTS/ISSUES:

Case Number	PLAT 2406-001 VOSO Unit 235 Final Plat
Owner/Applicant(s)	The Villages Development Company, LLC
Acreage	6.43 +/-
Property Location	The subject property is generally located approximately 0.22 miles south of E C 470, approximately 0.88 miles east of Marsh Bend Trail and approximately 2.53 miles west of the Florida Turnpike.
Parcel(s)	K15-006
Date	August 2, 2024

The applicant is seeking approval from the City Commission for the VOSO Unit 235 Final Plat, a subdivision consisting of 56 lots and 6 tracts, per the attached plans.

PLAT 2406-001 meets the criteria set forth in the F.S. 177, the Villages of Southern Oaks 163 agreement, the Land Development Regulations, and is in line with the goals, objectives, and policies of the 2050 Comprehensive Plan.

Amanda Bondi
Planner II, Development Services



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

N
US Feet
0 35 70 140

PLAT 2406-001

VOSO - UNIT 235 FINAL PLAT

PARCEL K15-006

MAP 1B

LOCATION MAP

JUN 2024

COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS FOR THIS SUBDIVISION ARE RECORDED IN THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. OR BOOK _____, PAGE _____.

VILLAGES OF SOUTHERN OAKS UNIT NO. 235

SHEET 1 OF 2

SECTION 14, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

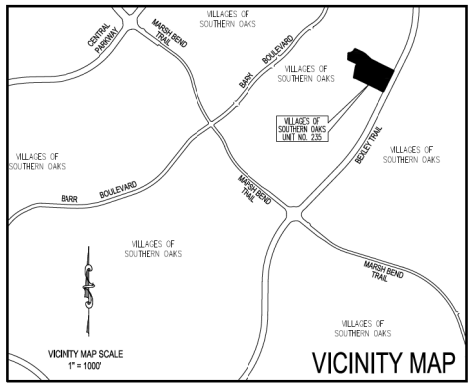
PLAT BOOK _____
PAGE _____

LEGAL DESCRIPTION

A PARCEL OF LAND LYING WITHIN THE NORTHWEST 1/4 OF SECTION 14, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST 1/4 OF AFORESAID SECTION 14; THENCE ALONG THE WEST LINE THEREOF RUN N00°17'36"E, 1339.22 FEET; THENCE DEPARTING SAID WEST LINE RUN S89°47'24"E, 1856.08 FEET TO THE POINT OF BEGINNING; THENCE N09°34'38"E, 196.08 FEET; THENCE N28°15'30"E, 49.38 FEET; THENCE N58°36'47"W, 23.49 FEET; THENCE N64°49'13"W, 147.49 FEET; THENCE N02°25'17"E, 107.23 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 114.00 FEET AND A CHORD BEARING AND DISTANCE OF N59°15'05"E, 124.74 FEET TO WHICH A RADIAL LINE BEARS S02°25'17"W; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 66°20'23", AN ARC DISTANCE OF 131.99 FEET TO THE POINT OF TANGENCY; THENCE N29°04'54"E, 9.19 FEET; THENCI S64°49'03"E, 144.33 FEET; THENCE S57°19'53"E, 52.70 FEET; THENCE S47°06'26"E, 136.38 FEET; THENCE S83°55'06"E, 430.64 FEET TO THE NORTHWESTERLY RIGHT OF WAY LINE OF BEXLEY TRAIL, AS RECORDED IN OFFICIAL RECORDS BOOK 4641, PAGE 433, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE ALONG SAID RIGHT OF WAY LINE RUN S26°16'21"W, 396.00 FEET TO A POINT ON THE NORTHERLY BOUNDARY OF VILLAGES OF SOUTHERN OAKS UNIT NO. 234, PER PLAT THEREOF RECORDED IN PLAT BOOK 21, PAGES 21 AND 21A, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE DEPARTING SAID RIGHT OF WAY LINE AND ALONG SAID PLATTED BOUNDARY THE FOLLOWING TWO (2) COURSES: RUN N63°55'06"W, 525.3 FEET THENCE N80°25'22"W, 32.89 FEET TO THE POINT OF BEGINNING.

CONTAINING 6.43 ACRES, MORE OR LESS.



56 LOTS – 6 TRACTS

NOTICE: THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

NOTES:

1.) BEARINGS ARE BASED ON THE WEST LINE OF THE NORTHWEST 1/4 OF SECTION 14, TOWNSHIP 20 SOUTH, RANGE 23 EAST AS BEING N00°17'36"E.

2.) ALL PLATTED UTILITY EASEMENTS SHALL PROVIDE THAT SUCH EASEMENTS SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES; PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGES. THIS SECTION SHALL NOT APPLY TO THOSE PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHALL COMPLY WITH THE NATIONAL ELECTRICAL SAFETY CODE AS ADOPTED BY THE FLORIDA PUBLIC SERVICE COMMISSION.

3.) ALL DISTANCES SHOWN ARE IN FEET.

4.) WITH REFERENCE TO CURVILINEAR LOTS, RADIAL LINES HAVE BEEN DESIGNATED BY (R). ALL OTHER LINES ARE NON-RADIAL.

5.) LOT CORNERS WILL BE SET PRIOR TO THE TRANSFER OF ANY LOT OR PRIOR TO THE EXPIRATION OF THE BOND OR OTHER SURETY.

6.) PERMANENT CONTROL POINTS (P.C.P.'S) WILL BE SET WITHIN ONE YEAR OF THE DATE THIS PLAT WAS RECORDED OR PRIOR TO THE EXPIRATION OF THE BOND OR SURETY.

7.) ALL PERMANENT REFERENCE MONUMENTS (P.R.M.'S) HAVE BEEN SET IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES.

8.) TRACTS "A" AND "B" ARE FOR ANY PURPOSE PERMITTED BY APPLICABLE LAW AND APPROVED IN WRITING BY DEVELOPER.

9.) TRACTS "C", "D", "E" AND "F" ARE FOR ANY PURPOSE PERMITTED BY APPLICABLE LAW AND APPROVED IN WRITING BY DEVELOPER. NO INGRESS OR EGRESS IS PERMITTED WITHOUT THE DEVELOPER'S CONSENT.

10.) THE DISTRICT FINDS IT IN THE PUBLIC INTEREST, AND HEREBY AGREES TO PROVIDE THE FOLLOWING SERVICES: (A) MAINTENANCE AND REPAIR OF AREAS OWNED BY THE DISTRICT OR DEDICATED TO THE USE AND ENJOYMENT OF THE RESIDENTS OF THE DISTRICT, THE SUBDIVISION, OR THE PUBLIC; (B) PAY FOR THE COST OF WATER AND SEWER PROVIDED BY GIBSON PLACE UTILITY COMPANY, LLC, OR ITS ASSIGNS, TOGETHER WITH THE COST OF GARBAGE, ELECTRICAL, LIGHTING, TELEPHONE, GAS AND OTHER NECESSARY UTILITY SERVICE FOR AREAS OWNED BY THE DISTRICT OR DEDICATED TO THE USE AND ENJOYMENT OF THE RESIDENTS OF THE DISTRICT, SUBDIVISION, OR THE PUBLIC; (C) MAINTENANCE AND REPAIR OF THE STORM WATER RUNOFF DRAINAGE SYSTEM INCLUDING DRAINAGE EASEMENTS AND DRAIN PIPES NOT MAINTAINED BY GIBSON PLACE WATER CONSERVATION AUTHORITY, LLC OR ITS ASSIGNS, OR THE CITY OF WILDWOOD; AND (D) MAINTENANCE AND REPAIR OF THE LANDSCAPING AND IRRIGATION ON SLANDS AND CUL-DE-SACS LOCATED WITHIN THE ROADWAYS, IF ANY.

11.) THE TITLE OPINION FOR THIS PLAT HAS BEEN SUBMITTED BY SEPARATE DOCUMENT.

VILLAGES OF SOUTHERN OAKS UNIT NO. 235 CONVEYANCE AND GRANT OF EASEMENTS TO VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15

ALL RIGHT, TITLE AND INTEREST OF THE VILLAGES DEVELOPMENT COMPANY, LLC, ("HE DEVELOPER) IN TRACTS "A", "B", "C", "D", "E," AND "F" AND THE ROADWAYS SHOWN ON THIS PLAT OF VILLAGES OF SOUTHERN OAKS UNIT NO. 235, IS HEREBY SOLD, CONVEYED AND SET OVER TO VILAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15 (THE DISTRICT): (1) RESERVING UNTO THE DEVELOPER AND ITS ASSIGNS, AND EACH OF THEIR SUCCESSORS, TENANTS, INVITEES, AND GUESTS PERPETUAL EASEMENTS FOR INGRESS AND EGRESS AND THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATON OF UNDERGROUND ELECTRIC, TELEPHONE, CABLE, GAS AND OTHER UTILITIES, IRRIGATION FACILITIES, POTABLE WATER, SANITARY SEWER AND STORM WATER FACILITIES, LANESCAPED AREAS, FENCES WALLS, ENTRY FACILITIES, INCLUDING ELECTRONIC CARD READING EQUIPMENT, GOLF CART AND PEDESTRIAN PATHS, SIGNAGE, ENJOYMENT IMPROVEMENTS AND GOLF CART AND PEDESTRIAN BRIDGES; AND (2) SUBJECT TO THE RESTRICTION THAT ALL ADDITIONS OF, REMOVAL OF, AND CHANGES TO IMPROVEMENTS LOCATED ON SUCH TRACTS AND ROADWAYS (INCLUDING, WITHOUT LIMITATION, ALL THOSE IMPROVEMENTS DESCRIBED ABOVE), MUST FIRST BE APPROVED IN ADVANCE BY THE DEVELOPER.

THE DEVELOPER ALSO GRANTS TO THE DISTRICT NON-EXCLUSIVE, PERPETUAL EASEMENTS OVER, ACROSS AND UPON ANY SPECIAL EASEMENTS SHOWN HEREON FOR THE PURPOSE OF MAINTAINING DRAINAGE FACILITIES LOCATED THEREON.

THE DISTRICT, BY EXECUTING THE DEDICATION CONTAINED ON THIS PLAT, ACCEPTS THIS CONVEYANCE AND AGREES TO MAINTAIN THE TRACTS LISTED ABOVE, INCLUDING ALL IMPROVEMENTS CONSTRUCTED THEREON AND DRAINAGE FACILITIES LOCATED WITHIN ANY SPECIAL EASEMENTS PERPETUALLY, AND MAINTAIN THE ROADWAYS AND DRAINAGE FEATURES LYING WITHIN SUCH ROADWAYS FOR TWO YEARS AFTER THE CITY ENGINEER HAS CERTIFIED THE CONSTRUCTION HAS BEEN COMPLETED.

WITNESSES AS TO ALL

SIGNATURE

PRINT NAME

3601 KESSEL ROAD
THE VILAGES, FLORIDA 32163
MAILING ADDRESS

SIGNATURE

PRINT NAME

4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

THE VILLAGES DEVELOPMENT COMPANY, LLC,
A FLORIDA LIMITED LIABILITY COMPANY
BY: VDC MANAGER, LLC,
A FLORIDA LIMITED LIABILITY COMPANY,
ITS MANAGER

BY: _____
MARTIN L. DZURO, MANAGER

STATE OF FLORIDA
COUNTY OF SUMTER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS ____ DAY OF _____, 20____, BY MARTIN L. DZURO, AS MANAGER OF AND ON BEHALF OF VDC MANAGER, LLC, A FLORIDA LIMITED LIABILITY COMPANY, THE MANAGER OF THE VILLAGES DEVELOPMENT COMPANY, LLC, A FLORIDA LIMITED LIABILITY COMPANY, FOR TH: PURPOSES EXPRESSED HEREIN, WHO IS PERSONALLY KNOWN TO ME AND WHO DID NOT TAKE AN OATH.

NOTARY PUBLIC – STATE OF FLORIDA
PRINT NAME: _____
COMMISSION NO.: _____
COMMISSION EXPIRES: _____

SEAL

CERTIFICATE OF APPROVAL BY CITY OFFICIALS

THIS CERTIFIES THAT THIS PLAT HAS BEEN REVIEWED FOR CONFORMITY TO F.S. CHAPTER 177, AS CERTIFIED BY THE REVIEWING SURVEYOR SHOWN BELOW.

MELANIE D. STRICKLAND
DEVE.OPMENT SERVICES DIRECTOR

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE COMMISSION OF THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA, AND WAS APPROVED BY THE COMMISSION FOR RECORD ON THIS ____ DAY 3F_____, 20____.

JESSCA BARNES
CITY CLERK

ED WOLF
MAYOR

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE ATTORNEY FOR THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA, AND APPROVED BY HIM OR HER AS TO FORM AND LEGALITY ON THIS ____ DAY OF _____, 20____.

PRIN' NAME
CITY OF WILDWOOD, ATTORNEY

SIGNATURE
CITY OF WILDWOOD, ATTORNEY

DEVELOPMENT SERVICES DIRECTOR
MELANIE D. STRICKLAND

PUBLIC WORKS DIRECTOR
JEREMY HOCKENBURY

PRIN' NAME
CITY OF WILDWOOD, ENGINEER

SIGNATURE
CITY OF WILDWOOD, ENGINEER

REVIEWING SURVEYOR'S CERTIFICATE

PURSUANT TO SECTION 177.081, FLORIDA STATUTES, I HEREBY CERTIFY THAT I HAVE PERFORMED A REVEW OF THIS PLAT FOR CONFORMITY TO CHAPTER 177, FLORIDA STATUTES AND THAT SAID PLAT COMPLES WITH THE TECHNICAL REQUIREMENTS OF THAT CHAPTER; PROVIDED, HOWEVER, THAT MY REVIEW AND CERTIFICATION DOES NOT INCLUDE FIELD VERIFICATION 3F ANY POINTS OR MEASUREMENTS SHOWN ON THIS PLAT.

SIGNATURE

DATE

RONALD W. HERR, P.L.S.
WADE SURVEYING, INC.

4907
REGISTRATION NO.

SEAL

PREPARED BY: CFB CLYMER FARNER BARLEY SURVEYING
4450 NE BIRD ROAD • WILDWOOD, FL 34785
(352) 748-5128 LB8498

DEDICATION

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED, THE VILLAGES DEVELOPMENT COMPANY, LLC (THE DEVELOPER) HAS CAUSED TO BE MADE THIS PLAT, VILLAGES OF SOUTHERN OAKS UNIT NO. 235, A SUBDIVISION OF LAND HEREIN DESCRIBED AND JOINS WITH VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15 (THE DISTRICT) TO HEREBY DEDICATE THE ROADWAYS SHOWN HEREON TO THE CITY OF WILDWOOD AND THE PERPETUAL USE OF THE PUBLIC; AND DEDICATES TRACTS "A", "B", "C", "D", "E" AND "F" TO VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15.

WITNESSES:

(1) _____
SIGNATURE

PRINT NAME

3601 KIESSEL ROAD
THE VILLAGES, FLORIDA 32163
MAILING ADDRESS

(2) _____
SIGNATURE

PRINT NAME

4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

THE VILLAGES DEVELOPMENT COMPANY, LLC,
A FLORIDA LIMITED LIABILITY COMPANY

BY: VDC MANAGER, LLC,
A FLORIDA LIMITED LIABILITY COMPANY,
ITS MANAGER

BY: _____
MARTIN L. DZURO, MANAGER

WITNESSES:

(1) _____
SIGNATURE

PRINT NAME

3601 KIESSEL ROAD
THE VILLAGES, FLORIDA 32163
MAILING ADDRESS

(2) _____
SIGNATURE

PRINT NAME

4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15

BY: _____
SPENCER R. NOVAK, CHAIR

STATE OF FLORIDA
COUNTY OF SUMTER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS ____ DAY OF _____, 20____, BY MARTIN L. DZURO, AS MANAGER OF AND ON BEHALF OF VDC MANAGER, LLC, A FLORIDA LIMITED LIABILITY COMPANY, THE MANAGER OF THE VILLAGES DEVELOPMENT COMPANY, LLC, A FLORIDA LIMITED LIABILITY COMPANY, FOR THE PURPOSES EXPRESSED HEREIN, WHO IS PERSONALLY KNOWN TO ME AND WHO DID NOT TAKE AN OATH.

NOTARY PUBLIC – STATE OF FLORIDA
PRINT NAME: _____
COMMISSION NO.: _____
COMMISSION EXPIRES: _____

SEAL

STATE OF FLORIDA
COUNTY OF SUMTER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS ____ DAY OF _____, 20____, BY SPENCER R. NOVAK, THE CHAIR OF VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15, ON BEHALF OF THE DISTRICT, WHO IS PERSONALLY KNOWN TO ME AND WHO DID NOT TAKE AN OATH.

NOTARY PUBLIC – STATE OF FLORIDA
PRINT NAME: _____
COMMISSION NO.: _____
COMMISSION EXPIRES: _____

SEAL

CERTIFICATE OF SURVEYOR

I HEREBY CERTIFY THAT THIS PLAT OF VILLAGES OF SOUTHERN OAKS UNIT NO. 235, WAS PREPARED UNDER MY DIRECTION AND SUPERVISION; AND THAT THE PERMANENT REFERENCE MONUMENTS AS SHOWN THEREON WERE PLACED ON THE _____ DAY OF _____, 20____; I FURTHER CERTIFY THAT THIS PLAT COMPLIES WITH THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES.

CLYMER FARNER BARLEY SURVEYING, LLC
4450 N.E. 83RD ROAD
WILDWOOD, FLORIDA 34785
LICENSED BUSINESS NO. 8498

SEAL

KAYE M. JAMESON
REGISTRATION NO. 5912

DATE

CERTIFICATE OF CLERK

I HEREBY CERTIFY THAT I HAVE EXAMINED THIS PLAT AND FIND THAT IT COMPLIES IN FORM WITH ALL THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES AND WAS FILED FOR RECORD ON _____, 20____, AT _____ FILE NUMBER _____

PLAT BOOK _____ PAGE _____.

CLERK OF THE COURT IN AND
FOR SUMTER COUNTY, FLORIDA

SEAL

PRINT NAME
DEPUTY CLERK

SIGNATURE
DEPUTY CLERK

VILLAGES OF SOUTHERN OAKS UNIT NO. 235

SHEET 2 OF 2

PLAT BOOK _____
PAGE _____

SECTION 14, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	134.00'	26°27'33"	61.88'	N39°18'40"E	61.33'
C2	71.50'	34°51'45"	43.51'	S47°23'11"E	42.84'
C3	217.50'	6°02'58"	22.96'	N61°47'34"W	22.95'
C4	217.50'	9°37'26"	36.53'	N53°57'22"W	36.49'
C5	217.50'	10°40'41"	40.54'	N43°48'19"W	40.48'
C6	217.50'	0°28'17"	1.79'	N38°13'50"W	1.79'
C7	232.50'	14°21'24"	58.26'	S45°10'23"E	58.11'
C8	232.50'	11°34'01"	46.94'	S58°08'06"E	46.86'
C9	15.00'	90°00'00"	23.56'	N71°04'54"E	21.21'
C10	15.00'	90°00'00"	23.56'	N18°55'06"W	21.21'
C11	15.00'	106°30'16"	27.88'	S62°49'46"W	24.04'
C12	106.50'	19°08'51"	35.59'	S19°09'04"W	35.43'
C13	106.50'	8°58'51"	16.69'	S33°12'55"W	16.68'
C14	20.00'	82°30'19"	28.80'	N03°32'49"W	26.38'
C15	267.50'	4°50'52"	22.63'	S42°22'33"E	22.63'
C16	267.50'	1°57'25"	9.14'	S38°58'24"E	9.14'
C17	182.50'	18°55'42"	60.29'	N47°27'32"W	60.02'
C18	182.50'	7°53'40"	25.15'	N60°52'13"W	25.13'
C19	106.50'	13°09'25"	24.46'	S58°14'21"E	24.40'
C20	106.50'	21°42'20"	40.35'	S40°48'28"E	40.10'
C21	134.00'	24°52'20"	58.17'	N79°59'07"E	57.71'
C22	71.50'	6°46'13"	8.45'	S34°19'14"W	8.44'
C23	20.00'	82°30'19"	28.80'	S78°57'30"W	26.38'
C24	267.50'	4°07'46"	19.28'	S61°51'13"E	19.28'
C25	25.00'	90°00'00"	39.27'	N18°55'06"W	35.36'
C26	25.00'	90°00'00"	39.27'	N71°04'54"E	35.36'
C27	25.00'	73°29'44"	32.07'	S27°10'14"E	29.91'
C28	71.50'	21°21'29"	26.65'	S20°15'23"W	26.50'
C29	114.00'	16°15'05"	32.33'	N51°55'10"E	32.23'
C30	114.00'	16°15'05"	32.33'	N68°10'14"E	32.23'
C31	89.00'	34°51'45"	54.15'	S47°23'11"E	53.32'
C32	200.00'	26°49'22"	93.63'	N51°24'22"W	92.78'
C33	250.00'	25°55'25"	11.11'	S50°57'24"E	112.15'
C34	250.00'	14°17'58"	62.39'	S45°08'40"E	62.23'
C35	250.00'	11°37'27"	50.72'	S58°06'23"E	50.63'
C36	89.00'	28°07'43"	43.69'	S23°38'29"W	43.26'
C37	114.00'	16°07'30"	32.08'	N84°21'32"E	31.98'
C38	20.00'	73°44'55"	25.74'	N66°49'46"W	24.00'
C39	20.00'	73°44'55"	25.74'	S06°55'10"W	24.00'
C40	114.00'	17°42'43"	35.24'	N34°56'15"E	35.10'

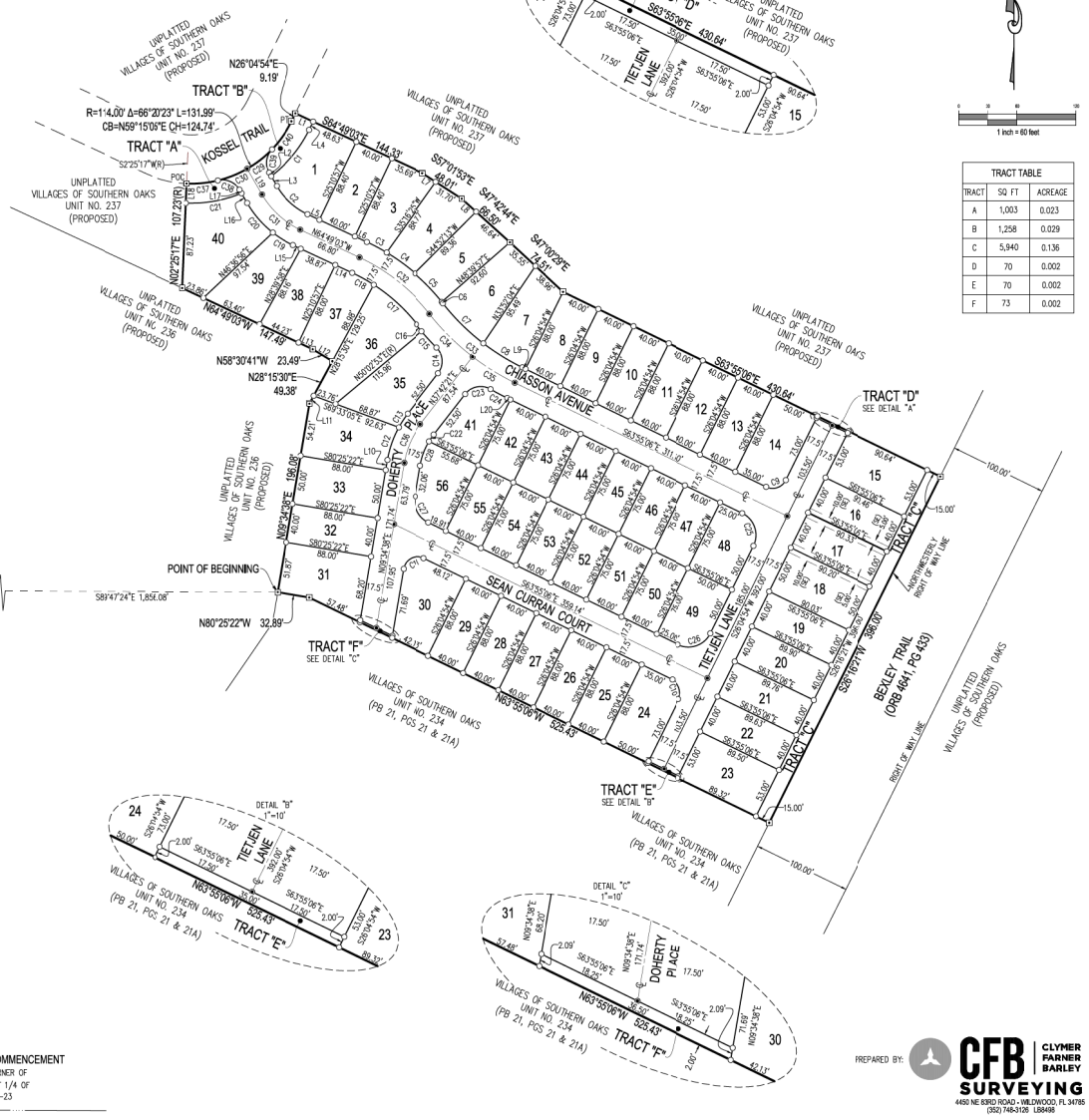
LINE TABLE		
LINE TAG	BEARING	DISTANCE
L1	S64°49'03"E	20.00'
L2	N29°57'18"W	4.21'
L3	N29°57'18"W	11.52'
L4	S26°04'54"W	9.50'
L5	N64°49'03"W	13.42'
L6	N64°49'03"W	13.38'
L7	S57°01'53"E	16.31'
L8	S47°42'44"E	19.86'
L9	N63°55'06"W	3.60'
L10	S09°34'38"W	10.44'
L11	N28°15'30"E	9.12'
L12	N58°30'41"W	23.49'
L13	N64°49'03"W	16.00'
L14	S64°49'03"E	19.05'
L15	S64°49'03"E	8.87'
L16	S29°57'18"E	11.52'
L17	S29°57'18"E	4.21'
L18	N02°25'17"E	20.00'
L19	N29°57'18"W	30.38'
L20	S63°55'06"E	3.60'

TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	1,003	0.023
B	1,258	0.029
C	5,940	0.136
D	70	0.002
E	70	0.002
F	73	0.002

LEGEND

- ▩ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) AS NOTED.
- ⊡ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) OR 5/8" IRON PIN AND CAP SET LB #8498
- ◉ INDICATES P.K. NAIL AND DISK PERMANENT CONTROL POINT (P.C.P.) LB #8498 TO BE SET WITHIN ONE YEAR OF THE DATE THIS PLAT IS RECORDED.
- ○ INDICATES 5/8" IRON PIN AND CAP TO BE SET IN ACCORDANCE WITH SECTION 177.091(9) FLORIDA STATUTES. (SEE NOTE #5.)
- C9 INDICATES CURVE NUMBER IN CURVE TABLE
- L9 INDICATES LINE NUMBER IN LINE TABLE
- ℄ INDICATES CENTERLINE
- Δ INDICATES DELTA (CENTRAL ANGLE OF CURVE)
- CB INDICATES CHORD BEARING
- CH INDICATES CHORD DISTANCE
- L INDICATES ARC LENGTH
- LB INDICATES LICENSED BUSINESS
- NO. INDICATES NUMBER
- ORB INDICATES OFFICIAL RECORDS BOOK
- PC INDICATES POINT OF CURVATURE
- POC INDICATES POINT ON CURVE
- PCC INDICATES POINT OF COMPOUND CURVATURE
- PRC INDICATES POINT OF REVERSE CURVATURE
- PT INDICATES POINT OF TANGENCY
- R INDICATES RADIUS LENGTH
- (R) INDICATES RADIAL LINE
- DRA INDICATES DRAINAGE RETENTION AREA FOR STORMWATER MANAGEMENT INCLUDING CONVEYANCING PIPES
- GFE INDICATES GATE FACILITIES EASEMENT (RESERVED BY THE DEVELOPER AND ITS ASSIGNS)
- SE INDICATES SPECIAL EASEMENT RESERVED BY DEVELOPER AND ITS ASSIGNS, FOR LANDSCAPING AND/OR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF WATER, SANITARY SEWER, ELECTRIC, TELEPHONE, GAS OR OTHER UTILITIES AND/OR DRAINAGE FACILITIES AND/OR WALL FENCING AND/OR GOLF CART PATHS. DEVELOPER CONTEMPLATES PUTTING H.V.A.C. AND SIMILAR EQUIPMENT WITHIN THE EASEMENT AREA. UTILITY PROVIDERS UTILIZING SUCH EASEMENT AREA COVENANT, AS A CONDITION OF THE RIGHT TO USE SUCH EASEMENT, NOT TO INTERFERE OR DISTURB SUCH EQUIPMENT INSTALLED WITHIN THE EASEMENT AREA.

- PB INDICATES PLAT BOOK
- PG INDICATES PAGE
- PGS INDICATES PAGES
- SQ FT INDICATES SQUARE FEET
- R/W INDICATES RIGHT-OF-WAY



PREPARED BY: CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3126 LB8498

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **PLAT 2406-002 VOSO Unit 248 Final Plat**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

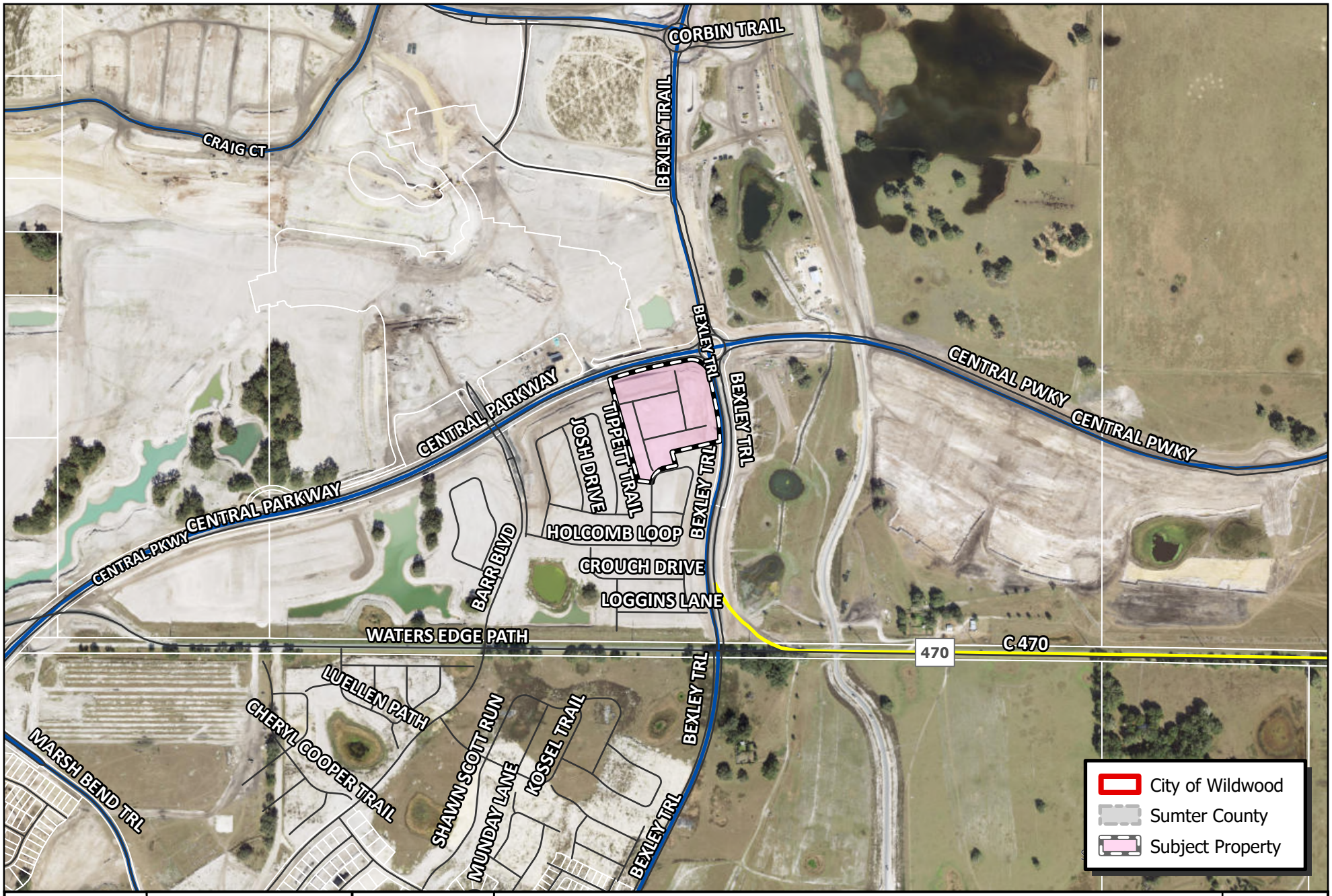
Case Number	PLAT 2406-002 VOSO Unit 248 Final Plat
Owner/Applicant(s)	The Villages Development Company, LLC
Acreage	52.93 +/- Acres
Property Location	The subject parcel is generally located at the southwest corner of Bexley Trail and Central Parkway
Parcel	K11-001

The applicant is seeking approval from the City Commission for the VOSO Unit 248 Final Plat, a subdivision consisting of 46 single-family dwelling unit detached lots and six (6) tracts, on 8.52 acres, MOL, as per the attached plans.

PLAT 2406-002 meets the criteria set forth in the F.S. 177, the Villages of Southern Oaks 163 agreement, the Land Development Regulations, and is in line with the goals, objectives, and policies of the 2050 Comprehensive Plan.

Dated: 07/31/2024

Wendy Then, AICP, CFM
Assistant Director Development Services



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 35 70 140

PLAT 2406-002

VOSO - UNIT 248 FINAL PLAT

PARCEL K11-001

MAP 1B

LOCATION MAP

JUN 2024

COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS FOR THIS SUBDIVISION ARE RECORDED IN THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. OR BOOK _____, PAGE _____.

VILLAGES OF SOUTHERN OAKS UNIT NO. 248

SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

PLAT BOOK _____
PAGE _____

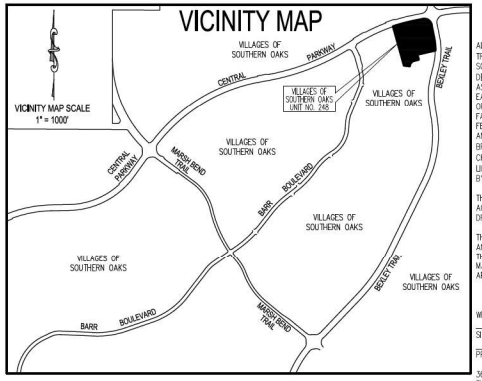
LEGAL DESCRIPTION

A PARCEL OF LAND LYING WITHIN THE SOUTH 1/2 OF SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF AFORESAID SECTION 11; THENCE ALONG THE SOUTH LINE OF SAID SECTION 11 RUN S89°27'00"E, 2609.35 FEET; THENCE DEPARTING SAID SOUTH LINE RUN N00°33'00"E, 1180.96 FEET TO THE POINT OF BEGINNING; THENCE S77°12'49"W, 72.91 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 106.50 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 71°03'07", AN ARC DISTANCE OF 132.07 FEET; THENCE ALONG A RADIAL LINE RUN N83°50'18"W, 90.95 FEET; THENCE N00°33'00"E, 5.15 FEET; THENCE N15°37'48"W, 676.99 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 2,850.00 FEET AND A CHORD BEARING AND DISTANCE OF N75°00'37"E, 354.16 FEET TO WHICH A RADIAL LINE BEARS N18°33'07"W; SAID POINT ALSO BEING ON THE SOUTHERLY RIGHT OF WAY LINE OF CENTRAL PARKWAY PER OFFICIAL RECORDS BOOK 4483, PAGE 776, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THE FOLLOWING FOUR (4) COURSES BEING ALONG SAID SOUTHERLY RIGHT OF WAY LINE OF CENTRAL PARKWAY: RUN EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 07°07'29", AN ARC DISTANCE OF 354.39 FEET TO THE POINT OF TANGENCY; THENCE N78°34'22"E, 168.30 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°30'06", AN ARC DISTANCE OF 84.56 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 123.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 05°01'16", AN ARC DISTANCE OF 10.74 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 102.00 FEET; SAID POINT ALSO BEING ON THE WESTERLY RIGHT OF WAY LINE OF BEXLEY TRAIL PER OFFICIAL RECORDS BOOK 4483, PAGE 770, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THE FOLLOWING THREE (3) COURSES BEING ALONG SAID WESTERLY RIGHT OF WAY LINE OF BEXLEY TRAIL: RUN SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°30'10", AN ARC DISTANCE OF 84.57 FEET TO THE POINT OF TANGENCY; THENCE S11°25'38"E, 229.96 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 1,098.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°04'14", AN ARC DISTANCE OF 211.77 FEET; THENCE DEPARTING SAID WESTERLY RIGHT OF WAY LINE OF BEXLEY TRAIL AND ALONG A NON-TANGENT LINE RUN S77°12'49"W, 316.85 FEET; THENCE S15°37'48"E, 90.11 FEET TO THE POINT OF BEGINNING.

CONTAINING 8.52 ACRES, MORE OR LESS.

VICINITY MAP



46 LOTS – 6 TRACTS

NOTICE: THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

NOTES:

1.) BEARINGS ARE BASED ON THE SOUTH LINE OF SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST AS BEING S89°27'00"E.

2.) ALL PLATTED UTILITY EASEMENTS SHALL PROVIDE THAT SUCH EASEMENTS SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES; PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGES. THIS SECTION SHALL NOT APPLY TO THOSE PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHALL COMPLY WITH THE NATIONAL ELECTRICAL SAFETY CODE AS ADOPTED BY THE FLORIDA PUBLIC SERVICE COMMISSION.

3.) ALL DISTANCES SHOWN ARE IN FEET.

4.) WITH REFERENCE TO CURVILINEAR LOTS, RADIAL LINES HAVE BEEN DESIGNATED BY (R). ALL OTHER LINES ARE NON-RADIAL.

5.) LOT CORNERS WILL BE SET PRIOR TO THE TRANSFER OF ANY LOT OR PRIOR TO THE EXPIRATION OF THE BOND OR OTHER SURETY.

6.) PERMANENT CONTROL POINTS (P.C.P.'S) WILL BE SET WITHIN ONE YEAR OF THE DATE THIS PLAT WAS RECORDED OR PRIOR TO THE EXPIRATION OF THE BOND OR SURETY.

7.) ALL PERMANENT REFERENCE MONUMENTS (P.R.M.'S) HAVE BEEN SET IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES.

8.) TRACTS "A", "B" AND "C" ARE FOR ANY PURPOSE PERMITTED BY APPLICABLE LAW AND APPROVED IN WRITING BY DEVELOPER.

9.) TRACTS "D", "E" AND "F" ARE FOR ANY PURPOSE PERMITTED BY APPLICABLE LAW AND APPROVED IN WRITING BY DEVELOPER. NO INGRESS OR EGRESS IS PERMITTED WITHOUT THE DEVELOPER'S CONSENT.

10.) THE DISTRICT FINDS IT IN THE PUBLIC INTEREST, AND HEREBY AGREES TO PROVIDE THE FOLLOWING SERVICES: (A) MAINTENANCE AND REPAIR OF AREAS OWNED BY THE DISTRICT OR DEDICATED TO THE USE AND ENJOYMENT OF THE RESIDENTS OF THE DISTRICT, THE SUBDIVISION, OR THE PUBLIC; (B) PAY FOR THE COST OF WATER AND SEWER PROVIDED BY GIBSON PLACE UTILITY COMPANY, LLC, OR ITS ASSIGNS, TOGETHER WITH THE COST OF GARBAGE, ELECTRICAL, LIGHTING, TELEPHONE, GAS AND OTHER NECESSARY UTILITY SERVICE FOR AREAS OWNED BY THE DISTRICT OR DEDICATED TO THE USE AND ENJOYMENT OF THE RESIDENTS OF THE DISTRICT, SUBDIVISION, OR THE PUBLIC; (C) MAINTENANCE AND REPAIR OF THE STORM WATER RUNOFF DRAINAGE SYSTEM INCLUDING DRAINAGE EASEMENTS AND DRAIN PIPES NOT MAINTAINED BY GIBSON PLACE WATER CONSERVATION AUTHORITY, LLC, OR ITS ASSIGNS, OR THE CITY OF WILDWOOD; (D) MAINTENANCE AND REPAIR OF THE LANDSCAPING AND IRRIGATION ON ISLANDS AND CUL-DE-SACS LOCATED WITHIN THE ROADWAYS, IF ANY; (E) MAINTENANCE AND REPAIR TO THE TOP AND EXTERIOR OF THE WALLS AND/OR FENCES LOCATED ON OR ADJACENT TO TRACTS A, B, AND C OF THE SUBDIVISION; AND (F) MAINTENANCE AND REPAIR, INCLUDING STRUCTURAL REPAIR, TO THE WALLS AND/OR FENCES LOCATED ON OR ADJACENT TO TRACTS D, E, AND F OF THE SUBDIVISION.

11.) THE TITLE OPINION FOR THIS PLAT HAS BEEN SUBMITTED BY SEPARATE DOCUMENT.

VILLAGES OF SOUTHERN OAKS UNIT NO. 248 CONVEYANCE AND GRANT OF EASEMENTS TO VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15

ALL RIGHT, TITLE AND INTEREST OF THE VILLAGES DEVELOPMENT COMPANY, LLC, (THE DEVELOPER) IN TRACTS "A", "B", "C", "D, "E" AND "F" AND THE ROADWAYS SHOWN ON THIS PLAT OF VILLAGES OF SOUTHERN OAKS UNIT NO. 248, IS HEREBY SOLD, CONVEYED AND SET OVER TO VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15 (THE DISTRICT): (1) RESERVING UNTO THE DEVELOPER AND ITS ASSIGNS, AND EACH OF THEIR SUCCESSORS, TENANTS, INVITEES, AND GUESTS PERPETUAL EASEMENTS FOR INGRESS AND EGRESS AND THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF UNDERGROUND ELECTRIC, TELEPHONE, CABLE, GAS AND OTHER UTILITIES, IRRIGATION FACILITIES, POTABLE WATER, SANITARY SEWER AND STORM WATER FACILITIES, LANDSCAPED AREAS, FENCES, WALLS, ENTRY FACILITIES, INCLUDING ELECTRONIC CARD READING EQUIPMENT, GOLF CART AND PEDESTRIAN PATHS, SIGNAGE, ENJOYMENT IMPROVEMENTS AND GOLF CART AND PEDESTRIAN BRIDGES; AND (2) SUBJECT TO THE RESTRICTION THAT ALL ADDITIONS OF, REMOVAL OF, AND CHANGES TO IMPROVEMENTS LOCATED ON SUCH TRACTS AND ROADWAYS (INCLUDING, WITHOUT LIMITATION, ALL THOSE IMPROVEMENTS DESCRIBED ABOVE), MUST FIRST BE APPROVED IN ADVANCE BY THE DEVELOPER.

THE DEVELOPER ALSO GRANTS TO THE DISTRICT NON-EXCLUSIVE, PERPETUAL EASEMENTS OVER, ACROSS AND UPON ANY SPECIAL EASEMENTS SHOWN HEREON FOR THE PURPOSE OF MAINTAINING DRAINAGE FACILITIES LOCATED THEREON.

THE DISTRICT, BY EXECUTING THE DEDICATION CONTAINED ON THIS PLAT, ACCEPTS THIS CONVEYANCE AND AGREES TO MAINTAIN THE TRACTS LISTED ABOVE, INCLUDING ALL IMPROVEMENTS CONSTRUCTED THEREON AND DRAINAGE FACILITIES LOCATED WITHIN ANY SPECIAL EASEMENTS PERPETUALLY, AND MAINTAIN THE ROADWAYS AND DRAINAGE FEATURES LYING WITHIN SUCH ROADWAYS FOR TWO YEARS AFTER THE CITY ENGINEER HAS CERTIFIED THE CONSTRUCTION HAS BEEN COMPLETED.

WITNESSES AS TO ALL

SIGNATURE

PRINT NAME

3601 KIESSEL ROAD
THE VILLAGES, FLORIDA 32163
MAILING ADDRESS

SIGNATURE

PRINT NAME

4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

THE VILLAGES DEVELOPMENT COMPANY, LLC,
A FLORIDA LIMITED LIABILITY COMPANY
BY: VDC MANAGER, LLC,
A FLORIDA LIMITED LIABILITY COMPANY,
ITS MANAGER

BY: _____
MARTIN L. DZURO, MANAGER

STATE OF FLORIDA
COUNTY OF SUMTER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS _____ DAY OF _____, 20____, BY MARTIN L. DZURO, AS MANAGER OF AND ON BEHALF OF VDC MANAGER, LLC, A FLORIDA LIMITED LIABILITY COMPANY, THE MANAGER OF THE VILLAGES DEVELOPMENT COMPANY, LLC, A FLORIDA LIMITED LIABILITY COMPANY, FOR THE PURPOSES EXPRESSED HEREIN, WHO IS PERSONALLY KNOWN TO ME AND WHO DID NOT TAKE AN OATH.

NOTARY PUBLIC – STATE OF FLORIDA
PRINT NAME: _____
COMMISSION NO.: _____
COMMISSION EXPIRES: _____

SEAL

CERTIFICATE OF APPROVAL BY CITY OFFICIALS

THIS CERTIFIES THAT THIS PLAT HAS BEEN REVIEWED FOR CONFORMITY TO F.S. CHAPTER 177, AS CERTIFIED BY THE REVIEWING SURVEYOR SHOWN BELOW.

MELANIE D. STRICKLAND
DEVELOPMENT SERVICES DIRECTOR

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE COMMISSION OF THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA, AND WAS APPROVED BY THE COMMISSION FOR RECORD ON THIS ____ DAY OF _____, 20____.

JESSICA BARNES
CITY CLERK

ED WOLF
MAYOR

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE ATTORNEY FOR THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA, AND APPROVED BY HIM OR HER AS TO FORM AND LEGALITY ON THIS ____ DAY OF _____, 20____

PRINT NAME
CITY OF WILDWOOD, ATTORNEY

SIGNATURE
CITY OF WILDWOOD, ATTORNEY

DEVELOPMENT SERVICES DIRECTOR
MELANIE D. STRICKLAND

PUBLIC WORKS DIRECTOR
JEREMY HOCKENBURY

PRINT NAME
CITY OF WILDWOOD, ENGINEER

SIGNATURE
CITY OF WILDWOOD, ENGINEER

REVIEWING SURVEYOR'S CERTIFICATE

PURSUANT TO SECTION 177.081, FLORIDA STATUTES, I HEREBY CERTIFY THAT I HAVE PERFORMED A REVIEW OF THIS PLAT FOR CONFORMITY TO CHAPTER 177, FLORIDA STATUTES AND THAT SAID PLAT COMPLIES WITH THE TECHNICAL REQUIREMENTS OF THAT CHAPTER; PROVIDED, HOWEVER, THAT MY REVIEW AND CERTIFICATION DOES NOT INCLUDE FIELD VERIFICATION OF ANY POINTS OR MEASUREMENTS SHOWN ON THIS PLAT.

SIGNATURE

DATE

RONALD W. HERR, P.L.S.
WADE SURVEYING, INC.

4907
REGISTRATION NO.

SEAL

PREPARED BY: CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3126 LB#498

DEDICATION

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED, THE VILLAGES DEVELOPMENT COMPANY, LLC (THE DEVELOPER) HAS CAUSED TO BE MADE THIS PLAT, VILLAGES OF SOUTHERN OAKS UNIT NO. 248, A SUBDIVISION OF LAND HEREIN DESCRIBED AND JOINS WITH VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15 (THE DISTRICT) TO HEREBY DEDICATE THE ROADWAYS SHOWN HEREON TO THE CITY OF WILDWOOD AND THE PERPETUAL USE OF THE PUBLIC; AND DEDICATES TRACTS "A", "B", "C", "D", "E" AND "F" TO VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15.

WITNESSES:

(1) _____
SIGNATURE

PRINT NAME

3601 KIESSEL ROAD
THE VILLAGES, FLORIDA 32163
MAILING ADDRESS

(2) _____
SIGNATURE

PRINT NAME

4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

THE VILLAGES DEVELOPMENT COMPANY, LLC,
A FLORIDA LIMITED LIABILITY COMPANY

BY: VDC MANAGER, LLC,
A FLORIDA LIMITED LIABILITY COMPANY,
ITS MANAGER

BY: _____
MARTIN L. DZURO, MANAGER

WITNESSES:

(1) _____
SIGNATURE

PRINT NAME

3601 KIESSEL ROAD
THE VILLAGES, FLORIDA 32163
MAILING ADDRESS

(2) _____
SIGNATURE

PRINT NAME

4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15

BY: _____
SPENCER R. NOVAK, CHAIR

STATE OF FLORIDA
COUNTY OF SUMTER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS _____ DAY OF _____, 20____, BY MARTIN L. DZURO, AS MANAGER OF AND ON BEHALF OF VDC MANAGER, LLC, A FLORIDA LIMITED LIABILITY COMPANY, THE MANAGER OF THE VILLAGES DEVELOPMENT COMPANY, LLC, A FLORIDA LIMITED LIABILITY COMPANY, FOR THE PURPOSES EXPRESSED HEREIN, WHO IS PERSONALLY KNOWN TO ME AND WHO DID NOT TAKE AN OATH.

NOTARY PUBLIC – STATE OF FLORIDA
PRINT NAME: _____
COMMISSION NO.: _____
COMMISSION EXPIRES: _____

SEAL

STATE OF FLORIDA
COUNTY OF SUMTER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS _____ DAY OF _____, 20____, BY SPENCER R. NOVAK, THE CHAIR OF VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15, ON BEHALF OF THE DISTRICT, WHO IS PERSONALLY KNOWN TO ME AND WHO DID NOT TAKE AN OATH.

NOTARY PUBLIC – STATE OF FLORIDA
PRINT NAME: _____
COMMISSION NO.: _____
COMMISSION EXPIRES: _____

SEAL

CERTIFICATE OF SURVEYOR

I HEREBY CERTIFY THAT THIS PLAT OF VILLAGES OF SOUTHERN OAKS UNIT NO. 248, WAS PREPARED UNDER MY DIRECTION AND SUPERVISION, AND THAT THE PERMANENT REFERENCE MONUMENTS AS SHOWN THEREON WERE PLACED ON THE _____ DAY OF _____, 20____; I FURTHER CERTIFY THAT THIS PLAT COMPLIES WITH THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES.

CLYMER FARNER BARLEY SURVEYING, LLC
4450 N.E. 83RD ROAD
WILDWOOD, FLORIDA 34785
LICENSED BUSINESS NO. 8498

SEAL

KAYE M. JAMESON
REGISTRATION NO. 5912

DATE

CERTIFICATE OF CLERK

I HEREBY CERTIFY THAT I HAVE EXAMINED THIS PLAT AND FIND THAT IT COMPLIES IN FORM WITH ALL THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES AND WAS FILED FOR RECORD ON _____, 20____, AT _____ FILE NUMBER _____

PLAT BOOK _____ PAGE _____.

CLERK OF THE COURT IN AND
FOR SUMTER COUNTY, FLORIDA

SEAL

PRINT NAME
DEPUTY CLERK

SIGNATURE
DEPUTY CLERK

VILLAGES OF SOUTHERN OAKS UNIT NO. 248

SHEET 2 OF 2

PLAT BOOK _____
PAGE _____

SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	116.50'	30°56'53"	62.93'	S21°38'09"W	62.16'
C2	106.50'	20°19'56"	37.79'	S27°49'39"E	37.59'
C3	106.50'	2°01'53"	3.78'	S16°38'45"E	3.78'
C4	15.00'	87°09'23"	22.82'	N59°12'29"W	20.68'
C5	2805.00'	0°41'25"	33.79'	S71°44'46"W	33.79'
C6	15.00'	88°38'28"	23.21'	N32°53'35"E	20.96'
C7	921.00'	0°39'45"	10.65'	N11°05'46"W	10.65'
C8	1037.00'	0°53'32"	16.15'	N10°58'52"W	16.15'
C9	1037.00'	2°56'39"	53.28'	N09°03'47"W	53.28'
C10	921.00'	2°48'50"	45.23'	N09°21'28"W	45.23'
C11	15.00'	94°50'08"	24.83'	S55°22'07"E	22.09'
C12	1037.00'	0°50'47"	15.32'	N05°13'22"W	15.32'
C13	1081.00'	2°09'53"	40.84'	N01°15'50"W	40.84'
C14	20.00'	92°50'37"	32.41'	S30°47'31"W	28.98'
C15	71.50'	22°21'49"	27.91'	S26°48'42"E	27.73'
C16	116.50'	10°05'15"	20.51'	S72°10'12"W	20.48'
C17	20.00'	87°09'23"	30.42'	S59°12'29"E	27.57'
C18	25.00'	85°24'36"	37.27'	N34°30'31"E	33.91'
C19	886.00'	3°13'51"	49.96'	N09°48'43"W	49.96'
C20	25.00'	91°21'32"	39.86'	N57°06'25"W	35.77'
C21	25.00'	92°50'37"	40.51'	S30°47'31"W	36.22'
C22	106.50'	17°14'39"	32.05'	S43°23'04"W	31.93'
C23	106.50'	17°14'39"	32.05'	S60°37'42"W	31.93'
C24	89.00'	22°21'49"	34.74'	S26°48'42"E	34.52'
C25	903.50'	5°43'25"	90.25'	N08°33'56"W	90.22'
C26	1037.00'	6°37'40"	119.96'	N08°06'49"W	119.89'
C27	106.50'	28°36'02"	53.16'	S20°27'43"W	52.61'
C28	20.00'	72°45'21"	25.40'	N01°36'56"W	23.72'
C29	106.50'	7°57'48"	14.80'	S73°13'55"W	14.79'
C30	20.00'	72°45'21"	25.40'	S74°22'18"E	23.72'
C31	1037.00'	1°56'43"	35.21'	N06°37'07"W	35.20'
C32	1035.00'	0°58'31"	17.62'	N06°07'11"W	17.62'
C33	1035.00'	0°58'25"	17.59'	N07°05'39"W	17.59'

LINE TABLE		
LINE TAG	BEARING	DISTANCE
L1	S04°27'19"E	15.00'
L2	N75°36'02"W	15.00'
L3	S77°12'49"W	72.41'
L4	S37°59'37"E	21.51'
L5	S37°59'37"E	2.93'
L6	S37°59'37"E	4.27'
L7	S52°00'23"W	4.16'
L8	S37°59'37"E	3.66'
L9	S37°59'37"E	3.54'
L10	S52°00'23"W	3.73'

TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	757	0.02
B	1,075	0.02
C	57,320	1.31
D	70	0.002
E	70	0.002
F	70	0.002

LEGEND

- ▣ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) AS NOTED.
- ⊡ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) OR 5/8" IRON PIN AND CAP SET LB #8498
- ◉ INDICATES P.K. NAIL AND DISK PERMANENT CONTROL POINT (P.C.P.) LB #8498 TO BE SET WITHIN ONE YEAR OF THE DATE THIS PLAT IS RECORDED.
- ○ INDICATES 5/8" IRON PIN AND CAP TO BE SET IN ACCORDANCE WITH SECTION 177.091(9) FLORIDA STATUTES. (SEE NOTE #5.)
- C9 INDICATES CURVE NUMBER IN CURVE TABLE
- L9 INDICATES LINE NUMBER IN LINE TABLE
- ℄ INDICATES CENTERLINE
- Δ INDICATES DELTA (CENTRAL ANGLE OF CURVE)
- CB INDICATES CHORD BEARING
- CH INDICATES CHORD DISTANCE
- L INDICATES ARC LENGTH
- LB INDICATES LICENSED BUSINESS
- NO. INDICATES NUMBER
- ORB INDICATES OFFICIAL RECORDS BOOK
- PC INDICATES POINT OF CURVATURE
- POC INDICATES POINT ON CURVE
- PCC INDICATES POINT OF COMPOUND CURVATURE
- PRC INDICATES POINT OF REVERSE CURVATURE
- PT INDICATES POINT OF TANGENCY
- R INDICATES RADIUS LENGTH
- (R) INDICATES RADIAL LINE
- DRA INDICATES DRAINAGE RETENTION AREA FOR STORMWATER MANAGEMENT INCLUDING CONVEYANCING PIPES
- GFE INDICATES GATE FACILITIES EASEMENT (RESERVED BY THE DEVELOPER AND ITS ASSIGNS)
- SE INDICATES SPECIAL EASEMENT RESERVED BY DEVELOPER AND ITS ASSIGNS, FOR LANDSCAPING AND/OR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF WATER, SANITARY SEWER, ELECTRIC, TELEPHONE, GAS OR OTHER UTILITIES AND/OR DRAINAGE FACILITIES AND/OR WALL FENCING AND/OR GOLF CART PATHS. DEVELOPER CONTEMPLATES PUTTING H.V.A.C. AND SIMILAR EQUIPMENT WITHIN THE EASEMENT AREA. UTILITY PROVIDERS UTILIZING SUCH EASEMENT AREA COVENANT, AS A CONDITION OF THE RIGHT TO USE SUCH EASEMENT, NOT TO INTERFERE OR DISTURB SUCH EQUIPMENT INSTALLED WITHIN THE EASEMENT AREA.

PB INDICATES PLAT BOOK
PG INDICATES PAGES
SQ FT INDICATES SQUARE FEET
R/W INDICATES RIGHT-OF-WAY

POINT OF COMMENCEMENT
SOUTHWEST CORNER OF
THE SOUTHWEST 1/4 OF
SECTION 11-20-23

(BEARING BASIS)
S89°27'00"E 2,609.35'
SOUTH LINE OF SECTION 11-20-23

POINT OF BEGINNING

PREPARED BY:
CFB SURVEYING
CLYMER FARNER BARLEY
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3126 LB8498

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **PLAT 2406-003 VOSO Unit 237 Final Plat**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

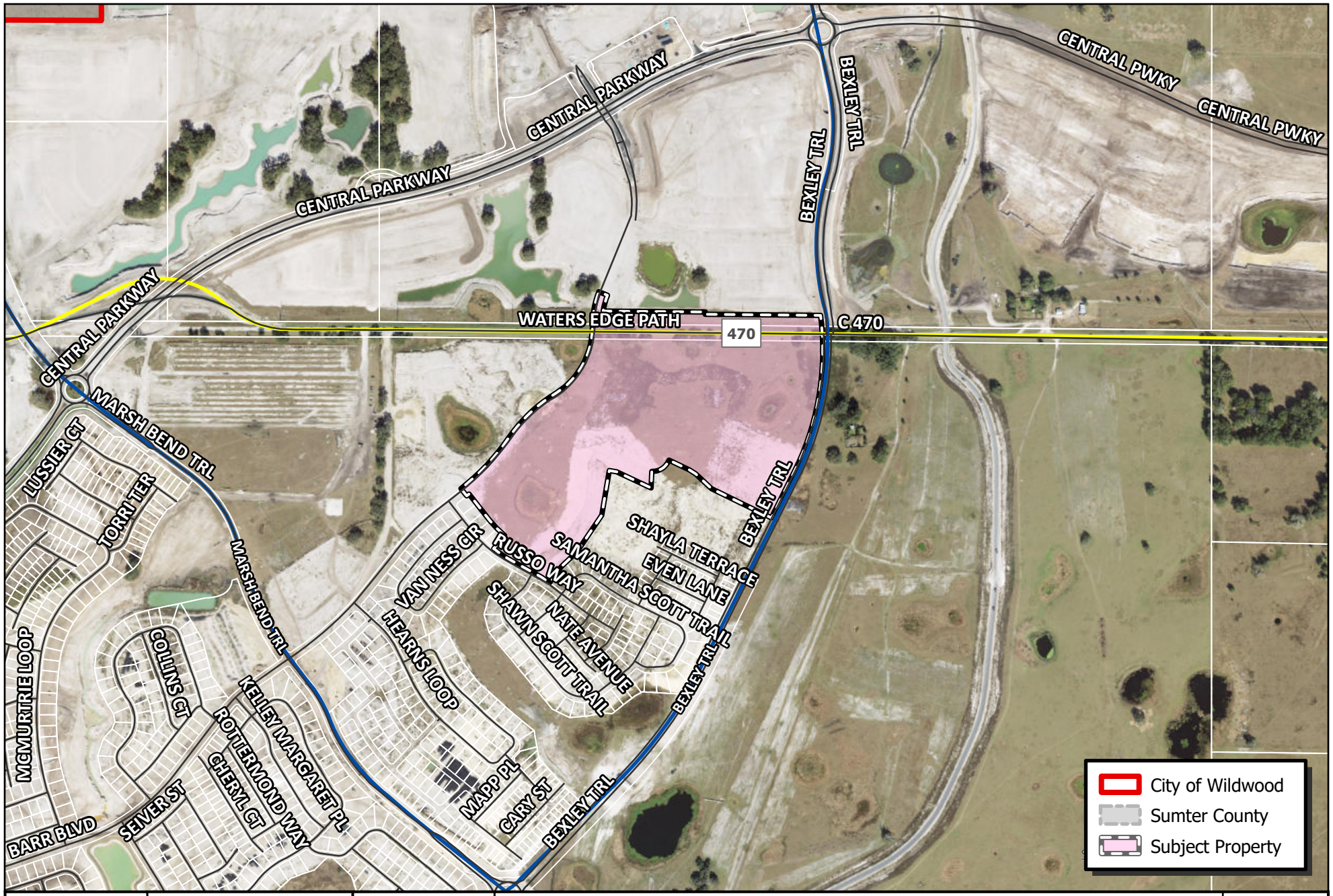
Case Number	PLAT 2406-003 VOSO Unit 237 Final Plat
Owner/Applicant(s)	The Villages Development Company, LLC
Acreage	52.93 +/- Acres
Property Location	The subject parcel is generally located on the east side of Barr Blvd. and west side of Bexley Trail, just south of E C 470 and approximately 0.30 miles south of Central Parkway
Parcel	K15-006

The applicant is seeking approval from the City Commission for the VOSO Unit 237 Final Plat, a subdivision consisting of 120 single-family dwelling unit detached lots and six (6) tracts, on 52.93 acres, MOL, as per the attached plans.

PLAT 2406-003 meets the criteria set forth in the F.S. 177, the Villages of Southern Oaks 163 agreement, the Land Development Regulations, and is in line with the goals, objectives, and policies of the 2050 Comprehensive Plan.

Dated: 07/31/2024

Wendy Then, AICP, CFM
Assistant Director Development Services



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 35 70 140

PLAT 2406-003

VOSO - UNIT 237 FINAL PLAT

PARCEL K15-006

MAP 1B

LOCATION MAP

JUN 2024

COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS FOR THIS SUBDIVISION ARE RECORDED IN THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. OR BOOK _____, PAGE _____.

VILLAGES OF SOUTHERN OAKS UNIT NO. 237

SECTIONS 11 AND 14, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

PLAT BOOK _____
PAGE _____

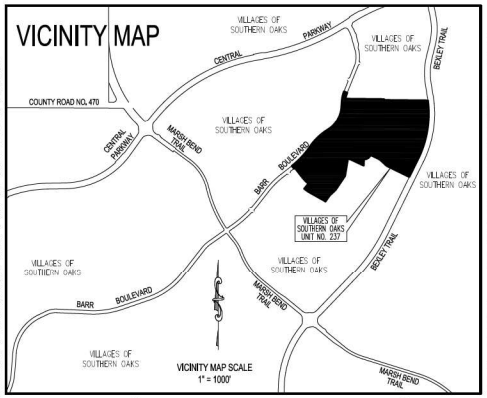
LEGAL DESCRIPTION

A PARCEL OF LAND LYING WITHIN SECTIONS 11 AND 14, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST 1/4 OF AFORESAID SECTION 14; THENCE ALONG THE WEST LINE THEREOF RUN N00°12'36"E, 1255.77 FEET; THENCE DEPARTING SAID WEST LINE RUN S89°47'24"E, 744.27 FEET TO THE POINT OF BEGINNING; SAID POINT BEING ON THE NORTHEASTERLY BOUNDARY OF VILLAGES OF SOUTHERN OAKS UNIT NO. 231, AS RECORDED IN PLAT BOOK 21, PAGES 13 AND 13A, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE ALONG SAID BOUNDARY OF UNIT NO. 231 WITH THE FOLLOWING SIX (6) COURSES: RUN N39°15'53"E, 110.00 FEET; THENCE N47°51'28"W, 66.77 FEET; THENCE N42°06'10"W, 69.01 FEET; THENCE N37°57'34"W, 217.18 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 1,530.00 FEET AND A CHORD BEARING AND DISTANCE OF S51°40'07"W, 19.86 FEET TO WHICH A RADIAL LINE BEARS S38°42'11"E; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 00°44'37", AN ARC DISTANCE OF 19.86 FEET; THENCE ALONG A RADIAL LINE RUN N37°57'34"W, 60.00 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 1,470.00 FEET AND A CHORD BEARING AND DISTANCE OF N43°18'54"E, 446.00 FEET TO WHICH A RADIAL LINE BEARS S37°57'34"E; THENCE DEPARTING SAID PLATTED BOUNDARY RUN NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 17°27'04", AN ARC DISTANCE OF 447.73 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 1,030.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 23°40'45", AN ARC DISTANCE OF 425.68 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 495.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 54°18'33", AN ARC DISTANCE OF 469.20 FEET TO THE POINT OF TANGENCY; THENCE N03°57'13"E, 104.55 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 530.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18°09'57", AN ARC DISTANCE OF 168.04 FEET; THENCE ALONG A RADIAL LINE RUN S67°52'30"E, 60.00 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 470.00 FEET AND A CHORD BEARING AND DISTANCE OF S15°39'47"W, 105.79 FEET TO WHICH A RADIAL LINE BEARS N67°52'30"W; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 12°55'26", AN ARC DISTANCE OF 106.02 FEET; THENCE ALONG A NON-TANGENT LINE RUN S89°27'00"E, 658.89 FEET; THENCE S00°33'00"W, 15.00 FEET TO THE NORTHERLY LINE OF A 15- FOOT WIDE NON-EXCLUSIVE EASEMENT PER OFFICIAL RECORDS BOOK 4277, PAGE 729, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE ALONG SAID NORTHERLY LINE OF EASEMENT RUN S89°27'00"E, 744.01 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF BEXLEY TRAIL AS RECORDED IN OFFICIAL RECORDS BOOK 4641, PAGE 433, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; SAID POINT ALSO BEING ON THE ARC OF A NON-TANGENT CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 1,750.00 FEET AND A CHORD BEARING AND DISTANCE OF S09°24'25"W, 1,015.45 FEET TO WHICH A RADIAL LINE BEARS N82°32'29"E; THENCE ALONG SAID RIGHT-OF-WAY LINE THE FOLLOWING TWO (2) COURSES: RUN SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 33°43'52", AN ARC DISTANCE OF 1,030.26 FEET TO THE POINT OF TANGENCY; THENCE S26°16'21"W, 339.77 FEET; THENCE DEPARTING SAID RIGHT-OF-WAY LINE RUN N63°35'06"W, 430.64 FEET; THENCE N47°00'29"W, 74.51 FEET; THENCE N47°42'44"W, 66.50 FEET; THENCE N57°01'53"W, 48.01 FEET; THENCE N64°49'03"W, 144.33 FEET; THENCE S26°04'54"W, 9.19 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 114.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 66°20'23", AN ARC DISTANCE OF 131.99 FEET; THENCE ALONG A RADIAL LINE RUN S02°25'17"W, 107.23 FEET; THENCE N64°49'03"W, 245.67 FEET; THENCE N80°25'22"W, 47.35 FEET; THENCE S09°34'38"W, 292.54 FEET; THENCE S34°27'36"W, 286.83 FEET; THENCE S47°02'57"W, 134.92 FEET; THENCE S35°51'52"W, 129.37 FEET TO A POINT ON THE NORTHERLY BOUNDARY OF VILLAGES OF SOUTHERN OAKS UNIT NO. 232, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 21, PAGES 19 THROUGH 19E, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, SAID POINT ALONG BEING ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 525.00 FEET AND A CHORD BEARING AND DISTANCE OF N57°33'15"W, 62.61 FEET TO WHICH A RADIAL LINE BEARS N35°51'52"E; THENCE ALONG SAID BOUNDARY OF UNIT NO. 232 AND AFORESAID BOUNDARY OF UNIT NO. 231 WITH THE FOLLOWING THREE (3) COURSES: RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°50'15", AN ARC DISTANCE OF 62.65 FEET TO THE POINT OF TANGENCY; THENCE N60°58'23"W, 221.66 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 775.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 10°14'16", AN ARC DISTANCE OF 138.48 FEET TO THE POINT OF BEGINNING.

CONTAINING 52.93 ACRES, MORE OR LESS.

VICINITY MAP



VICINITY MAP SCALE
1" = 1000'

120 LOTS – 6 TRACTS

NOTICE: THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

NOTES:

1.) BEARINGS ARE BASED ON THE WEST LINE OF THE NORTHWEST 1/4 OF SECTION 14, TOWNSHIP 20 SOUTH, RANGE 23 EAST AS BEING N00°12'36"E.

2.) ALL PLATTED UTILITY EASEMENTS SHALL PROVIDE THAT SUCH EASEMENTS SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES; PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGES. THIS SECTION SHALL NOT APPLY TO THOSE PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHALL COMPLY WITH THE NATIONAL ELECTRICAL SAFETY CODE AS ADOPTED BY THE FLORIDA PUBLIC SERVICE COMMISSION.

3.) ALL DISTANCES SHOWN ARE IN FEET.

4.) WITH REFERENCE TO CURVILINEAR LOTS, RADIAL LINES HAVE BEEN DESIGNATED BY (R). ALL OTHER LINES ARE NON-RADIAL.

5.) LOT CORNERS WILL BE SET PRIOR TO THE TRANSFER OF ANY LOT OR PRIOR TO THE EXPIRATION OF THE BOND OR OTHER SURETY.

6.) PERMANENT CONTROL POINTS (P.C.P.'S) WILL BE SET WITHIN ONE YEAR OF THE DATE THIS PLAT WAS RECORDED OR PRIOR TO THE EXPIRATION OF THE BOND OR SURETY.

7.) ALL PERMANENT REFERENCE MONUMENTS (P.R.M.'S) HAVE BEEN SET IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES.

8.) TRACT "F" IS FOR ANY PURPOSE PERMITTED BY APPLICABLE LAW AND APPROVED IN WRITING BY DEVELOPER.

9.) TRACTS "A", "B", "C", "D" AND "E" ARE FOR ANY PURPOSE PERMITTED BY APPLICABLE LAW AND APPROVED IN WRITING BY DEVELOPER. NO INGRESS OR EGRESS IS PERMITTED WITHOUT THE DEVELOPER'S CONSENT.

10.) THE DISTRICT FINDS IT IN THE PUBLIC INTEREST, AND HEREBY AGREES TO PROVIDE THE FOLLOWING SERVICES: (A) MAINTENANCE AND REPAIR OF AREAS OWNED BY THE DISTRICT OR DEDICATED TO THE USE AND ENJOYMENT OF THE RESIDENTS OF THE DISTRICT, THE SUBDIVISION, OR THE PUBLIC; (B) PAY FOR THE COST OF WATER AND SEWER PROVIDED BY GIBSON PLACE UTILITY COMPANY, LLC, OR ITS ASSIGNS, TOGETHER WITH THE COST OF GARBAGE, ELECTRICAL LIGHTING, TELEPHONE, GAS AND OTHER NECESSARY UTILITY SERVICE FOR AREAS OWNED BY THE DISTRICT OR DEDICATED TO THE USE AND ENJOYMENT OF THE RESIDENTS OF THE DISTRICT, SUBDIVISION, OR THE PUBLIC; (C) MAINTENANCE AND REPAIR OF THE STORM WATER RUNOFF DRAINAGE SYSTEM INCLUDING DRAINAGE EASEMENTS AND DRAIN PIPES NOT MAINTAINED BY GIBSON PLACE WATER CONSERVATION AUTHORITY, LLC, OR ITS ASSIGNS, OR THE CITY OF WILDWOOD; AND (D) MAINTENANCE AND REPAIR OF THE LANDSCAPING AND IRRIGATION ON ISLANDS AND CUL-DE-SACS LOCATED WITHIN THE ROADWAYS, IF ANY.

11.) THE TITLE OPINION FOR THIS PLAT HAS BEEN SUBMITTED BY SEPARATE DOCUMENT.

VILLAGES OF SOUTHERN OAKS UNIT NO. 237 CONVEYANCE AND GRANT OF EASEMENTS TO VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15

ALL RIGHT, TITLE AND INTEREST OF THE VILLAGES DEVELOPMENT COMPANY, LLC, (THE DEVELOPER) IN TRACTS "A", "B", "C", "D", "E" AND "F" AND THE ROADWAYS SHOWN ON THIS PLAT OF VILLAGES OF SOUTHERN OAKS UNIT NO. 237, IS HEREBY SOLD, CONVEYED AND SET OVER TO VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15 (THE DISTRICT): (1) RESERVING UNTO THE DEVELOPER AND ITS ASSIGNS, AND EACH OF THEIR SUCCESSORS, TENANTS, INVITEES, AND GUESTS PERPETUAL EASEMENTS FOR INGRESS AND EGRESS AND THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF UNDERGROUND ELECTRIC, TELEPHONE, CABLE, GAS AND OTHER UTILITIES, IRRIGATION FACILITIES, POTABLE WATER, SANITARY SEWER AND STORM WATER FACILITIES, LANDSCAPED AREAS, FENCES, WALLS, ENTRY FACILITIES, INCLUDING ELECTRONIC CARD READING EQUIPMENT, GOLF CART AND PEDESTRIAN PATHS, SIGNAGE, ENJOYMENT IMPROVEMENTS AND GOLF CART AND PEDESTRIAN BRIDGES; AND (2) SUBJECT TO THE RESTRICTION THAT ALL ADDITIONS OF, REMOVAL OF, AND CHANGES TO IMPROVEMENTS LOCATED ON SUCH TRACTS AND ROADWAYS (INCLUDING, WITHOUT LIMITATION, ALL THOSE IMPROVEMENTS DESCRIBED ABOVE), MUST FIRST BE APPROVED IN ADVANCE BY THE DEVELOPER.

THE DEVELOPER ALSO GRANTS TO THE DISTRICT NON-EXCLUSIVE, PERPETUAL EASEMENTS OVER, ACROSS AND UPON ANY SPECIAL EASEMENTS SHOWN HEREON FOR THE PURPOSE OF MAINTAINING DRAINAGE FACILITIES LOCATED THEREON.

THE DISTRICT, BY EXECUTING THE DEDICATION CONTAINED ON THIS PLAT, ACCEPTS THIS CONVEYANCE AND AGREES TO MAINTAIN THE TRACTS LISTED ABOVE, INCLUDING ALL IMPROVEMENTS CONSTRUCTED THEREON AND DRAINAGE FACILITIES LOCATED WITHIN ANY SPECIAL EASEMENTS PERPETUALLY, AND MAINTAIN THE ROADWAYS AND DRAINAGE FEATURES LYING WITHIN SUCH ROADWAYS FOR TWO YEARS AFTER THE CITY ENGINEER HAS CERTIFIED THE CONSTRUCTION HAS BEEN COMPLETED.

WITNESSES AS TO ALL

SIGNATURE

PRINT NAME

3601 KIESSEL ROAD
THE VILLAGES, FLORIDA 32163
MAILING ADDRESS

SIGNATURE

PRINT NAME

4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

THE VILLAGES DEVELOPMENT COMPANY, LLC,
A FLORIDA LIMITED LIABILITY COMPANY
BY: VDC MANAGER, LLC,
A FLORIDA LIMITED LIABILITY COMPANY,
ITS MANAGER

BY: _____
MARTIN L. DZURO, MANAGER

STATE OF FLORIDA
COUNTY OF SUMTER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF ☐PHYSICAL PRESENCE OR ☐ONLINE NOTARIZATION, THIS ____ DAY OF _____, 20____, BY MARTIN L. DZURO, AS MANAGER OF AND ON BEHALF OF VDC MANAGER, LLC, A FLORIDA LIMITED LIABILITY COMPANY, THE MANAGER OF THE VILLAGES DEVELOPMENT COMPANY, LLC, A FLORIDA LIMITED LIABILITY COMPANY, FOR THE PURPOSES EXPRESSED HEREIN, WHO IS PERSONALLY KNOWN TO ME AND WHO DID NOT TAKE AN OATH.

NOTARY PUBLIC – STATE OF FLORIDA
PRINT NAME: _____
COMMISSION NO.: _____
COMMISSION EXPIRES: _____

SEAL

CERTIFICATE OF APPROVAL BY CITY OFFICIALS

THIS CERTIFIES THAT THIS PLAT HAS BEEN REVIEWED FOR CONFORMITY TO F.S. CHAPTER 177, AS CERTIFIED BY THE REVIEWING SURVEYOR SHOWN BELOW.

MELANIE D. STRICKLAND
DEVELOPMENT SERVICES DIRECTOR

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE COMMISSION OF THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA, AND WAS APPROVED BY THE COMMISSION FOR RECORD ON THIS ____ DAY OF _____, 20____.

JESSICA BARNES
CITY CLERK

ED WOLF
MAYOR

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE ATTORNEY FOR THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA, AND APPROVED BY HIM OR HER AS TO FORM AND LEGALITY ON THIS ____ DAY OF _____, 20____.

PRINT NAME
CITY OF WILDWOOD, ATTORNEY

SIGNATURE
CITY OF WILDWOOD, ATTORNEY

DEVELOPMENT SERVICES DIRECTOR
MELANIE D. STRICKLAND

PUBLIC WORKS DIRECTOR
JEREMY HOCKENBURY

PRINT NAME
CITY OF WILDWOOD, ENGINEER

SIGNATURE
CITY OF WILDWOOD, ENGINEER

REVIEWING SURVEYOR'S CERTIFICATE

PURSUANT TO SECTION 177.081, FLORIDA STATUTES, I HEREBY CERTIFY THAT I HAVE PERFORMED A REVIEW OF THIS PLAT FOR CONFORMITY TO CHAPTER 177, FLORIDA STATUTES AND THAT SAID PLAT COMPLIES WITH THE TECHNICAL REQUIREMENTS OF THAT CHAPTER; PROVIDED, HOWEVER, THAT MY REVIEW AND CERTIFICATION DOES NOT INCLUDE FIELD VERIFICATION OF ANY POINTS OR MEASUREMENTS SHOWN ON THIS PLAT.

SIGNATURE

DATE

RONALD W. HERR, P.L.S.
WADE SURVEYING, INC.

4907
REGISTRATION NO.

SEAL

PREPARED BY:
CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3126 LB#498

DEDICATION

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED, THE VILLAGES DEVELOPMENT COMPANY, LLC (THE DEVELOPER) HAS CAUSED TO BE MADE THIS PLAT, VILLAGES OF SOUTHERN OAKS UNIT NO. 237, A SUBDIVISION OF LAND HEREIN DESCRIBED AND JOINS WITH VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15 (THE DISTRICT) TO HEREBY DEDICATE THE ROADWAYS SHOWN HEREON TO THE CITY OF WILDWOOD AND THE PERPETUAL USE OF THE PUBLIC; AND DEDICATES TRACTS "A", "B", "C", "D", "E" AND "F" TO VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15.

WITNESSES:

(1) _____
SIGNATURE
PRINT NAME
3601 KIESSEL ROAD
THE VILLAGES, FLORIDA 32163
MAILING ADDRESS

(2) _____
SIGNATURE
PRINT NAME
4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

THE VILLAGES DEVELOPMENT COMPANY, LLC,
A FLORIDA LIMITED LIABILITY COMPANY

BY: VDC MANAGER, LLC,
A FLORIDA LIMITED LIABILITY COMPANY,
ITS MANAGER

BY: _____
MARTIN L. DZURO, MANAGER

WITNESSES:

(1) _____
SIGNATURE
PRINT NAME
3601 KIESSEL ROAD
THE VILLAGES, FLORIDA 32163
MAILING ADDRESS

(2) _____
SIGNATURE
PRINT NAME
4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15

BY: _____
SPENCER R. NOVAK, CHAIR

STATE OF FLORIDA
COUNTY OF SUMTER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF ☐PHYSICAL PRESENCE OR ☐ONLINE NOTARIZATION, THIS ____ DAY OF _____, 20____, BY MARTIN L. DZURO, AS MANAGER OF AND ON BEHALF OF VDC MANAGER, LLC, A FLORIDA LIMITED LIABILITY COMPANY, THE MANAGER OF THE VILLAGES DEVELOPMENT COMPANY, LLC, A FLORIDA LIMITED LIABILITY COMPANY, FOR THE PURPOSES EXPRESSED HEREIN, WHO IS PERSONALLY KNOWN TO ME AND WHO DID NOT TAKE AN OATH.

NOTARY PUBLIC – STATE OF FLORIDA
PRINT NAME: _____
COMMISSION NO.: _____
COMMISSION EXPIRES: _____

SEAL

STATE OF FLORIDA
COUNTY OF SUMTER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF ☐PHYSICAL PRESENCE OR ☐ONLINE NOTARIZATION, THIS ____ DAY OF _____, 20____, BY SPENCER R. NOVAK, THE CHAIR OF VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15, ON BEHALF OF THE DISTRICT, WHO IS PERSONALLY KNOWN TO ME AND WHO DID NOT TAKE AN OATH.

NOTARY PUBLIC – STATE OF FLORIDA
PRINT NAME: _____
COMMISSION NO.: _____
COMMISSION EXPIRES: _____

SEAL

CERTIFICATE OF SURVEYOR

I HEREBY CERTIFY THAT THIS PLAT OF VILLAGES OF SOUTHERN OAKS UNIT NO. 237, WAS PREPARED UNDER MY DIRECTION AND SUPERVISION; AND THAT THE PERMANENT REFERENCE MONUMENTS AS SHOWN THEREON WERE PLACED ON THE ____ DAY OF _____, 20____. I FURTHER CERTIFY THAT THIS PLAT COMPLIES WITH THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES.

CLYMER FARNER BARLEY SURVEYING, LLC
4450 N.E. 83RD ROAD
WILDWOOD, FLORIDA 34785
LICENSED BUSINESS NO. 8498

SEAL

KAYE M. JAMESON
REGISTRATION NO. 5912

DATE

CERTIFICATE OF CLERK

I HEREBY CERTIFY THAT I HAVE EXAMINED THIS PLAT AND FIND THAT IT COMPLIES IN FORM WITH ALL THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES AND WAS FILED FOR RECORD ON _____, 20____, AT _____ FILE NUMBER _____ PLAT BOOK _____ PAGE _____.

CLERK OF THE COURT IN AND
FOR SUMTER COUNTY, FLORIDA

SEAL

PRINT NAME
DEPUTY CLERK

SIGNATURE
DEPUTY CLERK

VILLAGES OF SOUTHERN OAKS UNIT NO. 237

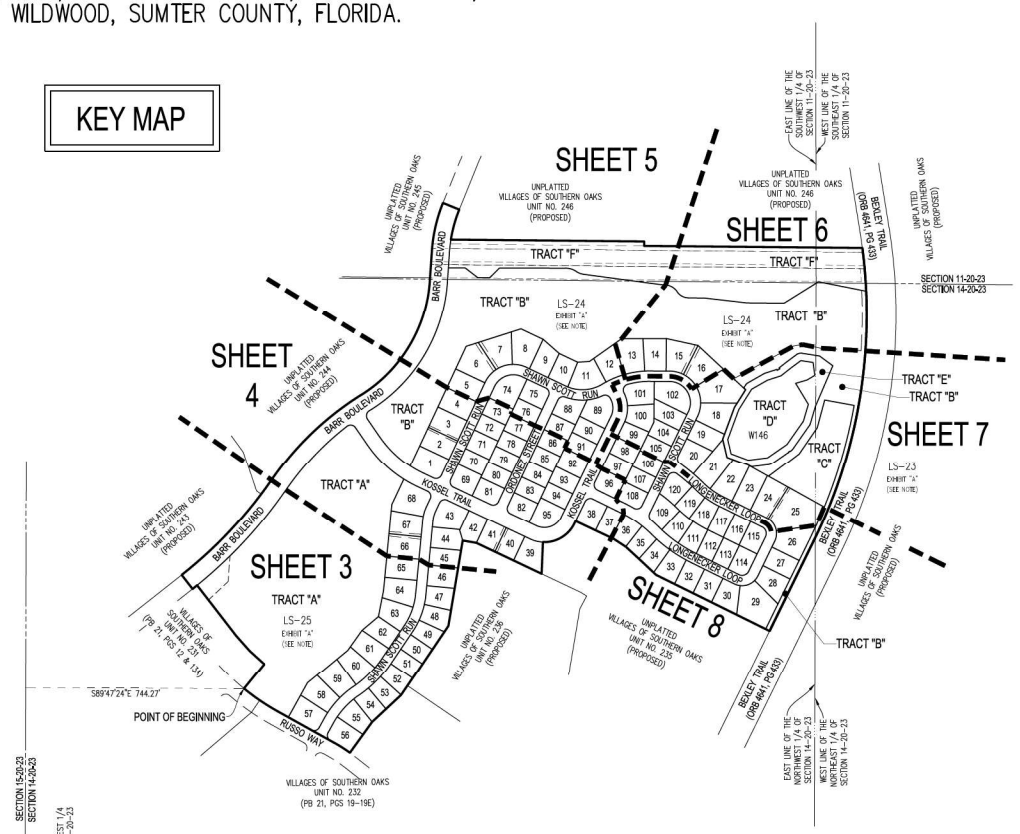
SHEET 2 OF 9

PLAT BOOK _____
PAGE _____

SECTIONS 11 AND 14, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

0 100 200 400
1 inch = 200 feet

KEY MAP



TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	361,840	8.31
B	439,895	10.10
C	47,739	1.10
D	57,710	1.32
E	29,167	0.67
F	192,639	4.42

NOTE

EXHIBIT A = EASEMENTS SET FORTH IN O.R. BOOK 4586, PAGE 704. (STORMWATER RUNOFF, RETENTION & TREATED EFFLUENT)

LEGEND

- ▣ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) AS NOTED.
- ⊡ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) OR 5/8" IRON PIN AND CAP SET LB #6498
- ◉ INDICATES P.K. NAIL AND DISK PERMANENT CONTROL POINT (P.C.P.) LB #6498 TO BE SET WITHIN ONE YEAR OF THE DATE THIS PLAT IS RECORDED.
- ○ INDICATES 5/8" IRON PIN AND CAP TO BE SET IN ACCORDANCE WITH SECTION 177.091(9) FLORIDA STATUTES. (SEE NOTE #5.)
- CB INDICATES CURVE NUMBER IN CURVE TABLE
- TB INDICATES LINE NUMBER IN LINE TABLE
- ℄ INDICATES CENTERLINE
- Δ INDICATES DELTA (CENTRAL ANGLE OF CURVE)
- CB INDICATES CHORD BEARING
- CH INDICATES CHORD DISTANCE
- L INDICATES ARC LENGTH
- LB INDICATES LICENSED BUSINESS
- NO. INDICATES NUMBER
- ORB INDICATES OFFICIAL RECORDS BOOK
- PC INDICATES POINT OF CURVATURE
- POC INDICATES POINT ON CURVE
- PCC INDICATES POINT OF COMPOUND CURVATURE
- PRC INDICATES POINT OF REVERSE CURVATURE
- PT INDICATES POINT OF TANGENCY
- R INDICATES RADIUS LENGTH
- (R) INDICATES RADIAL LINE
- DRA INDICATES DRAINAGE RETENTION AREA FOR STORMWATER MANAGEMENT INCLUDING CONVEYANCING PIPES
- GFE INDICATES GATE FACILITIES EASEMENT (RESERVED BY THE DEVELOPER AND ITS ASSIGNS)
- SE INDICATES SPECIAL EASEMENT RESERVED BY DEVELOPER AND ITS ASSIGNS, FOR LANDSCAPING AND/OR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF WATER, SANITARY SEWER, ELECTRIC, TELEPHONE, GAS OR OTHER UTILITIES AND/OR DRAINAGE FACILITIES AND/OR WALL FENCING AND/OR GOLF CART PATHS. DEVELOPER CONTEMPLATES PUTTING H.V.A.C. AND SIMILAR EQUIPMENT WITHIN THE EASEMENT AREA. UTILITY PROVIDERS UTILIZING SUCH EASEMENT AREA COVENANT, AS A CONDITION OF THE RIGHT TO USE SUCH EASEMENT, NOT TO INTERFERE OR DISTURB SUCH EQUIPMENT INSTALLED WITHIN THE EASEMENT AREA.

PB INDICATES PLAT BOOK
PC INDICATES PAGE
PGS INDICATES PAGES
SQ FT INDICATES SQUARE FEET
R/W INDICATES RIGHT-OF-WAY

PREPARED BY:
CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 63RD ROAD • WILDWOOD, FL 34785
(352) 748-3126 LB8498

VILLAGES OF SOUTHERN OAKS UNIT NO. 237

SECTIONS 11 AND 14, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

SHEET 3 OF 9

PLAT BOOK _____
PAGE _____

CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C42	267.50'	7°10'39"	33.51'	N09°04'50"E	33.49'
C43	267.50'	12°00'29"	56.06'	N18°40'24"E	55.96'
C44	267.50'	9°31'58"	44.51'	N29°26'37"E	44.45'
C45	417.50'	7°52'35"	57.39'	N38°08'54"E	57.35'
C46	417.50'	7°53'04"	57.45'	N46°01'43"E	57.41'
C47	417.50'	5°35'52"	40.79'	N52°46'11"E	40.77'
C48	282.50'	4°23'53"	21.69'	S53°22'11"W	21.68'
C49	282.50'	16°49'01"	82.92'	S42°45'44"W	82.62'
C50	282.50'	5°19'36"	26.26'	S31°41'25"W	26.25'
C51	20.00'	90°00'00"	31.42'	S15°58'23"E	28.28'
C52	20.00'	90°00'00"	31.42'	N74°01'37"E	28.28'
C53	317.60'	4°06'52"	22.79'	S31°04'33"W	22.79'
C54	317.50'	11°55'47"	66.11'	S39°05'23"W	65.99'
C55	317.50'	10°30'51"	58.26'	S50°18'42"W	58.18'
C56	382.50'	1°54'13"	12.71'	N54°37'01"E	12.71'
C57	382.50'	13°10'34"	87.96'	N47°04'37"E	87.77'
C58	382.50'	6°16'44"	41.92'	N37°20'58"E	41.90'
C59	232.50'	17°08'46"	69.58'	N25°38'13"E	69.32'
C60	232.50'	11°34'19"	46.96'	N11°16'40"E	46.88'
C98	1500.00'	17°37'04"	456.83'	N47°17'45"E	455.10'
C99	1000.00'	23°40'45"	413.28'	S46°25'44"W	410.34'
C100	1000.00'	20°38'35"	360.29'	S44°54'39"W	358.34'
C107	300.00'	26°32'30"	138.97'	S42°17'52"W	137.73'
C108	400.00'	21°21'31"	149.11'	N44°53'22"E	148.25'
C109	250.00'	28°43'06"	125.31'	N19°51'03"E	124.00'
C125	1530.00'	5°36'28"	149.75'	N48°29'35"E	149.69'
C126	1530.00'	11°05'59"	296.40'	N40°08'21"E	295.94'
C127	970.00'	17°55'41"	303.52'	S43°33'12"W	302.28'

LINE TABLE		
LINE TAG	BEARING	DISTANCE
L16	N29°01'37"E	35.99'
L17	N29°01'37"E	35.99'
L28	N60°58'23"W	37.50'
L29	N60°58'23"W	37.50'
L30	N29°01'37"E	55.99'

TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	361,840	8.31
B	439,895	10.10
C	47,739	1.10
D	57,710	1.32
E	29,167	0.67
F	192,639	4.42

NOTE

EXHIBIT A = EASEMENTS SET FORTH IN O.R. BOOK 4586, PAGE 704. (STORMWATER RUNOFF, RETENTION & TREATED EFFLUENT)

0 30 60 120
1 inch = 60 feet

TRACT "A"
LS-25
EXHIBIT "A"
(SEE NOTE)



LEGEND

- ▣ INDICATES 4" x 4" x 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) AS NOTED.
- ⊡ INDICATES 4" x 4" x 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) OR 5/8" IRON PIN AND CAP SET LB #8498
- ◉ INDICATES P.K. NAIL AND DISK PERMANENT CONTROL POINT (P.C.P.) LB #8498 TO BE SET WITHIN ONE YEAR OF THE DATE THIS PLAT IS RECORDED.
- ○ INDICATES 5/8" IRON PIN AND CAP TO BE SET IN ACCORDANCE WITH SECTION 177.091(9) FLORIDA STATUTES. (SEE NOTE #5.)
- C9 INDICATES CURVE NUMBER IN CURVE TABLE
- L9 INDICATES LINE NUMBER IN LINE TABLE
- ℄ INDICATES CENTERLINE
- Δ INDICATES DELTA (CENTRAL ANGLE OF CURVE)
- CB INDICATES CHORD BEARING
- CH INDICATES CHORD DISTANCE
- L INDICATES ARC LENGTH
- LB INDICATES LICENSED BUSINESS
- NO. INDICATES NUMBER
- ORB INDICATES OFFICIAL RECORDS BOOK
- PC INDICATES POINT OF CURVATURE
- POC INDICATES POINT ON CURVE
- PCC INDICATES POINT OF COMPOUND CURVATURE
- PRC INDICATES POINT OF REVERSE CURVATURE
- PT INDICATES POINT OF TANGENCY
- R INDICATES RADIUS LENGTH
- (R) INDICATES RADIAL LINE
- DRA INDICATES DRAINAGE RETENTION AREA FOR STORMWATER MANAGEMENT INCLUDING CONVEYANCING PIPES
- GFE INDICATES GATE FACILITIES EASEMENT (RESERVED BY THE DEVELOPER AND ITS ASSIGNS)
- SE INDICATES SPECIAL EASEMENT RESERVED BY DEVELOPER AND ITS ASSIGNS, FOR LANDSCAPING AND/OR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF WATER, SANITARY SEWER, ELECTRIC, TELEPHONE, GAS OR OTHER UTILITIES AND/OR DRAINAGE FACILITIES AND/OR WALL FENCING AND/OR GOLF CART PATHS. DEVELOPER CONTEMPLATES PUTTING H.V.A.C. AND SIMILAR EQUIPMENT WITHIN THE EASEMENT AREA. UTILITY PROVIDERS UTILIZING SUCH EASEMENT AREA COVENANT, AS A CONDITION OF THE RIGHT TO USE SUCH EASEMENT, NOT TO INTERFERE OR DISTURB SUCH EQUIPMENT INSTALLED WITHIN THE EASEMENT AREA.

- PB INDICATES PLAT BOOK
- PG INDICATES PAGE
- PGS INDICATES PAGES
- SQ FT INDICATES SQUARE FEET
- R/W INDICATES RIGHT-OF-WAY

PREPARED BY:
CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD • WILDWOOD, FL 34785
(352) 748-3126 LB8498

VILLAGES OF SOUTHERN OAKS
UNIT NO. 237

SECTIONS 11 AND 14, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

SHEET 4 OF 9

PLAT BOOK _____
PAGE _____

0 30 60 120
1 inch = 60 feet

TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	361,840	8.31
B	439,895	10.10
C	47,739	1.10
D	57,710	1.32
E	29,167	0.67
F	192,639	4.42

NOTE

EXHIBIT A – EASEMENTS SET FORTH IN O.R. BOOK 4586, PAGE 704. (STORMWATER RUNOFF, RETENTION & TREATED EFFLUENT)

LINE TABLE		
LINE TAG	BEARING	DISTANCE
L15	N16°18'02"W	36.82'

CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	375.00'	7°48'12"	51.07'	S60°54'57"E	51.03'
C2	20.00'	90°00'00"	31.42'	N70°10'57"E	28.28'
C34	402.50'	10°35'52"	74.45'	N57°01'37"W	74.34'
C35	402.50'	1°35'33"	11.19'	N63°07'20"W	11.19'
C36	20.00'	90°00'00"	31.42'	S71°04'54"W	28.28'
C38	114.00'	22°45'40"	45.29'	S76°11'53"E	44.99'
C40	20.00'	90°00'00"	31.42'	S70°10'57"W	28.28'
C41	102.50'	19°41'26"	35.23'	S15°20'14"W	35.05'
C61	137.50'	4°56'33"	11.86'	S07°57'47"W	11.86'
C62	137.50'	14°44'54"	35.39'	S17°48'30"W	35.30'

CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C63	20.00'	90°00'00"	31.42'	N19°49'03"W	28.28'
C64	425.00'	6°52'50"	51.04'	S61°22'38"E	51.01'
C65	20.00'	90°00'00"	31.42'	S19°49'03"E	28.28'
C68	20.00'	90°00'00"	31.42'	N70°10'57"E	28.28'
C69	20.00'	90°00'00"	31.42'	S19°49'03"E	28.28'
C75	64.00'	89°06'03"	99.53'	N70°37'55"E	89.80'
C76	20.00'	90°00'00"	31.42'	S18°35'06"E	28.28'
C84	437.50'	4°15'52"	32.56'	N61°47'10"W	32.55'
C98	1500.00'	17°27'04"	456.87'	N43°18'54"E	455.10'
C99	1000.00'	23°40'45"	413.28'	S46°25'44"W	410.34'
C100	1000.00'	20°38'35"	360.29'	S44°54'39"W	358.34'
C101	1000.00'	3°02'10"	52.99'	S56°45'02"W	52.98'
C102	525.00'	54°18'33"	497.63'	N31°06'50"E	479.21'
C104	400.00'	30°03'00"	209.79'	S49°47'33"E	207.39'
C105	89.00'	89°06'03"	138.40'	N70°37'55"E	124.87'
C110	120.00'	19°41'26"	41.24'	S15°20'14"W	41.04'
C124	420.00'	9°48'16"	71.87'	N59°00'58"W	71.78'
C126	1530.00'	11°05'59"	296.40'	N40°08'21"E	295.94'
C127	970.00'	17°55'41"	303.52'	S43°33'12"W	302.28'
C128	20.00'	92°42'54"	32.36'	N81°07'30"W	28.95'
C129	425.00'	23°10'10"	171.86'	S46°21'08"E	170.70'
C130	375.00'	22°14'48"	145.60'	S45°53'27"E	144.69'
C131	20.00'	92°42'54"	32.36'	S11°35'24"W	28.95'
C132	970.00'	0°19'16"	5.44'	S58°06'29"W	5.44'
C133	555.00'	54°18'33"	526.07'	N31°06'50"E	506.60'

MATCHLINE SHEET 4 / SHEET 3

R=485.00' Δ=54°16'33" L=459.20'
CB=N31°08'50"E CH=451.83'

UNPLATTED VILLAGES OF SOUTHERN OAKS UNIT NO. 244 (PROPOSED)

BARR BOULEVARD

R=1,030.00' Δ=23°40'45" L=425.68'
CB=N48°25'44"E CH=422.65'

R=470.00'
Δ=17°27'04" L=447.75'
CB=N61°18'54"E
CH=445.99'

TRACT "A"
LS-25
EXHIBIT "A"
(SEE NOTE)

TRACT "B"
LS-24
EXHIBIT "A"
(SEE NOTE)

SHAWN SCOTT RUN

KOSSEL TRAIL

ORDONEZ STREET

LONGENECKER LOOP

R = 114.00'
Δ = 66°20'23"
L = 131.99'
CB = S59°15'05"W
CH = 124.74'

UNPLATTED VILLAGES OF SOUTHERN OAKS UNIT NO. 235 (PROPOSED)

DETAIL "H"
1"=5'

LEGEND

- ⊠ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) AS NOTED.
- ⊡ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) OR 5/8" IRON PIN AND CAP SET LB #8498
- ◉ INDICATES P.K. NAIL AND DISK PERMANENT CONTROL POINT (P.C.P.) LB #8498 TO BE SET WITHIN ONE YEAR OF THE DATE THIS PLAT IS RECORDED.
- ○ INDICATES 5/8" IRON PIN AND CAP TO BE SET IN ACCORDANCE WITH SECTION 177.091(9) FLORIDA STATUTES. (SEE NOTE #5.)
- CM INDICATES CURVE NUMBER IN CURVE TABLE
- LN INDICATES LINE NUMBER IN LINE TABLE
- ℄ INDICATES CENTERLINE
- Δ INDICATES DELTA (CENTRAL ANGLE OF CURVE)
- CB INDICATES CHORD BEARING
- CH INDICATES CHORD DISTANCE
- L INDICATES ARC LENGTH
- LB INDICATES LICENSED BUSINESS
- NO. INDICATES NUMBER
- ORB INDICATES OFFICIAL RECORDS BOOK
- PC INDICATES POINT OF CURVATURE
- POC INDICATES POINT ON CURVE
- PCC INDICATES POINT OF COMPOUND CURVATURE
- PRC INDICATES POINT OF REVERSE CURVATURE
- PT INDICATES POINT OF TANGENCY
- R INDICATES RADIUS LENGTH
- (R) INDICATES RADIAL LINE
- DRA INDICATES DRAINAGE RETENTION AREA FOR STORMWATER MANAGEMENT INCLUDING CONVEYANCING PIPES
- GFE INDICATES GATE FACILITIES EASEMENT (RESERVED BY THE DEVELOPER AND ITS ASSIGNS)
- SE INDICATES SPECIAL EASEMENT RESERVED BY DEVELOPER AND ITS ASSIGNS, FOR LANDSCAPING AND/OR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF WATER, SANITARY SEWER, ELECTRIC, TELEPHONE, GAS OR OTHER UTILITIES AND/OR DRAINAGE FACILITIES AND/OR WALL FENCING AND/OR GOLF CART PATHS. DEVELOPER CONTEMPLATES PUTTING H.V.A.C. AND SIMILAR EQUIPMENT WITHIN THE EASEMENT AREA. UTILITY PROVIDERS UTILIZING SUCH EASEMENT AREA COVENANT, AS A CONDITION OF THE RIGHT TO USE SUCH EASEMENT, NOT TO INTERFERE OR DISTURB SUCH EQUIPMENT INSTALLED WITHIN THE EASEMENT AREA.

- PB INDICATES PLAT BOOK
- PG INDICATES PAGE
- PGS INDICATES PAGES
- SQ FT INDICATES SQUARE FEET
- R/W INDICATES RIGHT-OF-WAY

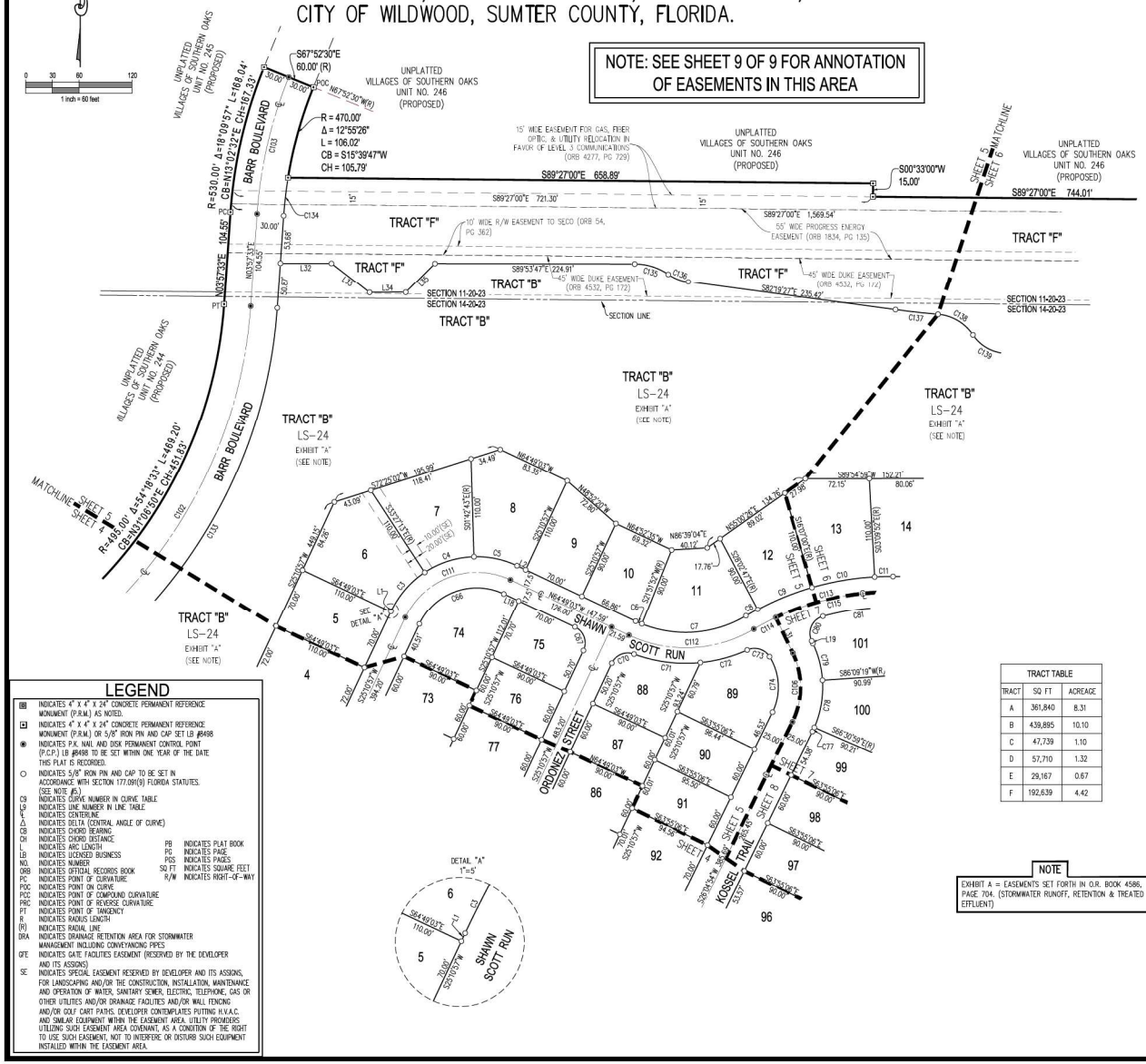
PREPARED BY:
CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD • WILDWOOD, FL 34785
(352) 748-3126 LB8498

VILLAGES OF SOUTHERN OAKS UNIT NO. 237

SHEET 5 OF 9

PLAT BOOK _____
PAGE _____

SECTIONS 11 AND 14, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.



LEGEND

- ⊠ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) AS NOTED.
- ⊡ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) OR 5/8" IRON PIN AND CAP SET LB #8498
- ◉ INDICATES P.K. NAIL AND DISK PERMANENT CONTROL POINT (P.C.P.) LB #8498 TO BE SET WITHIN ONE YEAR OF THE DATE THIS PLAT IS RECORDED.
- ○ INDICATES 5/8" IRON PIN AND CAP TO BE SET IN ACCORDANCE WITH SECTION 177.091(9) FLORIDA STATUTES. (SEE NOTE #5.)
- C9 INDICATES CURVE NUMBER IN CURVE TABLE
- L9 INDICATES LINE NUMBER IN LINE TABLE
- ℄ INDICATES CENTERLINE
- Δ INDICATES DELTA (CENTRAL ANGLE OF CURVE)
- CB INDICATES CHORD BEARING
- CH INDICATES CHORD DISTANCE
- L INDICATES ARC LENGTH
- LB INDICATES LICENSED BUSINESS
- NO. INDICATES NUMBER
- ORB INDICATES OFFICIAL RECORDS BOOK
- PC INDICATES POINT OF CURVATURE
- POC INDICATES POINT ON CURVE
- PCC INDICATES POINT OF COMPOUND CURVATURE
- PRC INDICATES POINT OF REVERSE CURVATURE
- PT INDICATES POINT OF TANGENCY
- R INDICATES RADIUS LENGTH
- (R) INDICATES RADIAL LINE
- DRA INDICATES DRAINAGE RETENTION AREA FOR STORMWATER MANAGEMENT INCLUDING CONVEYANCING PIPES
- GFE INDICATES GATE FACILITIES EASEMENT (RESERVED BY THE DEVELOPER AND ITS ASSIGNS)
- SE INDICATES SPECIAL EASEMENT RESERVED BY DEVELOPER AND ITS ASSIGNS, FOR LANDSCAPING AND/OR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF WATER, SANITARY SEWER, ELECTRIC, TELEPHONE, GAS OR OTHER UTILITIES AND/OR DRAINAGE FACILITIES AND/OR WALL FENCING AND/OR GOLF CART PATHS. DEVELOPER CONTEMPLATES PUTTING H.V.A.C. AND SIMILAR EQUIPMENT WITHIN THE EASEMENT AREA. UTILITY PROVIDERS UTILIZING SUCH EASEMENT AREA COVENANT, AS A CONDITION OF THE RIGHT TO USE SUCH EASEMENT, NOT TO INTERFERE OR DISTURB SUCH EQUIPMENT INSTALLED WITHIN THE EASEMENT AREA.

- PB INDICATES PLAT BOOK
- PG INDICATES PAGE
- PGS INDICATES PAGES
- SQ FT INDICATES SQUARE FEET
- R/W INDICATES RIGHT-OF-WAY

CURVE TABLE

CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C3	106.50'	31°21'50"	58.30'	S40°51'52"W	57.57'
C4	106.50'	31°14'30"	59.00'	S72°25'02"W	58.25'
C5	106.50'	26°53'40"	49.99'	N78°15'53"W	49.53'
C6	132.50'	3°19'05"	7.67'	S66°28'36"E	7.67'
C7	132.50'	52°39'29"	121.77'	N85°32'08"E	117.53'
C8	317.50'	2°44'50"	15.22'	S60°34'48"W	15.22'
C9	317.50'	11°55'47"	66.11'	S67°55'07"W	65.99'
C10	317.50'	12°57'08"	71.77'	S80°21'34"W	71.62'
C11	317.50'	3°43'43"	20.66'	S88°42'00"W	20.66'
C66	71.50'	90°00'00"	112.31'	S70°10'57"W	101.12'
C67	20.00'	90°00'00"	31.42'	N19°49'03"W	28.28'
C70	20.00'	85°07'56"	29.72'	S67°44'55"W	27.06'
C71	167.50'	25°59'22"	75.98'	S82°40'47"E	75.33'
C72	167.50'	18°44'59"	54.81'	N74°57'02"E	54.57'
C73	20.00'	82°14'20"	28.71'	N73°18'17"W	26.31'
C74	64.00'	58°16'01"	65.08'	N03°10'07"W	62.32'
C77	114.00'	2°35'53"	5.17'	N24°46'57"E	5.17'
C78	114.00'	27°19'41"	54.37'	N09°49'10"E	53.86'
C79	114.00'	21°35'47"	42.97'	N14°38'34"W	42.72'
C80	20.00'	99°52'15"	34.86'	S24°29'40"W	30.61'
C81	282.50'	16°08'04"	79.55'	S82°29'49"W	79.29'
C102	525.00'	54°18'33"	497.63'	N31°06'50"E	479.21'
C103	500.00'	18°09'57"	158.53'	S13°02'32"W	157.86'
C106	89.00'	51°31'22"	80.03'	N00°19'13"E	77.36'
C111	89.00'	90°00'00"	139.80'	S70°10'57"W	125.87'
C112	150.00'	55°58'33"	146.54'	N87°11'40"E	140.79'
C113	300.00'	31°21'28"	164.19'	S74°53'07"W	162.15'
C114	300.00'	5°21'09"	28.03'	S61°52'58"W	28.02'
C115	300.00'	26°00'19"	136.16'	S77°33'42"W	135.00'
C133	555.00'	54°18'33"	526.07'	N31°06'50"E	506.60'
C134	470.00'	5°14'31"	43.00'	S06°34'49"W	42.98'
C135	67.00'	34°26'36"	40.28'	N72°40'30"W	39.67'
C136	52.00'	26°52'16"	24.39'	S68°53'19"E	24.16'
C137	997.00'	2°46'16"	48.22'	S83°42'35"E	48.22'
C138	53.00'	50°56'55"	47.13'	N59°37'16"W	45.59'
C139	47.00'	54°53'43"	45.02'	S61°55'09"E	43.33'

TRACT TABLE

TRACT	SQ FT	ACREAGE
A	361,840	8.31
B	439,895	10.10
C	47,739	1.10
D	57,710	1.32
E	29,167	0.67
F	192,639	4.42

LINE TABLE

LINE TAG	BEARING	DISTANCE
L1	S25°10'57"W	0.84'
L2	N64°49'03"W	10.73'
L18	N64°49'03"W	18.50'
L19	S25°26'28"E	3.21'
L31	S25°26'28"E	44.80'
L32	S89°53'47"E	57.48'
L33	S52°16'49"E	54.33'
L34	N89°45'52"E	40.64'
L35	N45°04'40"E	46.54'

NOTE

EXHIBIT A = EASEMENTS SET FORTH IN O.R. BOOK 4586, PAGE 704. (STORMWATER RUNOFF, RETENTION & TREATED EFFLUENT)

PREPARED BY: CFB SURVEYING | CLYMER FARNER BARLEY
4450 NE 83RD ROAD • WILDWOOD, FL 34785
(352) 748-3126 LB8498

VILLAGES OF SOUTHERN OAKS UNIT NO. 237

SECTIONS 11 AND 14, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

SHEET 6 OF 9

PLAT BOOK _____
PAGE _____

0 30 60 120
1 inch = 60 feet

CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C7	132.50'	52°39'29"	121.77'	N85°32'08"E	117.53'
C8	317.50'	2°44'50"	15.22'	S60°34'48"W	15.22'
C9	317.50'	11°55'47"	66.11'	S67°55'07"W	65.99'
C10	317.50'	12°57'08"	71.77'	S80°21'34"W	71.62'
C11	317.50'	3°43'43"	20.66'	S88°42'00"W	20.66'
C12	106.50'	26°16'24"	48.84'	N76°17'57"W	48.41'
C13	106.50'	31°44'30"	59.00'	N47°17'30"W	58.25'
C14	106.50'	31°44'30"	59.00'	N15°33'00"W	58.25'
C37	1750.00'	4°50'17"	147.77'	N05°02'22"W	147.73'
C72	167.50'	18°44'59"	54.81'	N74°57'02"E	54.57'
C73	20.00'	82°14'20"	28.71'	N73°18'17"W	26.31'
C74	64.00'	58°16'01"	65.08'	N03°03'07"W	62.32'
C79	114.00'	21°35'47"	42.97'	N14°38'34"W	42.72'
C80	20.00'	99°52'15"	34.86'	S24°29'40"W	30.61'
C81	282.50'	16°08'04"	79.55'	S82°29'49"W	79.29'
C82	71.50'	115°31'03"	144.16'	N31°40'38"W	120.95'
C106	89.00'	51°31'22"	80.03'	N00°19'13"E	77.36'
C112	150.00'	55°58.33'	146.54'	N81°11'40"E	140.79'
C113	300.00'	31°21'28"	164.19'	S74°53'07"W	162.15'
C114	300.00'	5°21'09"	28.03'	S61°52'58"W	28.02'
C115	300.00'	26°00'19"	136.16'	S77°33'42"W	135.00'
C116	89.00'	115°31'03"	179.44'	N31°40'38"W	150.55'
C137	997.00'	2°46'16"	48.22'	S83°42'35"E	48.22'
C138	53.00'	50°56'55"	47.13'	N59°37'16"W	45.59'
C139	47.00'	54°52'43"	45.02'	S61°35'09"E	43.32'
C140	1735.00'	6°52'30"	208.19'	N00°41'42"E	208.06'
C149	1750.00'	28°53'35"	882.49'	N11°49'34"E	873.17'

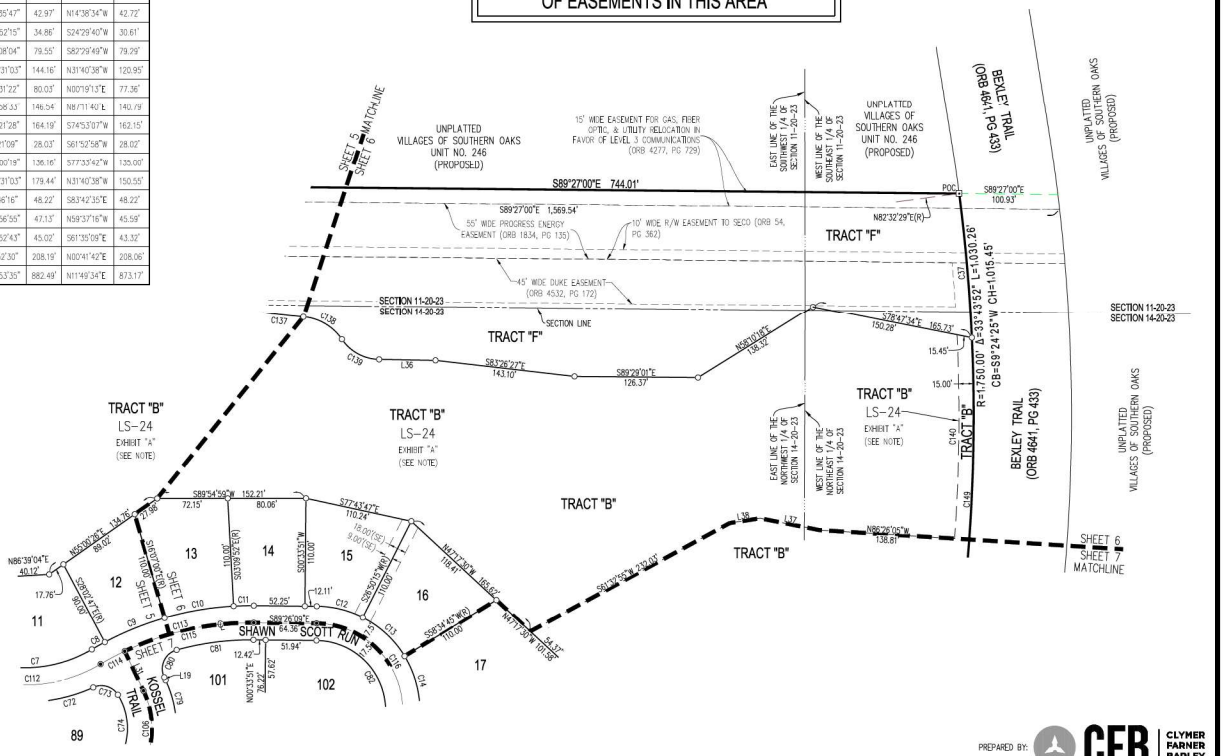
LINE TABLE		
LINE TAG	BEARING	DISTANCE
L19	S25°26'28"E	3.21'
L31	S25°26'28"E	44.60'
L36	S89°01'31"E	57.65'
L37	N78°46'27"W	61.49'
L38	S81°11'31"W	31.45'

NOTE

EXHIBIT A = EASEMENTS SET FORTH IN O.R. BOOK 4586, PAGE 704. (STORMWATER RUNOFF, RETENTION & TREATED EFFLUENT)

TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	361,840	8.31
B	439,895	10.10
C	47,739	1.10
D	57,710	1.32
E	29,167	0.67
F	192,639	4.42

NOTE: SEE SHEET 9 OF 9 FOR ANNOTATION OF EASEMENTS IN THIS AREA



LEGEND

- ▣ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) AS NOTED.
- ⊡ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) OR 5/8" IRON PIN AND CAP SET LB #8498
- ◉ INDICATES P.K. NAIL AND DISK PERMANENT CONTROL POINT (P.C.P.) LB #8498 TO BE SET WITHIN ONE YEAR OF THE DATE THIS PLAT IS RECORDED.
- ○ INDICATES 5/8" IRON PIN AND CAP TO BE SET IN ACCORDANCE WITH SECTION 177.091(9) FLORIDA STATUTES. (SEE NOTE #5.)
- C9 INDICATES CURVE NUMBER IN CURVE TABLE
- L9 INDICATES LINE NUMBER IN LINE TABLE
- ℄ INDICATES CENTERLINE
- Δ INDICATES DELTA (CENTRAL ANGLE OF CURVE)
- CB INDICATES CHORD BEARING
- CH INDICATES CHORD DISTANCE
- L INDICATES ARC LENGTH
- LB INDICATES LICENSED BUSINESS
- NO. INDICATES NUMBER
- ORB INDICATES OFFICIAL RECORDS BOOK
- PC INDICATES POINT OF CURVATURE
- POC INDICATES POINT ON CURVE
- PCC INDICATES POINT OF COMPOUND CURVATURE
- PRC INDICATES POINT OF REVERSE CURVATURE
- PT INDICATES POINT OF TANGENCY
- R INDICATES RADIUS LENGTH
- (R) INDICATES RADIAL LINE
- DRA INDICATES DRAINAGE RETENTION AREA FOR STORMWATER MANAGEMENT INCLUDING CONVEYANCING PIPES
- GFE INDICATES GATE FACILITIES EASEMENT (RESERVED BY THE DEVELOPER AND ITS ASSIGNS)
- SE INDICATES SPECIAL EASEMENT RESERVED BY DEVELOPER AND ITS ASSIGNS, FOR LANDSCAPING AND/OR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF WATER, SANITARY SEWER, ELECTRIC, TELEPHONE, GAS OR OTHER UTILITIES AND/OR DRAINAGE FACILITIES AND/OR WALL FENCING AND/OR GOLF CART PATHS. DEVELOPER CONTEMPLATES PUTTING H.V.A.C. AND SIMILAR EQUIPMENT WITHIN THE EASEMENT AREA. UTILITY PROVIDERS UTILIZING SUCH EASEMENT AREA COVENANT, AS A CONDITION OF THE RIGHT TO USE SUCH EASEMENT, NOT TO INTERFERE OR DISTURB SUCH EQUIPMENT INSTALLED WITHIN THE EASEMENT AREA.

- PB INDICATES PLAT BOOK
- PG INDICATES PAGE
- PGS INDICATES PAGES
- SQ FT INDICATES SQUARE FEET
- R/W INDICATES RIGHT-OF-WAY

PREPARED BY:
CFB SURVEYING
CLYMER FARNER BARLEY
4450 NE 83RD ROAD • WILDWOOD, FL 34785
(352) 748-3126 LB8498

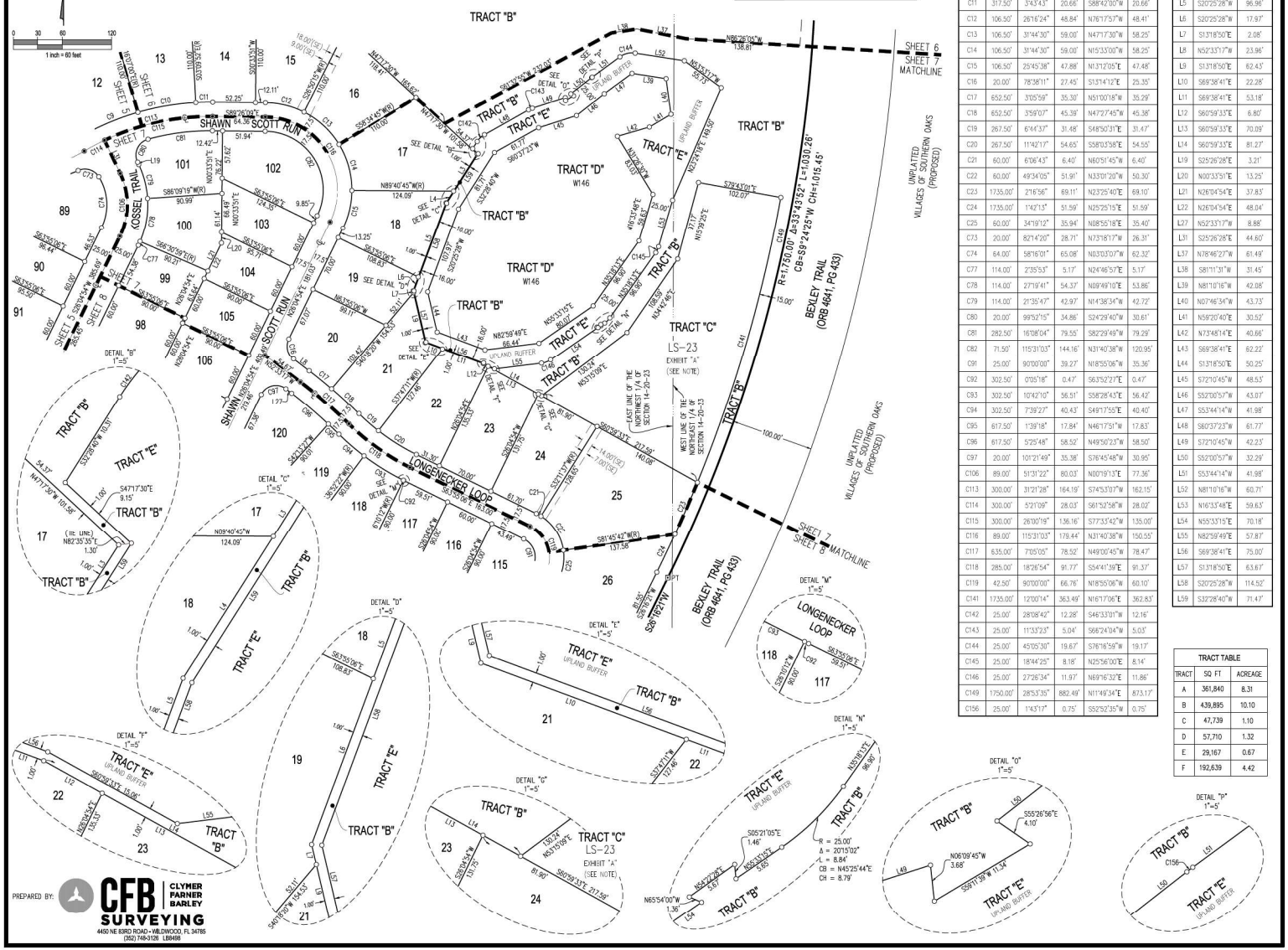
VILLAGES OF SOUTHERN OAKS
UNIT NO. 237

SECTIONS 11 AND 14, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

SHEET 7 OF 9

PLAT BOOK _____
PAGE _____

NOTE
EXHIBIT A = EASEMENTS SET FORTH IN O.R. BOOK 4586, PAGE 704. (STORMWATER RUNOFF, RETENTION & TREATED EFFLUENT)



CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C9	317.50'	11°55'47"	66.11'	S67°55'07"W	65.99'
C10	317.50'	12°57'08"	71.77'	S80°21'34"W	71.62'
C11	317.50'	3°43'43"	20.66'	S88°42'00"W	20.66'
C12	106.50'	26°16'24"	48.84'	N76°17'57"W	48.41'
C13	106.50'	31°44'30"	59.00'	N47°17'30"W	58.25'
C14	106.50'	31°44'30"	59.00'	N15°33'00"W	58.25'
C15	106.50'	25°45'38"	47.88'	N1°31'05"E	47.48'
C16	20.00'	78°38'11"	27.45'	S13°14'12"E	25.35'
C17	652.50'	3°05'59"	35.30'	N51°00'18"W	35.29'
C18	652.50'	3°59'07"	45.39'	N47°27'45"W	45.38'
C19	267.50'	6°44'37"	31.48'	S48°50'31"E	31.47'
C20	267.50'	11°42'17"	54.65'	S58°03'58"E	54.55'
C21	60.00'	6°06'43"	6.40'	N60°51'45"W	6.40'
C22	60.00'	49°34'05"	51.91'	N33°01'20"W	50.30'
C23	1735.00'	2°16'56"	69.11'	N23°25'40"E	69.10'
C24	1735.00'	1°42'13"	51.59'	N25°25'15"E	51.59'
C25	60.00'	34°19'12"	35.94'	N08°55'18"E	35.40'
C73	20.00'	82°14'20"	28.71'	N73°18'17"W	26.31'
C74	64.00'	58°16'01"	65.08'	N03°03'07"W	62.32'
C77	114.00'	2°35'53"	5.17'	N24°46'57"E	5.17'
C78	114.00'	27°19'41"	54.37'	N09°49'10"E	53.86'
C79	114.00'	21°35'47"	42.97'	N14°38'34"W	42.72'
C80	20.00'	99°52'15"	34.86'	S24°29'40"W	30.61'
C81	282.50'	16°08'04"	79.55'	S82°29'49"W	79.28'
C82	71.50'	115°31'03"	144.16'	N31°40'38"W	120.95'
C91	25.00'	90°00'00"	39.27'	N18°55'06"W	35.36'
C92	302.50'	0°05'18"	0.47'	S63°52'27"E	0.47'
C93	302.50'	10°42'10"	56.51'	S58°28'43"E	56.42'
C94	302.50'	7°39'27"	40.43'	S49°17'55"E	40.40'
C95	617.50'	1°39'18"	17.84'	N46°17'51"W	17.83'
C96	617.50'	5°25'48"	58.52'	N49°50'23"W	58.50'
C97	20.00'	101°21'49"	35.38'	S76°45'48"W	30.95'
C106	89.00'	51°31'22"	80.03'	N00°19'13"E	77.36'
C113	300.00'	31°21'28"	164.19'	S74°53'07"W	162.15'
C114	300.00'	5°21'09"	28.03'	S61°52'58"W	28.02'
C115	300.00'	26°00'19"	136.16'	S77°33'42"W	135.00'
C116	89.00'	115°31'03"	179.44'	N31°40'38"W	150.55'
C117	635.00'	7°05'05"	78.52'	N49°00'45"W	78.47'
C118	285.00'	18°26'54"	91.77'	S54°41'39"E	91.37'
C119	42.50'	90°00'00"	66.76'	N18°55'06"W	60.10'
C141	1735.00'	12°00'14"	363.49'	N16°17'06"E	362.83'
C142	25.00'	28°08'42"	12.28'	S46°33'01"W	12.16'
C143	25.00'	11°33'23"	5.04'	S66°24'04"W	5.03'
C144	25.00'	45°05'30"	19.67'	S76°16'59"W	19.17'
C145	25.00'	18°44'25"	8.18'	N25°56'00"E	8.14'
C146	25.00'	27°26'34"	11.97'	N69°16'32"E	11.86'
C149	1750.00'	28°53'35"	882.49'	N11°49'34"E	873.17'
C156	25.00'	1°43'17"	0.75'	S52°52'35"W	0.75'

LINE TABLE		
LINE TAG	BEARING	DISTANCE
L3	S32°28'40"W	53.65'
L4	S32°28'40"W	17.09'
L5	S20°25'28"W	96.96'
L6	S20°25'28"W	17.97'
L7	S13°18'50"E	2.08'
L8	N52°33'17"W	23.96'
L9	S13°18'50"E	62.43'
L10	S69°38'41"E	22.28'
L11	S69°38'41"E	53.18'
L12	S60°59'33"E	6.80'
L13	S60°59'33"E	70.09'
L14	S60°59'33"E	81.27'
L19	S25°26'28"E	3.21'
L20	N00°33'51"E	13.25'
L21	N26°04'54"E	37.83'
L22	N26°04'54"E	48.04'
L27	N52°33'17"W	8.88'
L31	S25°26'28"E	44.60'
L37	N78°46'27"W	61.49'
L38	S81°11'31"W	31.45'
L39	N81°10'16"W	42.08'
L40	N07°46'34"W	43.73'
L41	N59°20'40"E	30.52'
L42	N73°48'14"E	40.66'
L43	S69°38'41"E	62.22'
L44	S13°18'50"E	50.25'
L45	S72°10'45"W	48.53'
L46	S52°00'57"W	43.07'
L47	S53°44'14"W	41.98'
L48	S60°37'23"W	61.77'
L49	S72°10'45"W	42.23'
L50	S52°00'57"W	32.29'
L51	S53°44'14"W	41.98'
L52	N81°10'16"W	60.71'
L53	N16°33'48"E	59.63'
L54	N55°33'15"E	70.18'
L55	N82°59'49"E	57.87'
L56	S69°38'41"E	75.00'
L57	S13°18'50"E	63.61'
L58	S20°25'28"W	114.52'
L59	S32°28'40"W	71.47'

TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	361,840	8.31
B	439,895	10.10
C	47,739	1.10
D	57,710	1.32
E	29,167	0.67
F	192,639	4.42

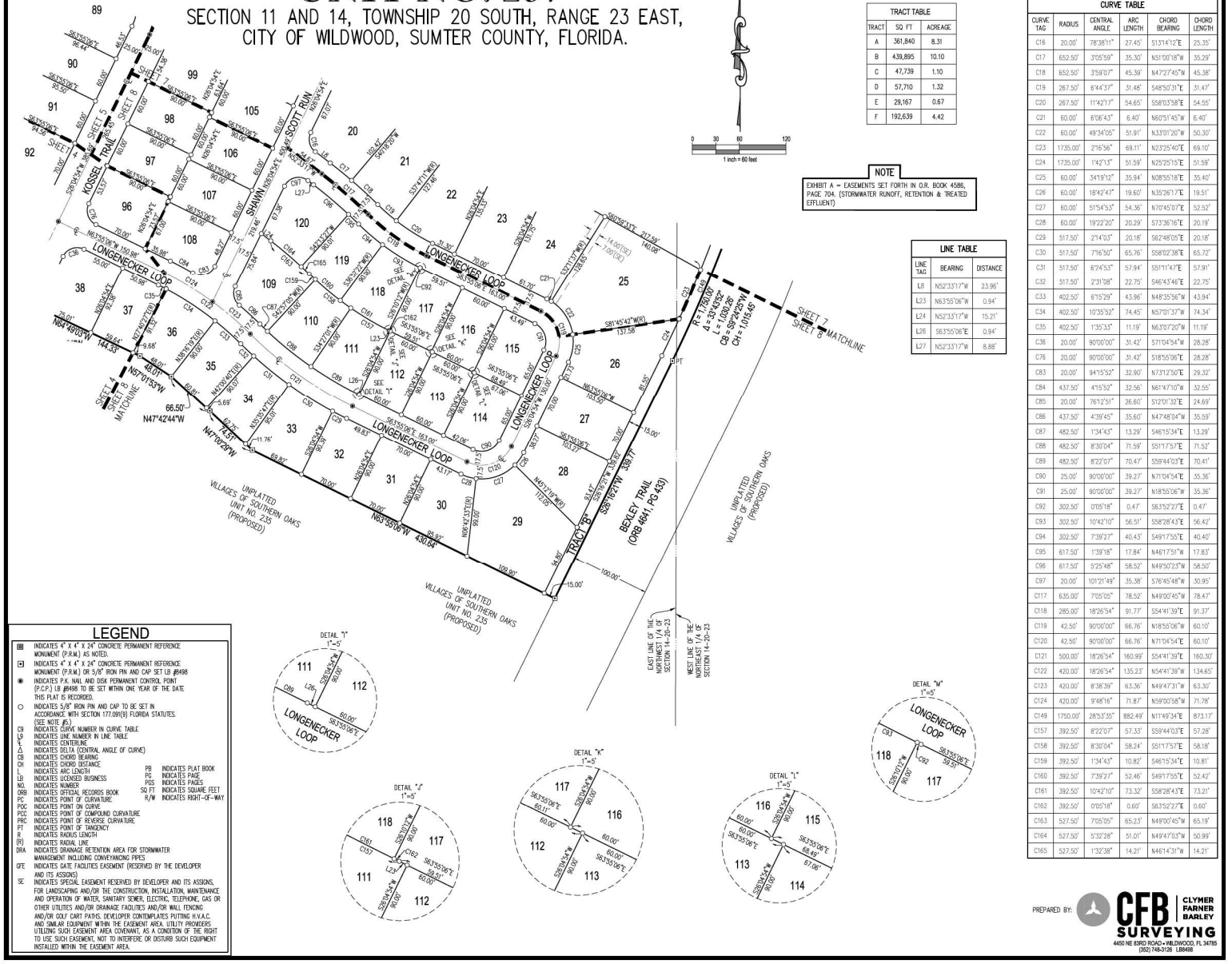
PREPARED BY:
CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3128 LB#498

VILLAGES OF SOUTHERN OAKS UNIT NO. 237

SECTION 11 AND 14, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

SHEET 8 OF 9

PLAT BOOK _____
PAGE _____



TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	361,840	8.31
B	439,895	10.10
C	47,739	1.10
D	57,710	1.32
E	29,167	0.67
F	192,639	4.42

LINE TABLE		
LINE TAG	BEARING	DISTANCE
L8	N52°33'17"W	23.96'
L23	N63°55'06"W	0.94'
L24	N52°33'17"W	15.21'
L26	S63°55'06"E	0.94'
L27	N52°33'17"W	8.88'

CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C16	20.00'	78°38'11"	27.45'	S13°14'12"E	25.35'
C17	652.50'	3°05'59"	35.30'	N51°00'18"W	35.29'
C18	652.50'	3°59'07"	45.39'	N47°27'45"W	45.38'
C19	267.50'	6°44'37"	31.48'	S48°50'31"E	31.47'
C20	267.50'	11°47'17"	54.65'	S58°03'58"E	54.55'
C21	60.00'	6°06'43"	6.40'	N60°51'45"W	6.40'
C22	60.00'	49°34'05"	51.91'	N33°01'20"W	50.30'
C23	1735.00'	2°16'56"	69.11'	N23°25'40"E	69.10'
C24	1735.00'	1°42'13"	51.59'	N25°25'15"E	51.59'
C25	60.00'	34°19'12"	35.94'	N08°55'18"E	35.40'
C26	60.00'	18°42'47"	19.60'	N35°26'17"E	19.51'
C27	60.00'	51°54'53"	54.36'	N70°45'07"E	52.52'
C28	60.00'	19°22'20"	20.29'	S73°36'16"E	20.19'
C29	517.50'	2°14'03"	20.18'	S62°48'05"E	20.18'
C30	517.50'	7°16'50"	65.76'	S58°02'38"E	65.72'
C31	517.50'	6°24'53"	57.94'	S51°11'47"E	57.91'
C32	517.50'	2°31'08"	22.75'	S46°43'48"E	22.75'
C33	402.50'	6°15'29"	43.96'	N48°35'56"W	43.94'
C34	402.50'	10°35'52"	74.45'	N57°01'37"W	74.34'
C35	402.50'	1°35'33"	11.19'	N63°70'20"W	11.19'
C36	20.00'	90°00'00"	31.42'	S71°04'54"W	28.28'
C76	20.00'	90°00'00"	31.42'	S18°55'06"E	28.28'
C83	20.00'	94°15'52"	32.90'	N73°12'50"E	29.32'
C84	437.50'	4°15'52"	32.56'	N61°47'10"W	32.55'
C85	20.00'	76°12'51"	26.60'	S12°01'32"E	24.69'
C86	437.50'	4°39'45"	35.60'	N47°48'04"W	35.59'
C87	482.50'	1°34'43"	13.29'	S46°15'34"E	13.29'
C88	482.50'	8°30'04"	71.59'	S51°17'57"E	71.52'
C89	482.50'	8°22'07"	70.47'	S59°44'03"E	70.41'
C90	25.00'	90°00'00"	39.27'	N71°04'54"E	35.36'
C91	25.00'	90°00'00"	39.27'	N18°55'06"W	35.36'
C92	302.50'	0°05'18"	0.47'	S63°52'27"E	0.47'
C93	302.50'	10°42'10"	56.51'	S58°28'43"E	56.42'
C94	302.50'	7°39'27"	40.43'	S49°17'55"E	40.40'
C95	617.50'	1°39'18"	17.84'	N46°17'51"W	17.83'
C96	617.50'	5°25'48"	58.52'	N49°50'23"W	58.50'
C97	20.00'	101°21'49"	35.38'	S76°45'48"W	30.95'
C117	635.00'	7°05'05"	78.52'	N49°00'45"W	78.47'
C118	285.00'	18°26'54"	91.77'	S54°41'39"E	91.37'
C119	42.50'	90°00'00"	66.76'	N18°55'06"W	60.10'
C120	42.50'	90°00'00"	66.76'	N71°04'54"E	60.10'
C121	500.00'	18°26'54"	160.99'	S54°41'39"E	160.30'
C122	420.00'	18°26'54"	135.23'	N54°41'38"W	134.65'
C123	420.00'	8°38'39"	63.36'	N49°47'31"W	63.30'
C124	420.00'	9°48'16"	71.87'	N59°00'58"W	71.78'
C149	1750.00'	28°53'35"	882.49'	N11°49'34"E	873.17'
C157	392.50'	8°22'07"	57.33'	S59°44'03"E	57.28'
C158	392.50'	8°30'04"	58.24'	S51°17'57"E	58.18'
C159	392.50'	1°34'43"	10.82'	S46°15'34"E	10.81'
C160	392.50'	7°39'27"	52.46'	S49°17'55"E	52.42'
C161	392.50'	10°42'10"	73.32'	S58°28'43"E	73.21'
C162	392.50'	0°05'18"	0.60'	S63°52'27"E	0.60'
C163	527.50'	7°05'05"	65.23'	N49°00'45"W	65.19'
C164	527.50'	5°32'28"	51.01'	N49°47'03"W	50.99'
C165	527.50'	1°32'38"	14.21'	N46°14'31"W	14.21'

LEGEND

- ■ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) AS NOTED.
- ⊡ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) OR 5/8" IRON PIN AND CAP SET LB #8498
- ◉ INDICATES P.K. NAIL AND DISK PERMANENT CONTROL POINT (P.C.P.) LB #8498 TO BE SET WITHIN ONE YEAR OF THE DATE THIS PLAT IS RECORDED.
- ○ INDICATES 5/8" IRON PIN AND CAP TO BE SET IN ACCORDANCE WITH SECTION 177.091(9) FLORIDA STATUTES. (SEE NOTE #5.)
- C9 INDICATES CURVE NUMBER IN CURVE TABLE
- L9 INDICATES LINE NUMBER IN LINE TABLE
- ℄ INDICATES CENTERLINE
- Δ INDICATES DELTA (CENTRAL ANGLE OF CURVE)
- CB INDICATES CHORD BEARING
- CH INDICATES CHORD DISTANCE
- L INDICATES ARC LENGTH
- LB INDICATES LICENSED BUSINESS
- NO. INDICATES NUMBER
- ORB INDICATES OFFICIAL RECORDS BOOK
- PC INDICATES POINT OF CURVATURE
- POC INDICATES POINT ON CURVE
- PCC INDICATES POINT OF COMPOUND CURVATURE
- PRC INDICATES POINT OF REVERSE CURVATURE
- PT INDICATES POINT OF TANGENCY
- R INDICATES RADIUS LENGTH
- (R) INDICATES RADIAL LINE
- DRA INDICATES DRAINAGE RETENTION AREA FOR STORMWATER MANAGEMENT INCLUDING CONVEYANCING PIPES
- GFE INDICATES GATE FACILITIES EASEMENT (RESERVED BY THE DEVELOPER AND ITS ASSIGNS)
- SE INDICATES SPECIAL EASEMENT RESERVED BY DEVELOPER AND ITS ASSIGNS, FOR LANDSCAPING AND/OR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF WATER, SANITARY SEWER, ELECTRIC, TELEPHONE, GAS OR OTHER UTILITIES AND/OR DRAINAGE FACILITIES AND/OR WALL FENCING AND/OR GOLF CART PATHS. DEVELOPER CONTEMPLATES PUTTING H.V.A.C. AND SIMILAR EQUIPMENT WITHIN THE EASEMENT AREA. UTILITY PROVIDERS UTILIZING SUCH EASEMENT AREA COVENANT, AS A CONDITION OF THE RIGHT TO USE SUCH EASEMENT, NOT TO INTERFERE OR DISTURB SUCH EQUIPMENT INSTALLED WITHIN THE EASEMENT AREA.

PB	INDICATES PLAT BOOK
PG	INDICATES PAGE
PGS	INDICATES PAGES
SQ FT	INDICATES SQUARE FEET
R/W	INDICATES RIGHT-OF-WAY

PREPARED BY: CFB SURVEYING — CLYMER FARNER BARLEY
4450 NE 83RD ROAD • WILDWOOD, FL 34785
(352) 748-3126 LB#498

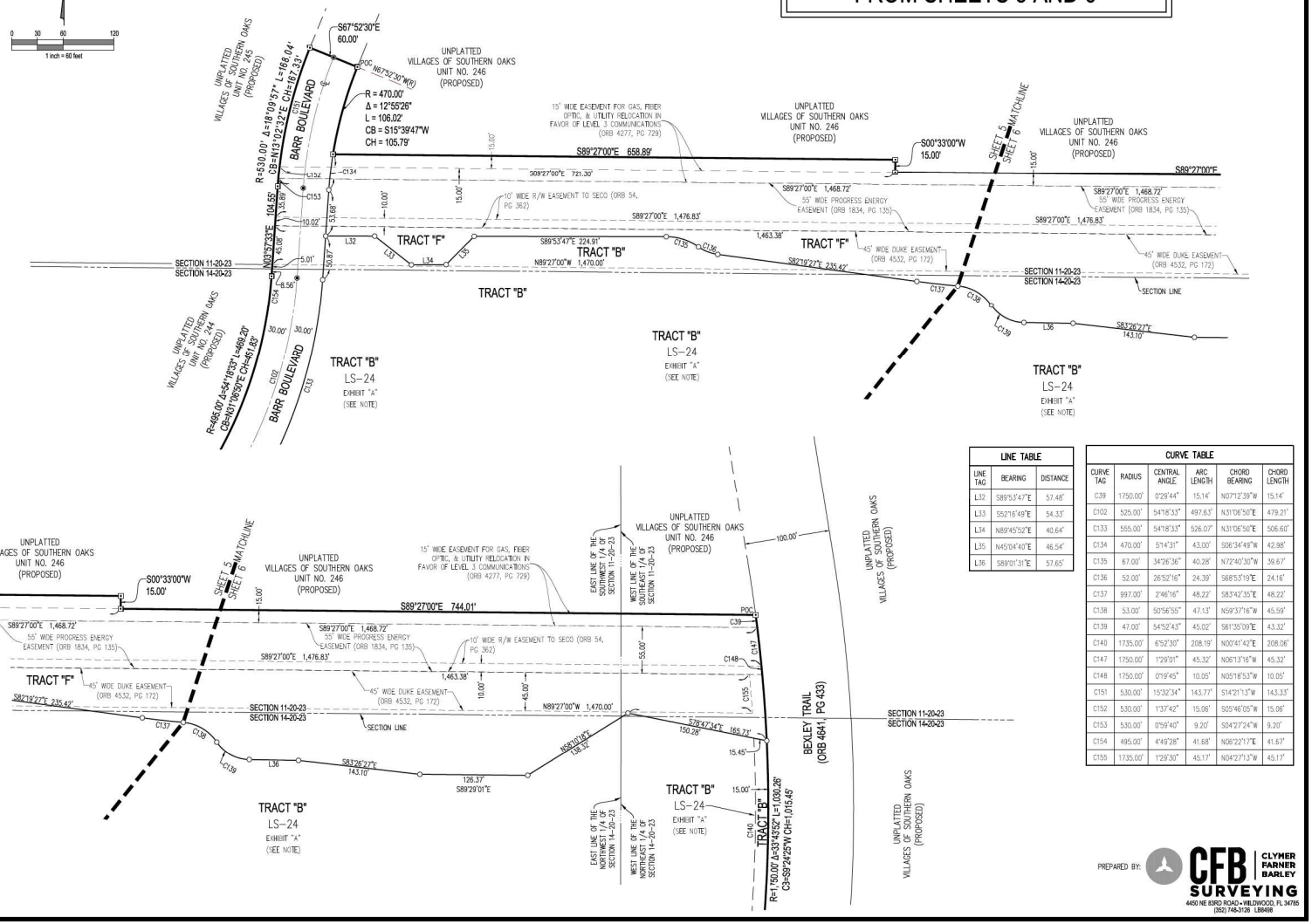
VILLAGES OF SOUTHERN OAKS UNIT NO. 237

SHEET 9 OF 9

PLAT BOOK _____
PAGE _____

SECTIONS 11 AND 14, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

RECORDED EASEMENT DETAILS FROM SHEETS 5 AND 6



LINE TABLE		
LINE TAG	BEARING	DISTANCE
L32	S89°53'47"E	57.48'
L33	S52°16'49"E	54.33'
L34	N89°45'52"E	40.64'
L35	N45°04'40"E	46.54'
L36	S89°01'31"E	57.65'

CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C39	1750.00'	0°29'44"	15.14'	N07°12'39"W	15.14'
C102	525.00'	54°18'33"	497.63'	N31°06'50"E	479.21'
C133	555.00'	54°18'33"	526.07'	N31°06'50"E	506.60'
C134	470.00'	5°14'31"	43.00'	S06°34'49"W	42.98'
C135	67.00'	34°26'36"	40.28'	N72°40'30"W	39.67'
C136	52.00'	26°52'16"	24.39'	S68°53'19"E	24.16'
C137	997.00'	2°46'16"	48.22'	S83°42'35"E	48.22'
C138	53.00'	50°56'55"	47.13'	N59°37'16"W	45.59'
C139	47.00'	54°52'43"	45.02'	S61°35'09"E	43.32'
C140	1735.00'	6°52'30"	208.19'	N00°41'42"E	208.06'
C147	1750.00'	1°29'01"	45.32'	N06°13'16"W	45.32'
C148	1750.00'	0°19'45"	10.05'	N05°18'53"W	10.05'
C151	530.00'	15°32'34"	143.77'	S14°21'13"W	143.33'
C152	530.00'	1°37'42"	15.06'	S05°46'05"W	15.06'
C153	530.00'	0°59'40"	9.20'	S04°27'24"W	9.20'
C154	495.00'	4°49'28"	41.68'	N06°22'17"E	41.67'
C155	1735.00'	1°29'30"	45.17'	N04°27'13"W	45.17'

PREPARED BY: CFB SURVEYING — CLYMER FARNER BARLEY
4450 NE 83RD ROAD • WILDWOOD, FL 34785
(352) 748-3126 LB6488

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **PLAT 2406-004 VOSO Unit 247 Final Plat**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

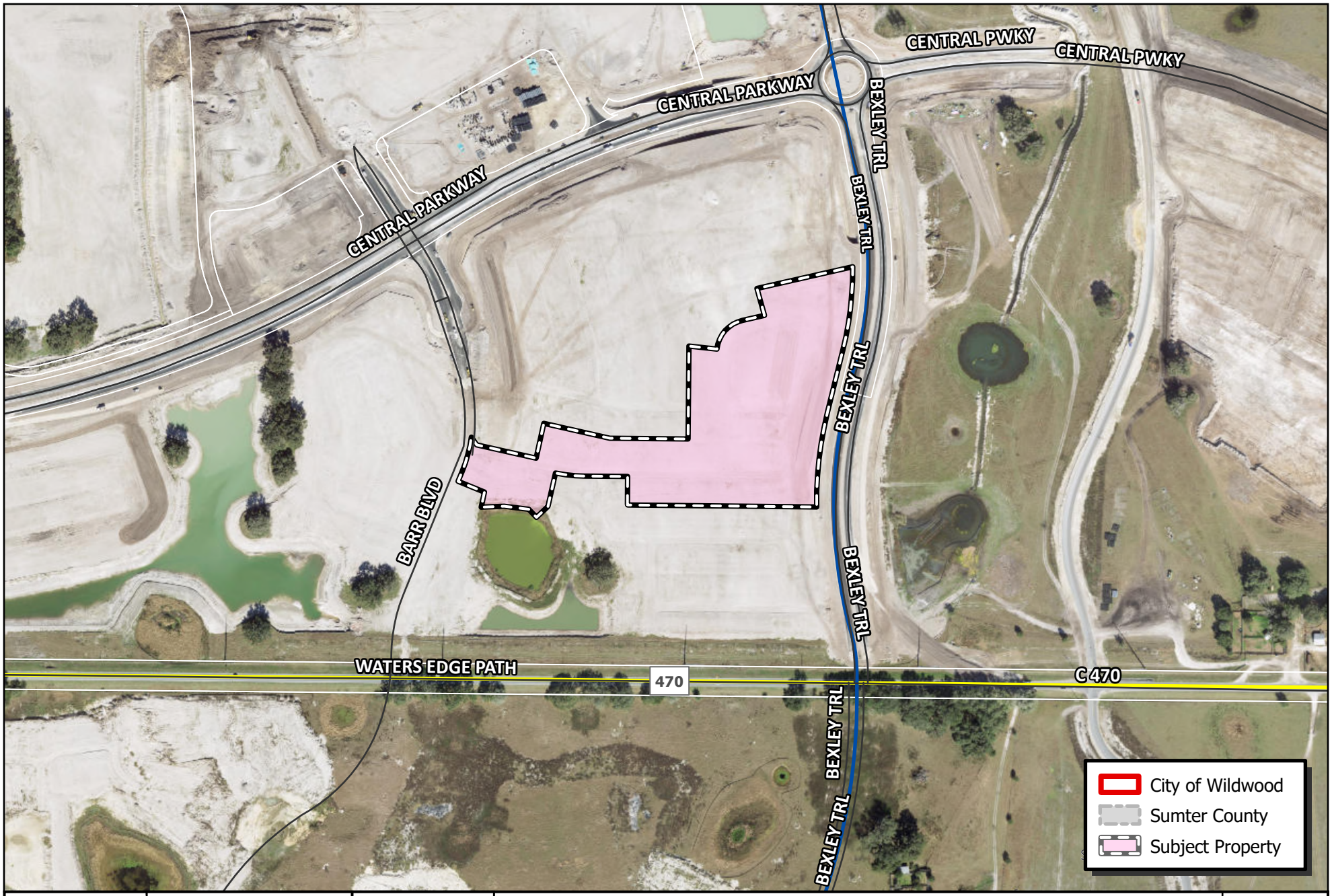
HISTORY/FACTS/ISSUES:

Case Number	PLAT 2406-004 VOSO Unit 247 Final Plat
Owner/Applicant(s)	The Villages Development Company, LLC
Acreage	9.91 +/-
Property Location	The subject property is generally located approximately 0.15 miles north of E C 470, approximately 0.9 miles east of Marsh Bend Trail, and approximately 2.21 miles west of the Florida Turnpike.
Parcel(s)	K11-001
Date	August 2, 2024

The applicant is seeking approval from the City Commission for the VOSO Unit 247 Final Plat, a subdivision consisting of 46 lots and 2 tracts, per the attached plans.

PLAT 2406-004 meets the criteria set forth in the F.S. 177, the Villages of Southern Oaks 163 agreement, the Land Development Regulations, and is in line with the goals, objectives, and policies of the 2050 Comprehensive Plan.

Amanda Bondi
Planner II, Development Services



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 35 70 140

PLAT 2406-004

VOSO - UNIT 247 FINAL PLAT

PARCEL K11-001

MAP 1B

LOCATION MAP

JUN 2024

COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS FOR THIS SUBDIVISION ARE RECORDED IN THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. OR BOOK _____, PAGE _____.

VILLAGES OF SOUTHERN OAKS UNIT NO. 247

SHEET 1 OF 4

SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

PLAT BOOK _____
PAGE _____

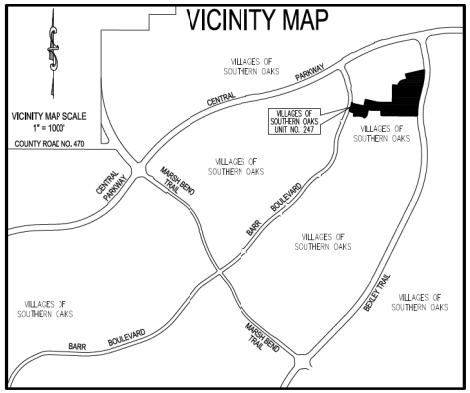
LEGAL DESCRIPTION

A PARCEL OF LAND LYING WITHIN THE SOUTH 1/2 OF SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF AFORESAID SECTION 11; THENCE ALONG THE SOUTH LINE OF SAID SOUTHWEST 1/4 OF SECTION 11 RUN S89°27'00"E, 2174.46 FEET; THENCE DEPARTING SAID SOUTH LINE RUN N00°33'00"E, 565.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE N00°33'00"E, 90.00 FEET; THENCE N89°27'00"W, 137.67 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 517.50 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 10°35'11", AN ARC DISTANCE OF 95.62 FEET; THENCE ALONG A NON-TANGENT LINE RUN S12°38'30"W, 110.18 FEET; THENCE S46°12'06"W, 51.29 FEET; THENCE N43°47'54"W, 36.09 FEET; THENCE N82°51'08"W, 79.92 FEET; THENCE S87°42'34"W, 74.33 FEET; THENCE N12°38'30"E, 49.64 FEET; THENCE N67°52'30"W, 91.96 FEET; THENCE N22°07'30"E, 33.72 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 480.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 13°47'04", AN ARC DISTANCE OF 115.48 FEET TO A POINT OF CUSP OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 20.00 FEET AND A CHORD BEARING AND DISTANCE OF S34°30'32"E, 27.20 FEET TO WHICH A RADIAL LINE BEARS N81°39'34"W; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 85°41'56", AN ARC DISTANCE OF 29.91 FEET TO THE POINT OF TANGENCY; THENCE S77°21'30"E, 196.34 FEET; THENCE N12°38'30"E, 115.00 FEET; THENCE S77°21'30"E, 218.33 FEET; THENCE S89°27'00"E, 251.91 FEET; THENCE N00°33'00"E, 299.82 FEET; THENCE S83°50'18"E, 90.95 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 106.50 FEET AND A CHORD BEARING AND DISTANCE OF N41°41'16"E, 123.77 FEET TO WHICH A RADIAL LINE BEARS N83°50'18"W; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 71°03'07", AN ARC DISTANCE OF 132.07 FEET TO THE POINT OF TANGENCY; THENCE N77°12'49"E, 72.91 FEET; THENCE N15°37'48"W, 90.11 FEET; THENCE N77°12'49"E, 316.85 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 1,096.00 FEET AND A CHORD BEARING AND DISTANCE OF S05°47'09"W, 272.55 FEET TO WHICH A RADIAL LINE BEARS N89°38'35"E; SAID POINT ALSO BEING ON THE WESTERLY RIGHT OF WAY LINE OF BEXLEY TRAIL PER OFFICIAL RECORDS BOOK 4483, PAGE 770 AND OFFICIAL RECORDS BOOK 4641, PAGE 433, RESPECTIVELY, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THE FOLLOWING THREE (3) COURSES BEING ALONG SAID WESTERLY RIGHT OF WAY LINE: RUN SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 14°17'07", AN ARC DISTANCE OF 273.26 FEET TO THE POINT OF TANGENCY; THENCE S13°55'42"W, 204.65 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 1,196.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 14°45'13", AN ARC DISTANCE OF 308.09 FEET; THENCE DEPARTING SAID WESTERLY RIGHT OF WAY LINE OF BEXLEY TRAIL RUN ALONG A NON-TANGENT LINE N89°27'00"W, 609.02 FEET TO THE POINT OF BEGINNING.

CONTAINING 9.91 ACRES, MORE OR LESS.

VICINITY MAP



46 LOTS – 2 TRACTS

NOTICE: THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

NOTES:

1.) BEARINGS ARE BASED ON THE SOUTH LINE OF THE SOUTHWEST 1/4 OF SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST AS BEING S89°27'00"E.

2.) ALL PLATTED UTILITY EASEMENTS SHALL PROVIDE THAT SUCH EASEMENTS SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES; PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGES. THIS SECTION SHALL NOT APPLY TO THOSE PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHALL COMPLY WITH THE NATIONAL ELECTRICAL SAFETY CODE AS ADOPTED BY THE FLORIDA PUBLIC SERVICE COMMISSION.

3.) ALL DISTANCES SHOWN ARE IN FEET.

4.) WITH REFERENCE TO CURVILINEAR LOTS, RADIAL LINES HAVE BEEN DESIGNATED BY (R). ALL OTHER LINES ARE NON-RADIAL.

5.) LOT CORNERS WILL BE SET PRIOR TO THE TRANSFER OF ANY LOT OR PRIOR TO THE EXPIRATION OF THE BOND OR OTHER SURETY.

6.) PERMANENT CONTROL POINTS (P.C.P.'S) WILL BE SET WITHIN ONE YEAR OF THE DATE THIS PLAT WAS RECORDED OR PRIOR TO THE EXPIRATION OF THE BOND OR SURETY.

7.) ALL PERMANENT REFERENCE MONUMENTS (P.R.M.'S) HAVE BEEN SET IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES.

8.) TRACT "E" IS FOR ANY PURPOSE PERMITTED BY APPLICABLE LAW AND APPROVED IN WRITING BY DEVELOPER.

9.) TRACT "J" IS FOR ANY PURPOSE PERMITTED BY APPLICABLE LAW AND APPROVED IN WRITING BY DEVELOPER. NO INGRESS OR EGRESS IS PERMITTED WITHOUT THE DEVELOPER'S CONSENT.

10.) THE DISTRICT FINDS IT IN THE PUBLIC INTEREST, AND HEREBY AGREES TO PROVIDE THE FOLLOWING SERVICES: (A) MAINTENANCE AND REPAIR OF AREAS OWNED BY THE DISTRICT OR DEDICATED TO THE USE AND ENJOYMENT OF THE RESIDENTS OF THE DISTRICT, THE SUBDIVISION, OR THE PUBLIC; (B) PAY FOR THE COST OF WATER AND SEWER PROVIDED BY GIBSON PLACE UTILITY COMPANY, LLC, OR ITS ASSIGNS, TOGETHER WITH THE COST OF GARBAGE, ELECTRICAL, LIGHTING, TELEPHONE, GAS AND OTHER NECESSARY UTILITY SERVICE FOR AREAS OWNED BY THE DISTRICT OR DEDICATED TO THE USE AND ENJOYMENT OF THE RESIDENTS OF THE DISTRICT, SUBDIVISION, OR THE PUBLIC; (C) MAINTENANCE AND REPAIR OF THE STORM WATER RUNOFF DRAINAGE SYSTEM INCLUDING DRAINAGE EASEMENTS AND DRAIN PIPES NOT MAINTAINED BY GIBSON PLACE WATER CONSERVATION AUTHORITY, LLC, OR ITS ASSIGNS, OR THE CITY OF WILDWOOD; AND (D) MAINTENANCE AND REPAIR OF THE LANDSCAPING AND IRRIGATION ON ISLANDS AND CUL-DE-SACS LOCATED WITHIN THE ROADWAYS, IF ANY.

11.) THE TITLE OPINION FOR THIS PLAT HAS BEEN SUBMITTED BY SEPARATE DOCUMENT.

VILLAGES OF SOUTHERN OAKS UNIT NO. 247
CONVEYANCE AND GRANT OF EASEMENTS TO
VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15

ALL RIGHT, TITLE AND INTEREST OF THE VILLAGES DEVELOPMENT COMPANY, LLC, (THE DEVELOPER) IN TRACTS "A" AND "B" AND THE ROADWAYS SHOWN ON THIS PLAT OF VILLAGES OF SOUTHERN OAKS UNIT NO. 247, IS HEREBY SOLD, CONVEYED AND SET OVER TO VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15 (THE DISTRICT): (1) RESERVING UNTO THE DEVELOPER AND ITS ASSIGNS, AND EACH OF THEIR SUCCESSORS, TENANTS, INVITEES, AND GUESTS PERPETUAL EASEMENTS FOR INGRESS AND EGRESS AND THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF UNDERGROUND ELECTRIC TELEPHONE, CABLE, GAS AND OTHER UTILITIES, IRRIGATION FACILITIES, POTABLE WATER, SANITARY SEWER AND STORM WATER FACILITIES, LANDSCAPED AREAS, FENCES, WALLS, ENTRY FACILITIES, INCLUDING ELECTRONIC CARD READING EQUIPMENT, GOLF CART AND PEDESTRIAN PATHS, SIGNAGE, ENJOYMENT IMPROVEMENTS AND GOLF CART AND PEDESTRIAN BRIDGES; AND (2) SUBJECT TO THE RESTRICTION THAT ALL ADDITIONS OF, REMOVAL OF, AND CHANGES TO IMPROVEMENTS LOCATED ON SUCH TRACTS AND ROADWAYS (INCLUDING, WITHOUT LIMITATION, ALL THOSE IMPROVEMENTS DESCRIBED ABOVE), MUST FIRST BE APPROVED IN ADVANCE BY THE DEVELOPER.

THE DEVELOPER ALSO GRANTS TO THE DISTRICT NON-EXCLUSIVE, PERPETUAL EASEMENTS OVER, ACROSS AND UPON ANY SPECIAL EASEMENTS SHOWN HEREON FOR THE PURPOSE OF MAINTAINING DRAINAGE FACILITES LOCATED THEREON.

THE DISTRICT, BY EXECUTING THE DEDICATION CONTAINED ON THIS PLAT, ACCEPTS THIS CONVEYANCE AND AGREES TO MAINTAIN THE TRACTS LISTED ABOVE, INCLUDING ALL IMPROVEMENTS CONSTRUCTED THEREON AND DRAINAGE FACILITES LOCATED WITHIN ANY SPECIAL EASEMENTS PERPETUALLY, AND MAINTAIN THE ROADWAYS AND DRAINAGE FEATURES LYING WITHIN SUCH ROADWAYS FOR TWO YEARS AFTER THE CITY ENGINEER HAS CERTIFIED THE CONSTRUCTION HAS BEEN COMPLETED.

WITNESSES AS TO ALL

SIGNATURE

PRINT NAME

3601 KIESSEL ROAD
THE VILLAGES, FLORIDA 32163
MAILING ADDRESS

SIGNATURE

PRINT NAME

4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

THE VILLAGES DEVELOPMENT COMPANY, LLC,
A FLORIDA LIMITED LIABILITY COMPANY
BY: VDC MANAGER, LLC,
A FLORIDA LIMITED LIABILITY COMPANY,
ITS MANAGER

BY: _____
MARTIN L. DZURO, MANAGER

STATE OF FLORIDA
COUNTY OF SUMTER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS ___ DAY OF _____, 20_____, BY MARTIN L. DZURO, AS MANAGER OF AND ON BEHALF OF VDC MANAGER, LLC, A FLORIDA LIMITED LIABILITY COMPANY, THE MANAGER OF THE VILLAGES DEVELOPMENT COMPANY, LLC, A FLORIDA LIMITED LIABILITY COMPANY, FOR THE PURPOSES EXPRESSED HEREIN, WHO IS PERSONALLY KNOWN TO ME AND WHO DID NOT TAKE AN OATH.

NOTARY PUBLIC – STATE OF FLORIDA
PRINT NAME: _____
COMMISSION NO.: _____
COMMISSION EXPIRES: _____

SEAL

DEDICATION

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED, THE VILLAGES DEVELOPMENT COMPANY, LLC (THE DEVELOPER) HAS CAUSED TO BE MADE THIS PLAT, VILLAGES OF SOUTHERN OAKS UNIT NO. 247, A SUBDIVISION OF LAND HEREIN DESCRIBED AND JOINS WITH VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15 ("THE DISTRICT") TO HEREBY DEDICATE THE ROADWAYS SHOWN HEREON TO THE CITY OF WILDWOOD AND THE PERPETUAL USE OF THE PUBLIC; AND DEDICATES TRACTS "A" AND "B" TO VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15.

WITNESSES:

(1) _____
SIGNATURE

PRINT NAME

3601 KIESSEL ROAD
THE VILLAGES, FLORIDA 32163
MAILING ADDRESS

(2) _____
SIGNATURE

PRINT NAME

4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

THE VILLAGES DEVELOPMENT COMPANY, LLC,
A FLORIDA LIMITED LIABILITY COMPANY

BY: VDC MANAGER, LLC,
A FLORIDA LIMITED LIABILITY COMPANY,
ITS MANAGER

BY: _____
MARTIN L. DZURO, MANAGER

WITNESSES:

(1) _____
SIGNATURE

PRINT NAME

3601 KIESSEL ROAD
THE VILLAGES, FLORIDA 32163
MAILING ADDRESS

(2) _____
SIGNATURE

PRINT NAME

4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

VILLAGE COMMUNITY DEVELOPMENT
DISTRICT NO. 15

BY: _____
SPENCER R. NOVAK, CHAIR

STATE OF FLORIDA
COUNTY OF SUMTER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS ___ DAY OF _____, 20_____, BY SPENCER R. NOVAK, THE CHAIR OF VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15, ON BEHALF OF THE DISTRICT, WHO IS PERSONALLY KNOWN TO ME AND WHO DID NOT TAKE AN OATH.

NOTARY PUBLIC – STATE OF FLORIDA
PRINT NAME: _____
COMMISSION NO.: _____
COMMISSION EXPIRES: _____

SEAL

CERTIFICATE OF APPROVAL BY CITY OFFICIALS

THIS CERTIFIES THAT THIS PLAT HAS BEEN REVIEWED FOR CONFORMITY TO F.S. CHAPTER 177, AS CERTIFIED BY THE REVIEWING SURVEYOR SHOWN BELOW.

MELANIE D. STRICKLAND
DEVELOPMENT SERVICES DIRECTOR

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE COMMISSION OF THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA, AND WAS APPROVED BY THE COMMISSION FOR RECORD ON THIS ____ DAY OF _____, 20____.

JESSICA BARNES
CITY CLERK

ED WOLF
MAYOR

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE ATTORNEY FOR THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA, AND APPROVED BY HIM OR HER AS TO FORM AND LEGALITY ON THIS ____ DAY OF _____, 20____.

PRINT NAME
CITY OF WILDWOOD, ATTORNEY

SIGNATURE
CITY OF WILDWOOD, ATTORNEY

DEVELOPMENT SERVICES DIRECTOR
MELANIE D. STRICKLAND

PUBLIC WORKS DIRECTOR
JEREMY HOCKENBURY

PRINT NAME
CITY OF WILDWOOD, ENGINEER

SIGNATURE
CITY OF WILDWOOD, ENGINEER

REVIEWING SURVEYOR'S CERTIFICATE

PURSUANT TO SECTION 177.081, FLORIDA STATUTES, I HEREBY CERTIFY THAT I HAVE PERFORMED A REVIEW OF THIS PLAT FOR CONFORMITY TO CHAPTER 177, FLORIDA STATUTES AND THAT SAID PLAT COMPLIES WITH THE TECHNICAL REQUIREMENTS OF THAT CHAPTER; PROVIDED, HOWEVER, THAT MY REVIEW AND CERTIFICATION DOES NOT INCLUDE FIELD VERIFICATION OF ANY POINTS OR MEASUREMENTS SHOWN ON THIS PLAT.

SIGNATURE

DATE

RONALD W. HERR, P.L.S.
WADE SURVEYING, INC.

4907
REGISTRATION NO.

SEAL

CERTIFICATE OF SURVEYOR

I HEREBY CERTIFY THAT THIS PLAT OF VILLAGES OF SOUTHERN OAKS UNIT NO. 247, WAS PREPARED UNDER MY DIRECTION AND SUPERVISION; AND THAT THE PERMANENT REFERENCE MONUMENTS AS SHOWN THEREON WERE PLACED ON THE _____ DAY OF _____, 20_____; I FURTHER CERTIFY THAT THIS PLAT COMPLIES WITH THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES.

CLYMER FARNER BARLEY SURVEYING, LLC
4450 N.E. 83RD ROAD
WILDWOOD, FLORIDA 34785
LICENSED BUSINESS NO. 8498

KAYE M. JAMESON
REGISTRATION NO. 5912

DATE

SEAL

CERTIFICATE OF CLERK

I HEREBY CERTIFY THAT I HAVE EXAMINED THIS PLAT AND FIND THAT IT COMPLIES IN FORM WITH ALL THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES AND WAS FILED FOR RECORD ON _____, 20_____, AT _____, FILE NUMBER _____.

PLAT BOOK _____ PAGE _____.

CLERK OF THE COURT IN AND
FOR SUMTER COUNTY, FLORIDA

PRINT NAME
DEPUTY CLERK

SIGNATURE
DEPUTY CLERK

SEAL

PREPARED BY:
CFB | CLYMER FARNER BARLEY SURVEYING
4450 NE BIRD ROAD • WILDWOOD, FL 34785
(352) 748-5128 LB8498

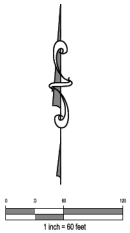
VILLAGES OF SOUTHERN OAKS
UNIT NO. 247

SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

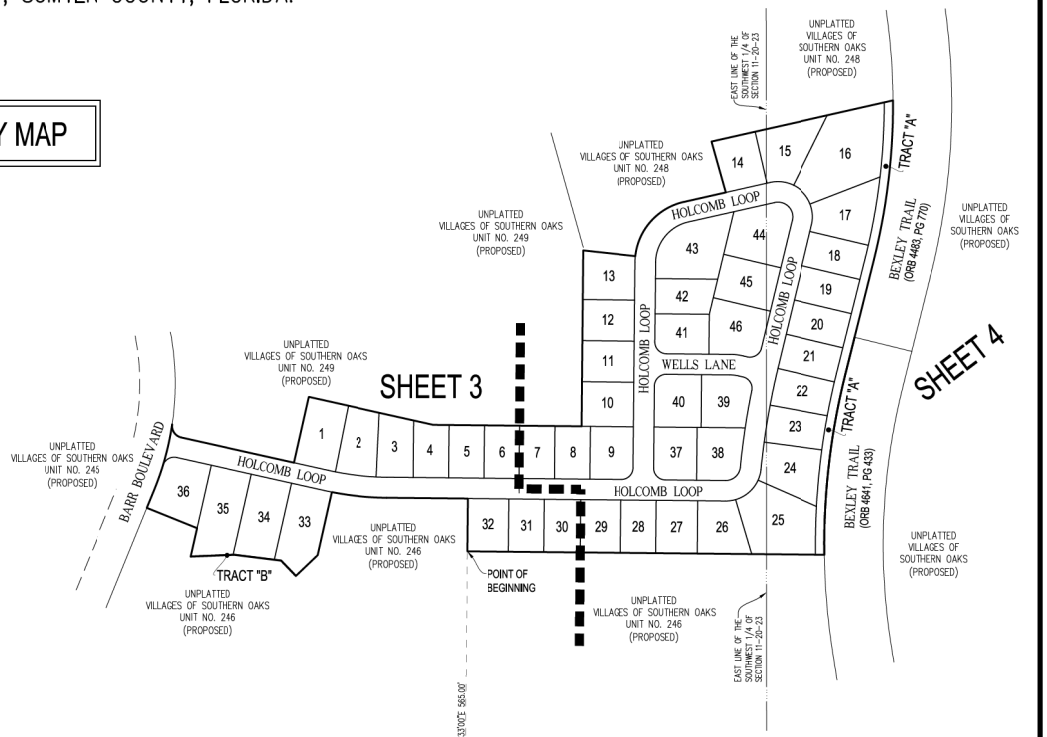
SHEET 2 OF 4

PLAT BOOK _____
PAGE _____

KEY MAP



TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	11,763	0.270
B	191	0.004



LEGEND

⊞	INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) AS NOTED.
⊡	INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) OR 5/8" IRON PIN AND CAP SET LB #8498
◉	INDICATES P.K. NAIL AND DISK PERMANENT CONTROL POINT (P.C.P.) LB #8498 TO BE SET WITHIN ONE YEAR OF THE DATE THIS PLAT IS RECORDED.
○	INDICATES 5/8" IRON PIN AND CAP TO BE SET IN ACCORDANCE WITH SECTION 177.091(9) FLORIDA STATUTES. (SEE NOTE #5.)
C9	INDICATES CURVE NUMBER IN CURVE TABLE
L9	INDICATES LINE NUMBER IN LINE TABLE
℄	INDICATES CENTERLINE
Δ	INDICATES DELTA (CENTRAL ANGLE OF CURVE)
CB	INDICATES CHORD BEARING
CH	INDICATES CHORD DISTANCE
L	INDICATES ARC LENGTH
LB	INDICATES LICENSED BUSINESS
NO.	INDICATES NUMBER
ORB	INDICATES OFFICIAL RECORDS BOOK
PC	INDICATES POINT OF CURVATURE
POC	INDICATES POINT ON CURVE
PCC	INDICATES POINT OF COMPOUND CURVATURE
PRC	INDICATES POINT OF REVERSE CURVATURE
PT	INDICATES POINT OF TANGENCY
R	INDICATES RADIUS LENGTH
(R)	INDICATES RADIAL LINE
DRA	INDICATES DRAINAGE RETENTION AREA FOR STORMWATER MANAGEMENT INCLUDING CONVEYANCING PIPES
GFE	INDICATES GATE FACILITIES EASEMENT (RESERVED BY THE DEVELOPER AND ITS ASSIGNS)
SE	INDICATES SPECIAL EASEMENT RESERVED BY DEVELOPER AND ITS ASSIGNS, FOR LANDSCAPING AND/OR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF WATER, SANITARY SEWER, ELECTRIC, TELEPHONE, GAS OR OTHER UTILITIES AND/OR DRAINAGE FACILITIES AND/OR WALL FENCING AND/OR GOLF CART PATHS. DEVELOPER CONTEMPLATES PUTTING H.V.A.C. AND SIMILAR EQUIPMENT WITHIN THE EASEMENT AREA. UTILITY PROVIDERS UTILIZING SUCH EASEMENT AREA COVENANT, AS A CONDITION OF THE RIGHT TO USE SUCH EASEMENT, NOT TO INTERFERE OR DISTURB SUCH EQUIPMENT INSTALLED WITHIN THE EASEMENT AREA.

PB	INDICATES PLAT BOOK
PG	INDICATES PAGE
PGS	INDICATES PAGES
SQ FT	INDICATES SQUARE FEET
R/W	INDICATES RIGHT-OF-WAY

PREPARED BY:
CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 63RD ROAD - WILDWOOD, FL 34785
(352) 748-3126 LB8498

VILLAGES OF SOUTHERN OAKS UNIT NO. 247

SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

PLAT BOOK _____
PAGE _____

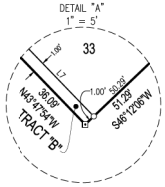
LINE TABLE		
LINE TAG	BEARING	DISTANCE
L2	N82°51'08"W	11.88'
L3	S87°42'34"W	1.90'
L7	N43°47'54"W	36.45'
L8	N82°51'08"W	68.48'
L9	S87°42'34"W	72.44'

CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	482.50'	1°24'28"	11.85'	S78°03'44"E	11.85'
C2	482.50'	8°30'04"	71.59'	S83°01'00"E	71.52'
C3	482.50'	2°10'58"	18.38'	S88°21'31"E	18.38'
C24	517.50'	1°30'20"	13.60'	S78°06'40"E	13.60'
C25	20.00'	85°41'56"	29.91'	S59°47'32"W	27.20'
C26	480.00'	5°10'56"	43.41'	N19°32'02"E	43.40'
C39	480.00'	4°18'04"	36.03'	N14°47'32"E	36.03'
C40	480.00'	4°18'04"	36.03'	N10°29'28"E	36.03'
C41	500.00'	12°05'30"	105.52'	S83°24'15"E	105.33'

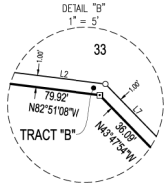
TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	11,763	0.270
B	191	0.004

1 inch = 80 feet

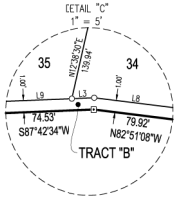
DETAIL "A"
1" = 5'



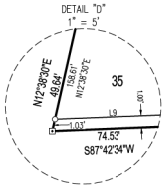
DETAIL "B"
1" = 5'

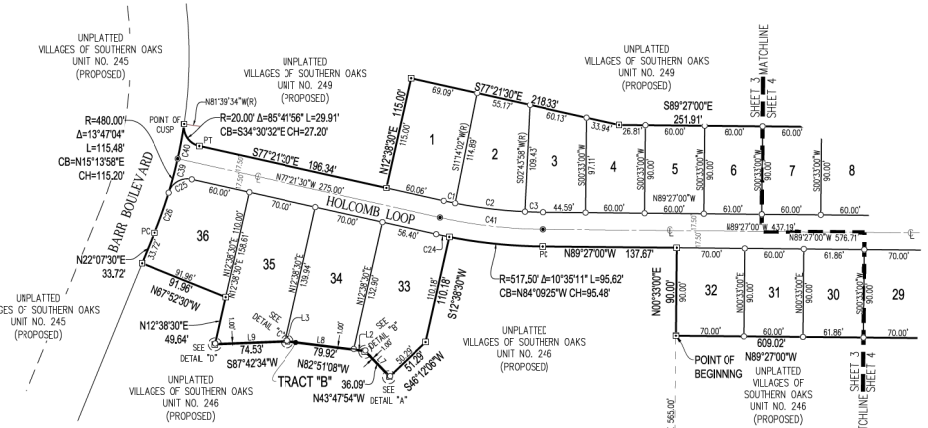


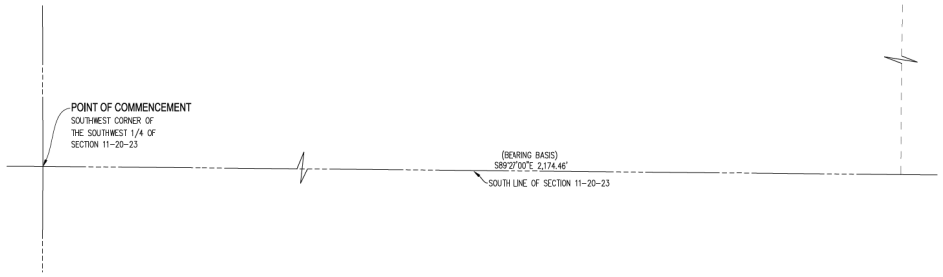
DETAIL "C"
1" = 5'



DETAIL "D"
1" = 5'







LEGEND

■	INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) AS NOTED.
⊡	INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) OR 5/8" IRON PIN AND CAP SET LB #8498
◉	INDICATES P.K. NAIL AND DISK PERMANENT CONTROL POINT (P.C.P.) LB #8498 TO BE SET WITHIN ONE YEAR OF THE DATE THIS PLAT IS RECORDED.
○	INDICATES 5/8" IRON PIN AND CAP TO BE SET IN ACCORDANCE WITH SECTION 177.091(9) FLORIDA STATUTES. (SEE NOTE #5.)
C9	INDICATES CURVE NUMBER IN CURVE TABLE
L9	INDICATES LINE NUMBER IN LINE TABLE
℄	INDICATES CENTERLINE
Δ	INDICATES DELTA (CENTRAL ANG.E OF CURVE)
CB	INDICATES CHORD BEARING
CH	INDICATES CHORD DISTANCE
L	INDICATES ARC LENGTH
LB	INDICATES LICENSED BUSINESS
NO.	INDICATES NUMBER
ORB	INDICATES OFFICIAL RECORDS BOOK
PC	INDICATES POINT OF CURVATURE
POC	INDICATES POINT ON CURVE
PCC	INDICATES POINT OF COMPOUND CURVATURE
PRC	INDICATES POINT OF REVERSE CURVATURE
PT	INDICATES POINT OF TANGENCY
R	INDICATES RADIUS LENGTH
(R)	INDICATES RADIAL LINE
DRA	INDICATES DRAINAGE RETENTION AREA FOR STORMWATER MANAGEMENT INCLUDING CONVEYANCING PIPES
GFE	INDICATES GATE FACILITIES EASEMENT (RESERVED BY THE DEVELOPER AND ITS ASSIGNS)
SE	INDICATES SPECIAL EASEMENT RESERVED BY DEVELOPER AND ITS ASSIGNS, FOR LANDSCAPING AND/OR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF WATER, SANITARY SEWER, ELECTRIC, TELEPHONE, GAS OR OTHER UTILITIES AND/OR DRAINAGE FACILITIES AND/OR WALL FENCING AND/OR GOLF CART PATHS. DEVELOPER CONTEMPLATES PUTTING H.V.A.C. AND SIMILAR EQUIPMENT WITHIN THE EASEMENT AREA. UTILITY PROVIDERS UTILIZING SUCH EASEMENT AREA COVENANT, AS A CONDITION OF THE RIGHT TO USE SUCH EASEMENT, NOT TO INTERFERE OR DISTURB SUCH EQUIPMENT INSTALLED WITHIN THE EASEMENT AREA.

PB	INDICATES PLAT BOOK
PG	INDICATES PAGE
PGS	INDICATES PAGES
SQ FT	INDICATES SQUARE FEET
R/W	INDICATES RIGHT-OF-WAY

PREPARED BY:
CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD • WILDWOOD, FL 34785
(352) 748-3126 LB8498

VILLAGES OF SOUTHERN OAKS UNIT NO. 247

SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

SHEET 4 OF 4

PLAT BOOK _____
PAGE _____

1 inch = 60 feet

TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	11,763	0.270
B	191	0.004

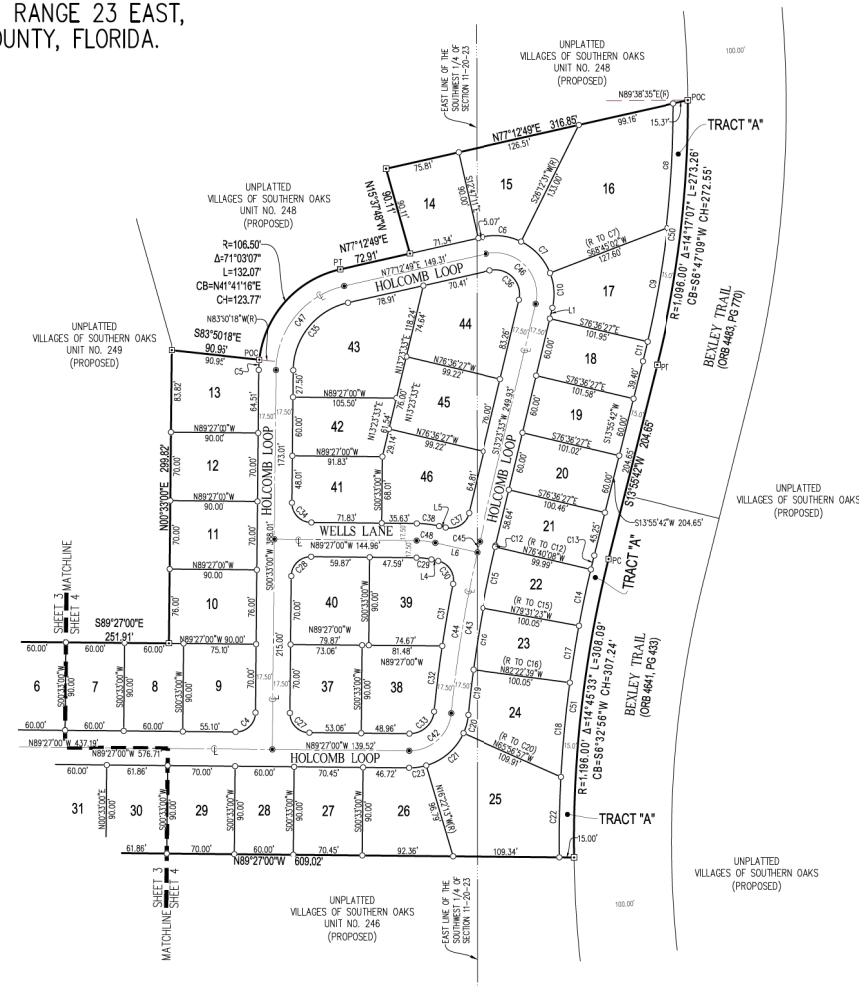
LINE TABLE		
LINE TAG	BEARING	DISTANCE
L1	S13°23'33"W	11.28'
L4	S77°06'22"E	7.04'
L5	S77°06'22"E	6.79'
L6	S77°06'22"E	44.01'

CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C4	20.00'	90°00'00"	31.42'	N45°33'00"E	28.28'
C5	106.50'	5°26'42"	10.43'	S03°21'21"W	10.43'
C6	60.00'	38°59'41"	40.84'	N83°17'20"W	40.05'
C7	60.00'	42°32'32"	44.55'	N42°31'14"W	43.53'
C8	1081.00'	6°45'06"	127.38'	N03°11'39"E	127.31'
C9	1081.00'	6°15'59"	118.23'	N09°42'12"E	118.17'
C10	60.00'	34°38'31"	36.28'	N03°55'42"W	35.73'
C11	1081.00'	1°55'31"	20.60'	N13°22'57"E	20.60'
C12	1282.50'	0°13'41"	1.38'	S13°21'43"W	1.38'
C13	1211.00'	0°41'39"	14.67'	S13°34'53"W	14.67'
C14	1211.00'	2°47'13"	58.91'	S11°50'27"W	58.90'
C15	1282.50'	2°31'15"	63.89'	S09°02'59"W	63.88'
C16	1282.50'	2°31'15"	63.89'	S09°02'59"W	63.88'
C17	1211.00'	2°47'13"	58.90'	S09°03'14"W	58.90'
C18	1211.00'	4°34'54"	96.84'	S05°22'10"W	96.81'
C19	1282.50'	2°34'42"	46.52'	S06°35'01"W	46.52'
C20	60.00'	18°50'23"	19.38'	N14°47'51"E	19.30'
C21	60.00'	49°34'44"	51.92'	N48°50'25"E	50.31'
C22	1211.00'	3°53'32"	82.27'	S01°07'51"W	82.25'
C23	60.00'	16°55'13"	17.72'	N82°05'23"E	17.55'
C27	20.00'	90°00'00"	31.42'	S44°27'00"E	28.28'
C28	20.00'	90°00'00"	31.42'	S45°33'00"W	28.28'
C29	71.50'	12°20'38"	15.40'	N83°16'41"W	15.37'
C30	20.00'	88°23'36"	30.86'	N32°54'34"W	27.88'
C31	1317.50'	2°48'08"	64.44'	S09°53'09"W	64.43'
C32	1317.50'	2°56'25"	67.61'	S07°00'52"W	67.61'
C33	25.00'	85°00'20"	37.09'	N48°02'50"E	33.78'
C34	20.00'	90°00'00"	31.42'	S44°27'00"E	28.28'
C35	71.50'	76°39'50"	95.67'	S38°52'54"W	88.69'
C36	25.00'	116°10'44"	50.69'	N44°41'49"W	42.44'
C37	20.00'	89°30'04"	31.24'	N58°08'35"E	28.16'
C38	106.50'	12°20'38"	22.94'	N83°16'41"W	22.90'
C42	42.50'	85°00'20"	63.05'	N48°02'50"E	57.43'
C43	1300.00'	7°50'54"	178.07'	S09°28'06"W	177.93'
C44	1300.00'	7°20'58"	166.75'	S09°13'09"W	166.64'
C45	1300.00'	0°29'56"	11.32'	S13°08'35"W	11.32'
C46	42.50'	116°10'44"	86.18'	N44°41'49"W	72.15'
C47	89.00'	76°39'50"	119.09'	S38°52'54"W	110.40'
C48	89.00'	12°20'38"	19.17'	N83°16'41"W	19.14'
C50	1081.00'	14°36'36"	266.21'	N06°52'24"E	265.54'
C51	1211.00'	14°44'31"	311.59'	S06°33'27"W	310.73'

LEGEND

- ▣ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) AS NOTED.
- ⊡ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) OR 5/8" IRON PIN AND CAP SET LB #8498
- ◉ INDICATES P.K. NAIL AND DISK PERMANENT CONTROL POINT (P.C.P.) LB #8498 TO BE SET WITHIN ONE YEAR OF THE DATE THIS PLAT IS RECORDED.
- ○ INDICATES 5/8" IRON PIN AND CAP TO BE SET IN ACCORDANCE WITH SECTION 177.091(9) FLORIDA STATUTES. (SEE NOTE #5.)
- C9 INDICATES CURVE NUMBER IN CURVE TABLE
- L9 INDICATES LINE NUMBER IN LINE TABLE
- ℄ INDICATES CENTERLINE
- Δ INDICATES DELTA (CENTRAL ANGLE OF CURVE)
- CB INDICATES CHORD BEARING
- CH INDICATES CHORD DISTANCE
- L INDICATES ARC LENGTH
- LB INDICATES LICENSED BUSINESS
- NO. INDICATES NUMBER
- ORB INDICATES OFFICIAL RECORDS BOOK
- PC INDICATES POINT OF CURVATURE
- POC INDICATES POINT ON CURVE
- PCC INDICATES POINT OF COMPOUND CURVATURE
- PRC INDICATES POINT OF REVERSE CURVATURE
- PT INDICATES POINT OF TANGENCY
- R INDICATES RADIUS LENGTH
- (R) INDICATES RADIAL LINE
- DRA INDICATES DRAINAGE RETENTION AREA FOR STORMWATER MANAGEMENT INCLUDING CONVEYANCING PIPES
- GFE INDICATES GATE FACILITIES EASEMENT (RESERVED BY THE DEVELOPER AND ITS ASSIGNS)
- SE INDICATES SPECIAL EASEMENT RESERVED BY DEVELOPER AND ITS ASSIGNS, FOR LANDSCAPING AND/OR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF WATER, SANITARY SEWER, ELECTRIC, TELEPHONE, GAS OR OTHER UTILITIES AND/OR DRAINAGE FACILITIES AND/OR WALL FENCING AND/OR GOLF CART PATHS. DEVELOPER CONTEMPLATES PUTTING H.V.A.C. AND SIMILAR EQUIPMENT WITHIN THE EASEMENT AREA. UTILITY PROVIDERS UTILIZING SUCH EASEMENT AREA COVENANT, AS A CONDITION OF THE RIGHT TO USE SUCH EASEMENT, NOT TO INTERFERE OR DISTURB SUCH EQUIPMENT INSTALLED WITHIN THE EASEMENT AREA.

PB INDICATES PLAT BOOK
PG INDICATES PAGE
PGS INDICATES PAGES
SQ FT INDICATES SQUARE FEET
R/W INDICATES RIGHT-OF-WAY



PREPARED BY: CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD • WILDWOOD, FL 34785
(352) 748-3126 LB8498

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Right-of-way Deed by Villages Community Development District No. 13 - Widmann Place**

REQUESTED ACTION: Staff recommends acceptance of the deeds pursuant to the established roadway transfer procedure.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The city has been granted the following rights-of-way for ownership. The Villages Community Development District No.13 will maintain the rights-of-way until the two-year maintenance period has expired and the City Engineer has certified the completion of construction. Upon completion of the two-year maintenance period, maintenance responsibility will be granted to the city for the following rights-of-way:

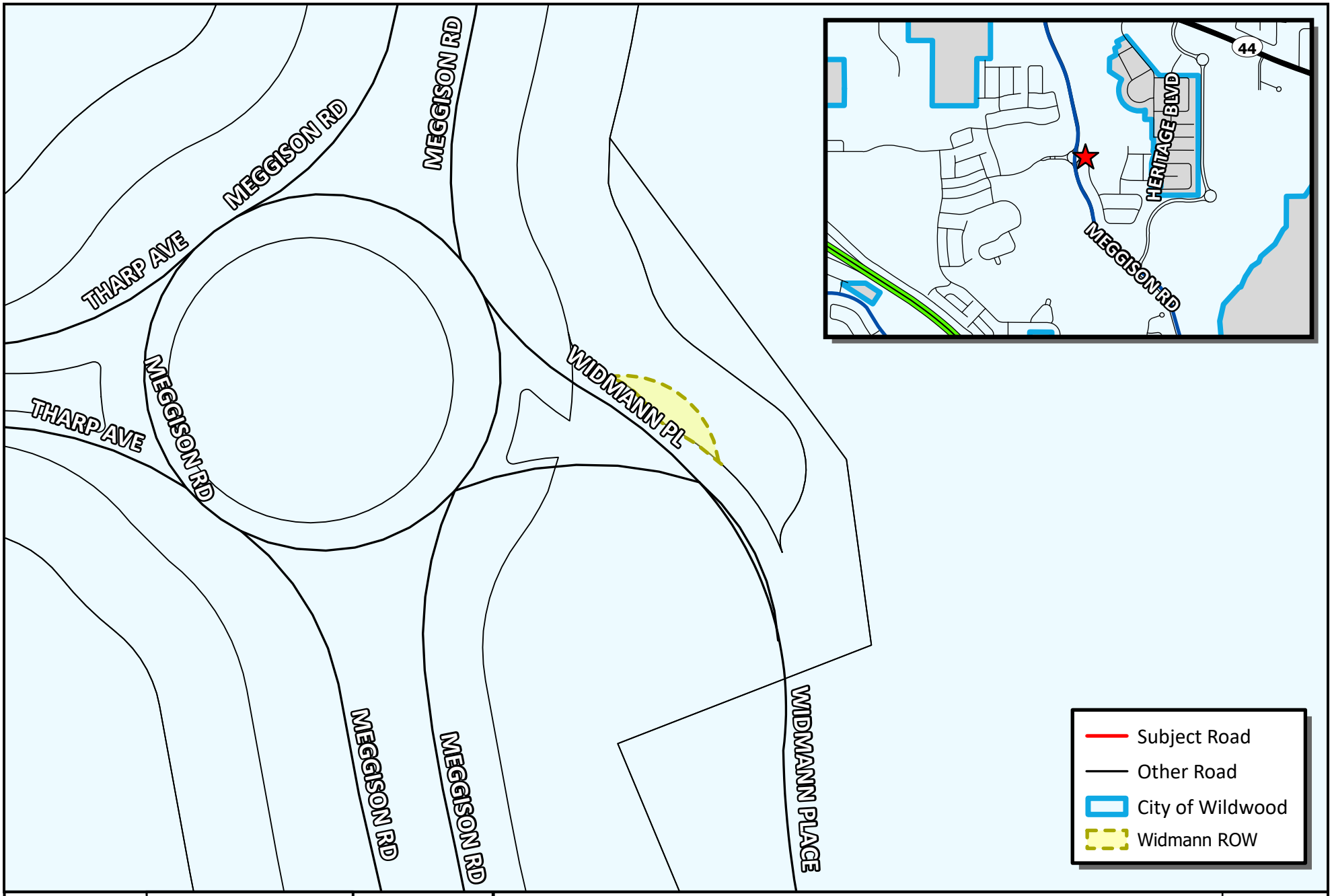
- Widmann Place

Enclosed please find the original executed Right-of-Way Deed from VCDD No.13 to City of Wildwood for acceptance by the City and recording for a portion of Tract D of the Villages of Southern Oaks Meggison Road Corridor. The property makes a portion of the turnaround area on Widmann Place and was inadvertently excluded when Widmann Place was platted with Villages of Southern Oaks Unit No. 115.

DATED: 07/31/2024



Wendy Then, AICP, CFM
Assistant Director Development Services



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 12.5 25 50

RIGHT OF WAY DEED

WIDMANN PLACE

VCDD NO. 13

MAP 1AV

LOCATION MAP

JUL 2024

Office of General Counsel
Erick D. Langenbrunner, Esq.
(352) 753-6612

July 19, 2024

VIA FEDEX OVERNIGHT DELIVERY

City of Wildwood
Attn: Ms. Melanie Strickland, AICP, CPM
Development Services Director
100 N. Main Street
Wildwood, Florida 34785

RE: Right-of-Way Deed by Village Community Development District No. 13 to City of Wildwood – Widmann Road

Dear Ms. Strickland:

Enclosed please find the **original executed** Right-of-Way Deed ("Deed") from Village Community Development District No. 13 ("District") to City of Wildwood ("COW") for acceptance by COW and recording for a portion of Tract D of Villages of Southern Oaks Meggison Road Corridor (the "Property"). The Property makes up a portion of the turnaround area on Widmann Place and was inadvertently excluded when Widmann Place was platted with Villages of Southern Oaks Unit No. 115. Also enclosed is our check for the recording charges. Once recorded, please forward us a copy when available. If you have any questions, please give us a call.

Sincerely,

Zoey Devine, Paralegal to
Erick D. Langenbrunner, Esq.

Enclosures

cc: Ashley Hunt, Esq. (w/enclosures)
(via email: Ashley@huntlawpa.com)

Silas Daniel (w/enclosures)
(via email: sdaniel@wildwood-fl.gov)

Martin L. Dzuro, P.S.M. (w/enclosures)
(via email: marty.dzuro@thevillages.com)

Wendy Then, AICP, CFM (w/enclosures)
(via email: wthen@wildwood-fl.gov)

Jessica Barnes, City Clerk (w/enclosures)
(via email: jbarnes@wildwood-fl.gov)

This instrument prepared by:
Erick D. Langenbrunner, Esq.
3619 Kiessel Road
The Villages, Florida 32163

RETURN TO:
City of Wildwood
100 N. Main Street
Wildwood, Florida 34785

RIGHT-OF-WAY DEED

THIS INDENTURE, made effective this 11th day of July, 2024, by **VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 13**, a local unit of special purpose government created pursuant to Chapter 190, Florida Statutes, as amended, whose post office address is 984 Old Mill Run, The Villages, Florida 32162 ("Grantor"), to **CITY OF WILDWOOD**, a Florida municipal corporation, whose post office address is 100 N. Main Street, Wildwood, Florida 34785 ("Grantee").

(Wherever the context so admits or requires, the terms "Grantor" and "Grantee" are used for singular and plural, and respectively refer to the parties to this instrument and the heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations)

WITNESSETH, that Grantor, for and in consideration of the sum of Ten and No/100 Dollars ($10.00), and other good and valuable consideration to Grantor in hand paid by Grantee, the receipt of which is hereby acknowledged, has granted, bargained and sold to the Grantee, its successors or assigns forever, the following described land, situate, lying and being in Sumter County, Florida, to wit:

See attached *Exhibit "A".*

Grantor does hereby fully warrant the title to said land, and will defend the same against the lawful claims of all persons whosoever, **reserving unto Grantor**, its successors and assigns, perpetual easements under and upon the unpaved areas of such roadways, including and not limited to islands and cul-de-sacs located within the roadways, if any.

GRANTEE, BY ACCEPTANCE OF THIS RIGHT-OF-WAY DEED, AGREES TO PERPETUALLY MAINTAIN THESE ROADWAYS BEGINNING ON THE DATE THAT IS TWO (2) YEARS AFTER THE DATE THAT THE CITY OF WILDWOOD ENGINEER HAS CERTIFIED THAT CONSTRUCTION OF SUCH ROADWAYS HAS BEEN COMPLETED.

IN WITNESS WHEREOF, the Grantor has signed and sealed these presents the day and year first above written.

ATTEST:

Kenneth C. Blocker, District Manager
Address: 984 Old Mill Run
The Villages, Florida 32162

VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 13

Thomas A. Law, Chair, Board of Supervisors

STATE OF FLORIDA
COUNTY OF SUMTER

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization this 11th day of July, 2024, by Thomas A. Law, as Chair, Board of Supervisors, of and on behalf of Village Community Development District No. 13, for the purposes expressed herein, who is personally known to me.

_____
Notary Public – State of Florida
Print Name: Jennifer Farlow
Commission Number: _____
Commission Expires: _____

JENNIFER FARLOW
MY COMMISSION # HH 186555
EXPIRES: November 1, 2025
Bonded Thru Notary Public Underwriters

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

PORTION FOR WIDMANN PLACE

EXHIBIT " A "
SHEET 1 OF 2

LEGAL DESCRIPTION

A PARCEL OF LAND LYING BEING A PORTION OF TRACT "D", VILLAGES OF SOUTHERN OAKS MEGGISON ROAD CORRIDOR, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 19, PAGES 31, 31A THROUGH 31L, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE MOST SOUTHERLY CORNER OF LOT 1, VILLAGES OF SOUTHERN OAKS UNIT NO. 115, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 28, 28A THROUGH 28D, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THE FOLLOWING TWO (2) COURSES BEING ALONG THE SOUTHERLY AND EASTERLY BOUNDARY LINES OF SAID LOT 1: RUN N82°43'10"E, 146.89 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 81.50 FEET AND A CHORD BEARING AND DISTANCE OF N31°57'31"W, 39.50 FEET TO WHICH A RADIAL LINE BEARS N72°03'56"E; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 28°02'54", AN ARC DISTANCE OF 39.90 FEET; THENCE DEPARTING SAID EASTERLY BOUNDARY LINE OF SAID LOT 1 AND ALONG A NON-TANGENT LINE RUN N41°24'15"E, 46.64 FEET TO A POINT ON THE NORTHEASTERLY RIGHT OF WAY LINE OF WIDMANN PLACE PER SAID PLAT OF VILLAGES OF SOUTHERN OAKS UNIT NO. 115; THE FOLLOWING FIVE (5) COURSES BEING ALONG SAID NORTHEASTERLY RIGHT OF WAY LINE OF WIDMANN PLACE: RUN N45°00'07"W, 75.34 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 131.50 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 02°40'05", AN ARC DISTANCE OF 6.12 FEET TO THE POINT OF BEGINNING; SAID POINT ALSO BEING ON THE SOUTHWESTERLY BOUNDARY LINE OF AFORESAID TRACT "D"; THE FOLLOWING THREE (3) COURSES BEING ALONG SAID SOUTHWESTERLY BOUNDARY LINE: THENCE CONTINUE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 14°30'31", A DISTANCE OF 33.30 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 21.50 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 29°20'35", AN ARC DISTANCE OF 11.01 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 48.50 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 33°48'02", AN ARC DISTANCE OF 28.61 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 48.50 FEET AND A CHORD BEARING AND DISTANCE OF S53°15'05"E, 68.24 FEET TO WHICH A RADIAL LINE BEARS N07°57'29"W; THENCE DEPARTING SAID NORTHEASTERLY RIGHT OF WAY LINE OF WIDMANN PLACE AND SAID SOUTHWESTERLY BOUNDARY LINE OF TRACT "D" RUN SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 89°24'48", AN ARC DISTANCE OF 75.69 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 6.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 39°07'31", AN ARC DISTANCE OF 4.44 FEET TO THE POINT OF BEGINNING.

CONTAINING 0.02 ACRES, MORE OR LESS.

CURVE TABLE

CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	131.50'	14°30'31"	33.30'	N54°55'28"W	33.21'
C2	21.50'	29°20'35"	11.01'	N47°30'26"W	10.89'
C3	48.50'	33°48'02"	28.61'	N49°44'10"W	28.20'
C4	48.50'	89°24'48"	75.69'	S53°15'05"E	68.24'
C5	6.50'	39°07'31"	4.44'	S28°06'26"E	4.35'

LEGEND:
- LB = LICENSED BUSINESS
- (R) = RADIAL
- Δ = CENTRAL ANGLE
- R = RADIUS
- L = ARC LENGTH
- CB = CHORD BEARING
- CH = CHORD LENGTH
- ORB = OFFICIAL RECORDS BOOK
- PG = PAGE

6/10/24
DATE

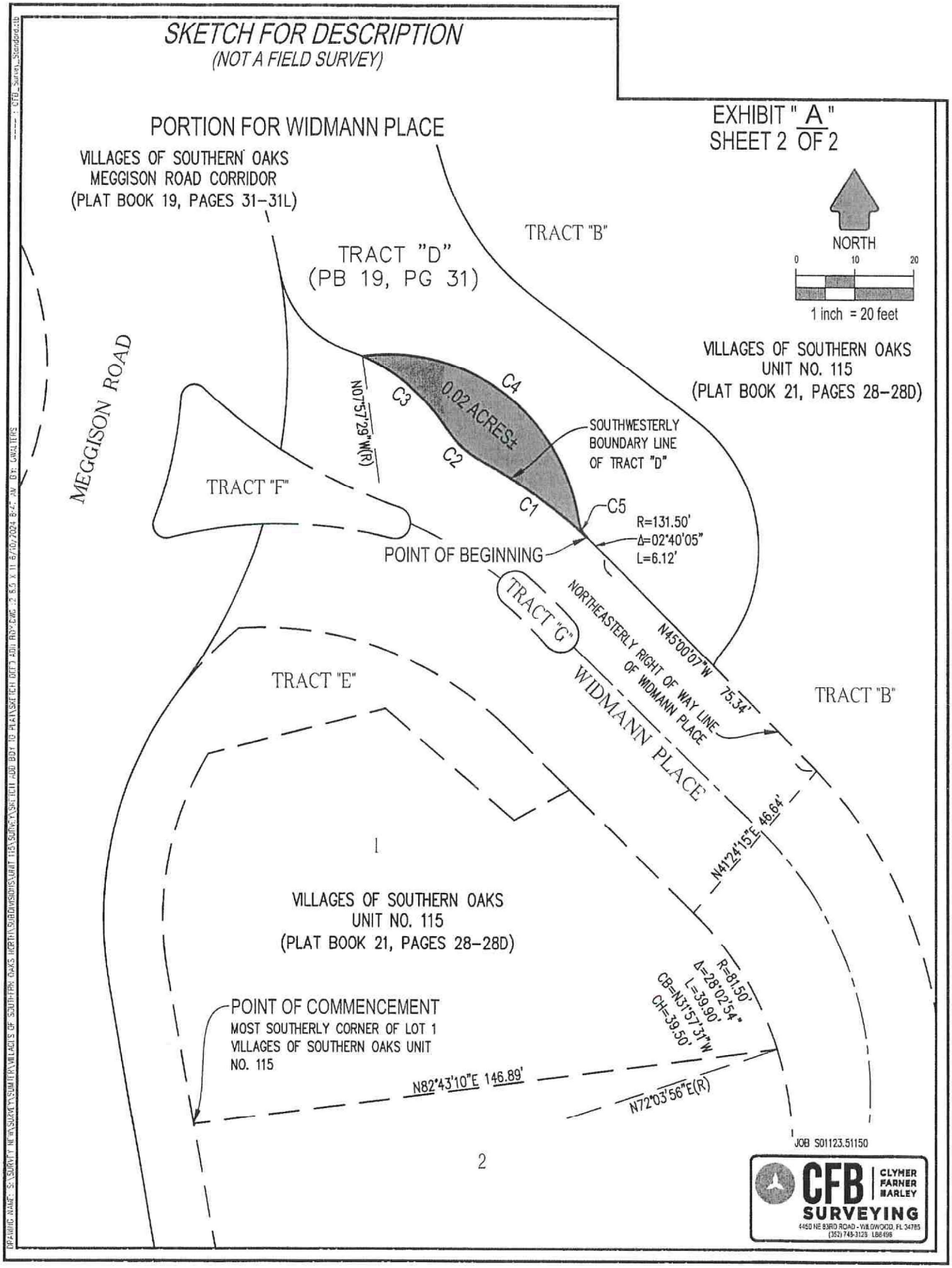
KAYE M. JAMESON – PROFESSIONAL SURVEYOR & MAPPER
FLORIDA REGISTRATION NO. 5912

JOB S01123.51150

GENERAL NOTES:

1. THIS SKETCH OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER (IF A HARD COPY), OR THE ADOBE PDF CONTAINING THE ELECTRONIC SIGNATURE HAS NOT BEEN VALIDATED TO BE THE ORIGINAL SIGNED AND SEALED VERSION (IF AN ELECTRONIC FILE). IF AN ELECTRONIC FILE, PRINTED COPIES OF THE SURVEY MAP ARE NOT CONSIDERED TO BE A VALID SIGNED AND SEALED COPY.
2. THIS SKETCH WAS PREPARED FOR DESCRIPTION PURPOSES ONLY AND DOES NOT REPRESENT A FIELD SURVEY.
3. BEARINGS ARE BASED ON THE RECORD PLAT OF VILLAGES OF SOUTHERN OAKS UNIT NO. 115 PER PLAT BOOK 21, PAGES 28-28D, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. AS A REFERENCE FOR THIS SKETCH, THE SOUTHERLY BOUNDARY LINE OF LOT 1 HAS A BEARING OF N82°43'10"E.

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 63RD ROAD - WILDWOOD FL 34785
(352) 748-3126 LB#458


SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)
EXHIBIT " A "
SHEET 2 OF 2
PORTION FOR WIDMANN PLACE
VILLAGES OF SOUTHERN OAKS
MEGGISON ROAD CORRIDOR
(PLAT BOOK 19, PAGES 31-31L)
TRACT "B"
TRACT "D"
(PB 19, PG 31)
NORTH
0 10 20
1 inch = 20 feet
VILLAGES OF SOUTHERN OAKS
UNIT NO. 115
(PLAT BOOK 21, PAGES 28-28D)
MEGGISON ROAD
C4
C3
0.02 ACRES±
C2
C1
C5
N07°57'29"W(R)
SOUTHWESTERLY
BOUNDARY LINE
OF TRACT "D"
TRACT "F"
R=131.50'
Δ=02°40'05"
L=6.12'
POINT OF BEGINNING
TRACT "G"
NORTHEASTERLY RIGHT OF WAY LINE
OF WIDMANN PLACE
N45°00'07"W 75.34'
TRACT "E"
WIDMANN PLACE
TRACT "B"
N41°24'15"E 46.64'
1
VILLAGES OF SOUTHERN OAKS
UNIT NO. 115
(PLAT BOOK 21, PAGES 28-28D)
R=81.50'
Δ=28°02'54"
L=39.90'
CB=N31°57'31"W
CH=39.50'
POINT OF COMMENCEMENT
MOST SOUTHERLY CORNER OF LOT 1
VILLAGES OF SOUTHERN OAKS UNIT
NO. 115
N82°43'10"E 146.89'
N72°03'56"E(R)
JOB S01123.51150
2
CFB
CLYMER
FARNER
BARLEY
SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3125 LB6498

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Perpetual Easement – Masters Avenue Monitoring Well Site**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The City of Wildwood is granting a perpetual easement to the Southwest Florida Water Management District (SWFMD) for access to and use of the existing monitoring well site located on Masters Avenue in Wildwood. The City is granting this easement to SWFMD to allow them access for monitoring, maintenance, and repair of the well. The easement was approved by the SWFMD Board at their July 23, 2024 meeting. The easement, a general location map, and a site map are attached for the Commission's review and consideration.

Prepared by return to:
Southwest Florida Water Management District
2379 Broad Street
Brooksville, FL 34604-6899
Attn. Land Resources Bureau

PERPETUAL EASEMENT

This Easement (this "Easement") is made this 23rd day of July 2024, by and between the City of Wildwood, a municipality of the State of Florida, having an address of 100 N. Main Street, Wildwood, Florida 34785, hereinafter called "Grantor", and the Southwest Florida Water Management District, a public corporation, having an address of 2379 Broad Street, Brooksville, Florida 34604-6899, hereinafter referred to as "Grantee".

Grantor, for and in consideration of the sum of Ten Dollars and no cents ($10.00) and other good and valuable consideration from Grantee to Grantor, the receipt and sufficiency of which are hereby acknowledged, hereby grants, bargains, sells and conveys to Grantee a non-exclusive, perpetual easement to enter upon, over and across and to use any and all lands more particularly described below for solely for the following purposes:

a. To maintain, repair or replace one monitoring well and data monitoring equipment over the land more particularly described on **Exhibit "A"** (the "Well Site Easement Area"); and

b. For ingress and egress upon, over and across the land more particularly described on **Exhibit "A"** (the "Access Easement Area") to access the monitoring wells and equipment in order to perform hydrologic measurements.

Grantee shall exercise all of its rights contained in this Easement in the least intrusive manner so as not to interfere with Grantor's use of its property. Grantor reserves the right to use the Well Site Easement Area and Access Easement Area in any manner not inconsistent with this Easement; provided, however, that Grantor shall avoid physically disturbing the well casing or cover (water meter box) of the monitoring well or wells in any way without the prior written approval of Grantee, which approval shall not be unreasonably withheld, conditioned or delayed. Grantee hereby agrees to restore the Well Site Easement Area and Access Easement Area to the same condition as it was prior to any construction, maintenance, repair or access by Grantee.

Grantee hereby agrees to protect, indemnify and hold harmless the Grantor from and against any and all liabilities, losses, damages or expenses, reasonable attorneys' fees and costs, whether incurred out of court or in litigation including fees and costs incurred for representation on appeals, expert witness fees and costs for paralegal assistance, arising on account of, relating to, in connection with loss of life, bodily injury or damage to property, arising out of the use of the Well Site Easement Area or the Access Easement Area by the Grantee and its contractors and agents, except to the extent such liability is finally judicially determined to directly arise from the willful misconduct or negligence of the Grantor. Upon receiving knowledge of any suit, claim or demand asserted by a third party that Grantor believes is covered by this indemnity, the Grantor shall give the Grantee notice of the matter. Any failure or unreasonable delay of the Grantor to notify the Grantee of any such suit, claim or demand shall not relieve the Grantee of its obligations under this provision but shall reduce such obligations to the extent of any increase in those obligations caused solely by any such failure or unreasonable delay. This provision shall not be construed as a waiver of Grantee's sovereign

immunity for torts or an extension of such liability beyond the limits established in Section 768.28, F.S.

All provisions of this instrument, including the benefits and burdens, run with the land and are binding upon and inure to the benefit of the respective assigns, successors, and tenants of the parties hereto. This Easement may be amended or modified only by an instrument signed by Grantor and Grantee.

The formation, interpretation and performance of this Easement shall be construed pursuant to and governed by the laws of the State of Florida. In the event of any dispute arising out of this Easement or any instrument given in connection herewith, or in the event it shall become necessary for any party to employ counsel to protect the party under this Easement or any instrument given in connection herewith, the prevailing party shall be entitled to recover reasonable attorneys' fees and costs, whether incurred out of court or in litigation including fees and costs incurred for representation on appeals, expert witness fees and costs for paralegal assistance, to the extent permitted under Section 768.28, F.S. This provision does not constitute a waiver of the Grantor's or the Grantee's sovereign immunity or extend the Grantor's or the Grantee's liability beyond the limits established in Section 768.28, F.S.

This grant shall not constitute a dedication to the general public for any public use whatsoever, and no parties shall have any rights or entitlements pursuant to the terms of this Easement except as specifically set forth herein.

[signature pages follows]

IN WITNESS WHEREOF, Grantor has caused these presents to be executed the day and year first written above.

Grantor:

Signed, sealed and delivered
in the presence of:

_____
Witness #1 signature

_____
Print Witness #1 name

_____
Witness #2 signature

_____
Print Witness #2 name

City of Wildwood, a municipality,
of the State of Florida

By:_____
Name: _____
Title: _____

ACKNOWLEDGMENT

STATE OF FLORIDA
COUNTY OF _____

The foregoing instrument was acknowledged before me this _____ day of _____ 2024, by _____, as _____, for Hillsborough County, a political subdivision of the State of Florida. He/She [___] is personally known to me or has produced_____ as identification.

(Seal)

_____
Name of Notary

_____
(Name of Notary typed, printed or stamped)

Commission No._____
My Commission
Expires:_____

Grantee:

Signed, sealed and delivered
In the preserve of:

Virginia Singer
Witness #1 signature

Virginia Singer
Print Witness #1 name

Lori Manuel
Witness #2 signature

Lori Manuel
Print Witness #2 name

Southwest Florida Water Management District

By: Michelle Williamson
Name: Michelle Williamson
Title: Chair

ACKNOWLEDGMENT

STATE OF FLORIDA
COUNTY OF Hillsborough

The foregoing instrument was acknowledged before me this 23 day of July 2024, by Michelle Williamson as Chair, for the Southwest Florida Water Management District, a public corporation, on behalf of the Southwest Florida Water Management District. He/She [___] is personally known to me or has produced _____ as identification.

Virginia Singer
Name of Notary
Virginia Singer
(Name of Notary typed, printed or stamped)

(Seal)

SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT
SEAL
1961
FLORIDA

Commission No. HH498138
My Commission Expires: June 28, 2028

NOTARY PUBLIC STATE OF FLORIDA
VIRGINIA SINGER
MY COMMISSION # HH 498138
EXPIRES: June 28, 2028

EXHIBIT "A"

Legal Description Parcel 19-020-101 (Well Site Area)

A parcel of land lying and being a portion of Section 5, Township 19 South, Range 23 East, Sumter County, Florida, being more particularly described as follows:

Commencing at the southwest corner of lot 30 of Sunny-Dell Unit 2 as recorded in Plat Book 2, Page 27 1/2 of the Public Records of Sumter County, Florida; thence along and coincident with the south line of said lot 30, South 89° 57' 35" East, a distance of 91.01 feet to the southeast corner of said lot 30; thence along and coincident with the east line of said lot 30, North 00° 02' 34" West, a distance of 60.00 feet for a POINT OF BEGINNING; thence leaving said east line and along a line that is 60.00 feet north of and parallel to the south line of said lot 30, North 89° 57' 35" West, a distance of 10.00 feet; thence along a line that is 10.00 feet west of and parallel to the east line of said lot 30, North 00° 02' 34" West, a distance of 10.00 feet; thence along a line that is 70.00 feet north of and parallel to the south line of said lot 30, South 89° 57' 35" East, a distance of 10.00 feet to a point on the east line of said lot 30; thence along and coincident with said east line, South 00° 02' 34" East, a distance of 10.00 feet to the POINT OF BEGINNING.

The above-described lands contain 100.00 SQFT or 0.002 Acres ±

The bearings shown herein are referenced to the West Zone of the Florida State Plane Coordinate System (NAD 83, 2011 adjustment) the bearing of South 89° 57' 35" East along the South line of lot 30 of Sunny-Dell Unit 2 as recorded in Plat Book 2, Page 27 1/2 of the Public Records of Sumter County, Florida, is held as reference.

Legal Description Parcel 19-020-101 (Access Area)

A parcel of land lying and being a portion of Section 5, Township 19 South, Range 23 East, Sumter County, Florida, being more particularly described as follows:

Beginning at the southwest corner of lot 30 of Sunny-Dell Unit 2 as recorded in Plat Book 2, Page 27 1/2 of the Public Records of Sumter County, Florida; thence along and coincident with the south line of said lot 30, South 89° 57' 35" East, a distance of 91.01 feet to the southeast corner of said lot 30; thence along and coincident with the east line of said lot 30, North 00° 02' 34" West, a distance of 60.00 feet; thence leaving said east line and along a line that is 60.00 feet north of and parallel to the south line of said lot 30, North 89° 57' 35" West, a distance of 10.00 feet; thence along a line that is 10.00 feet west of and parallel to the east line of said lot 30, South 00° 02' 34" East, a distance of 50.00 feet; thence along a line that is 10.00 feet north of and parallel to the south line of said lot 30, North 89° 57' 35" West, a distance of 71.00 feet; thence along a line that is 10.00 feet east of and parallel to the west line of said lot 30, North 00° 02' 48" West, a distance of 50.00 feet; thence along a line that is 60.00 feet north of and parallel to the south line of said lot 30, North 89° 57' 35" West, a distance of 10.01 feet to a point on the west line of lot 30; thence along and coincident with said west line, South 00° 02' 48" East, a distance of 60.00 feet to the POINT OF BEGININNG.

The above-described lands contain 1910.57 SQFT or 0.043 Acres ±

Exhibit 1
SWF Parcel No. 19-020-101
Location Map

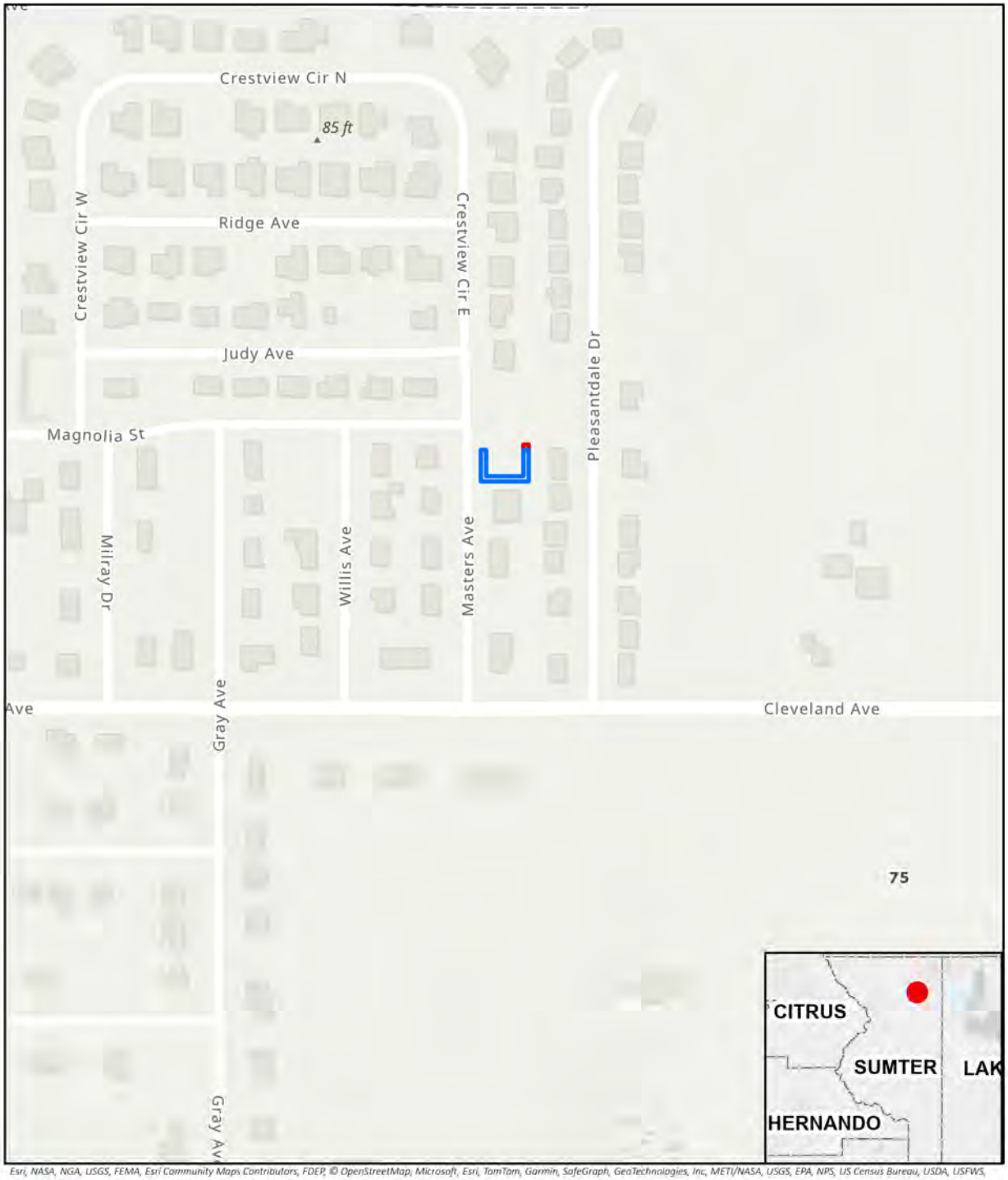


Exhibit 2
SWF Parcel No. 19-020-101
Site Map



Southwest Florida Water Management District, Esri Community Maps Contributors, FDEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Well Site
Ingress/Egress Access

0 20 40
Feet

N

Southwest Florida Water Management District

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Utility Easement - Wildwood Sumter Holdings, Inc. (Triumph South)**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The attached easement agreement conveys a utility easement to the City of Wildwood on parcel D32-041 from Wildwood Sumter Holdings, Inc. for the Triumph South Phase 2 project.



Amanda Bondi
Planner II, Development Services

This Instrument Prepared By
and Return to:

Ashley S. Hunt, Esq.
Hunt Law Firm, P.A.
601 S. 9th Street
Leesburg, Florida 34748

Property Appraisers Parcel (Folio) Identification Number: D32-041

UTILITY EASEMENT

KNOW ALL PERSONS BY THESE PRESENTS: that **Wildwood Sumter Holdings, Inc.**, a Florida corporation, having a mailing address of 45 Rodinea, Suite C, Maple, Ontario L6A 1R3 Canada ("**Grantor**"), for valuable consideration, the receipt of which is hereby acknowledged, grants and conveys to the **City of Wildwood**, a municipality of the State of Florida ("**Grantee**"), having a mailing address of 100 North Main Street, Wildwood, Florida 34785, Sumter County, Florida, its successors and assignees, the rights, privileges, and a perpetual non-exclusive easement to access, install, construct, reconstruct, operate, remove, relocate, repair, replace, improve, expand, tie into, inspect, service and maintain water, wastewater, and other utility lines, mains, pipes, and lift station or other equipment necessary for such utility systems, in, on, under, upon and across the following described land in Sumter County, Florida, to wit:

SEE ATTACHED ***EXHIBIT "A"*** (the "**Easement Area**").

This easement shall include the right to do all things reasonably necessary for the use thereof for the purposes above described.

Grantor, its successor and assigns, shall have the right to use the surface of the Easement Area for landscaping and fencing, provided, however, Grantor may not construct or place permanent vertical structures (other than fencing) or buildings within the Easement Area. Furthermore, Grantor agrees it will not use trees or landscaping with taproot systems which would interfere with the utility facilities in the Easement Area. Notwithstanding the foregoing, Grantee shall be held harmless by Grantor, its successor and assigns, and shall not be responsible for any damage, destruction, restoration, or replacement of landscaping, fencing, or other improvements within the Easement Area.

Grantor, its successors and assigns, reserve the right to traverse, cross, access, landscape, and maintain Easement Area subject to the limitations set forth herein.

Grantor covenants that Grantor that, as of the date hereof, Grantor is lawfully seized and in possession of the Easement Area and has the right to convey this Utility Easement.

The terms and conditions of this Easement Agreement shall be deemed covenants and conditions running with title to the Easement Area and shall be binding upon Grantor and Grantor's successors and assigns.

IN WITNESS WHEREOF, the Grantor has hereunto fixed his/her hand and seal this 17 day of July, 2024.

WITNESSES:

(Signature)
Print name: BELINDA DEPALMA
Address: 45 Rodinea Road
Maple ONT L6A1R3

(Signature)
Print name: ROBERT KAYE
Address: 45 RODINEA ROAD
MAPLE, ONT. L6A1R3

Wildwood Sumter Holdings, Inc.,
a Florida corporation

By: _____
Print name: A. DiBattiste
Title: Secretary - Treasurer

PROVIDENCE OF ONTARIO
CITY OF VAUGHAN

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, on JULY 17, 2024 by ANTHONY DI BATTISTA as SECRETARY-TREASURER of **WILDWOOD SUMTER HOLDINGS, INC.**, a Florida corporation, on behalf of the corporation, who ☑ is personally known to me or ☐ has produced _____ as identification.

_____
Notary Public - Providence of Ontario
Printed Name: ROBERT KAYE
Commission Number: —
Commission Expiration: N/A

ROBERT STEPHEN KAYE NOTARY PUBLIC ONTARIO

JOINDER AND CONSENT

The **City of Wildwood**, a Florida municipal corporation, by its execution hereof, does hereby join in and consent to the terms and conditions of this Utility Easement.

Signed, sealed and delivered in our presence:

WITNESSES:

_____
(Signature)
Print name:_____

_____
(Signature)
Print name:_____

City of Wildwood,
a Florida municipal corporation

By:_____
Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

STATE OF FLORIDA
COUNTY OF SUMTER

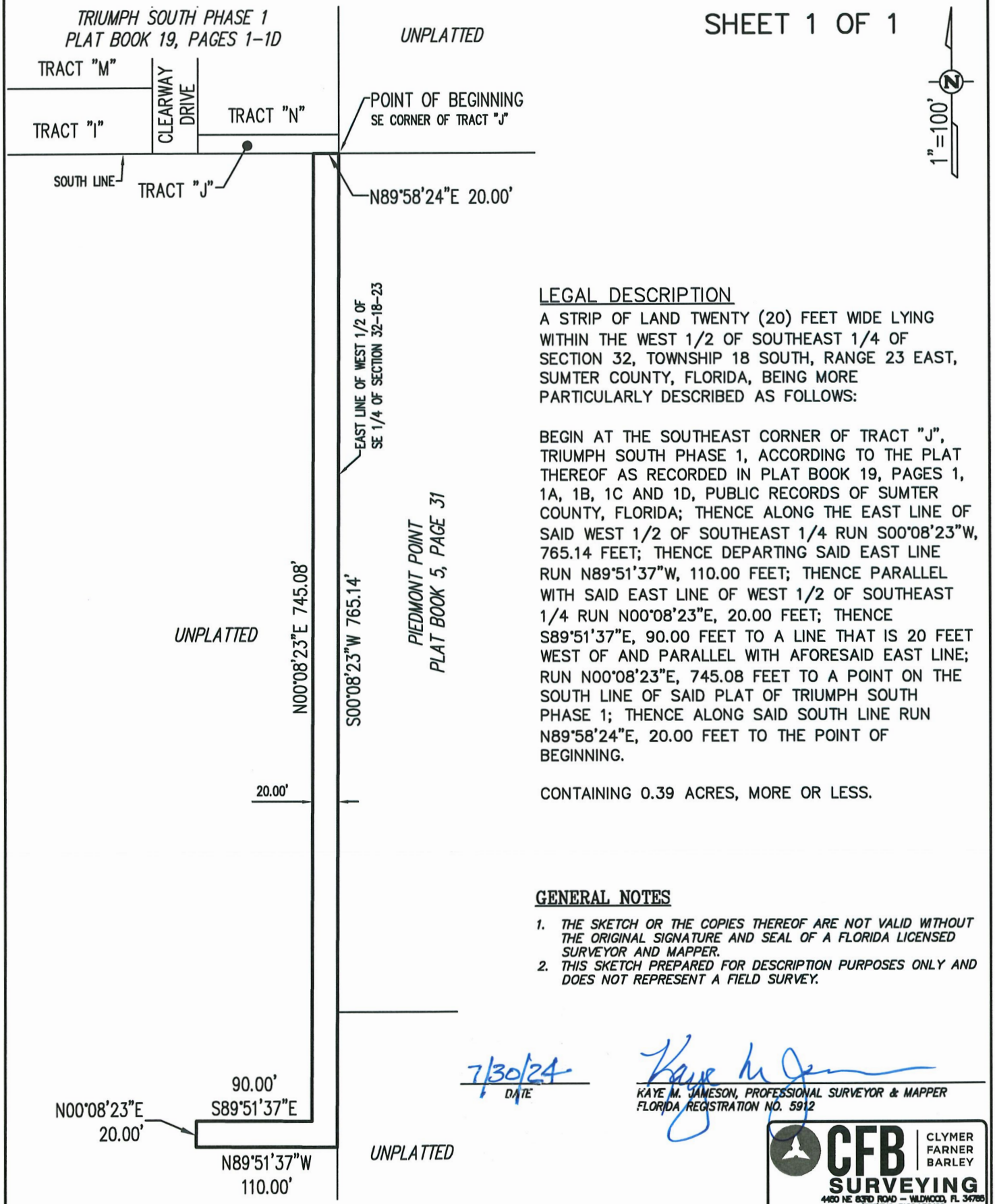
The foregoing instrument was acknowledged before me by means of [ ] physical presence or [ ] online notarization this _____ day of _____, 2024, by _____, as Mayor of the City of Wildwood, Florida, and by Jessica Barnes, as City Clerk of the City of Wildwood, Florida, who are [ ] personally known to me or who [ ] produced _____ as identification and who did not take an oath.

_____
Notary Public – State of Florida
Print Name:_____
My Commission Expires: _____
My Commission Number:_____

EXHIBIT "A"
Sketch and Description of Easement Area

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

EXHIBIT " A "
SHEET 1 OF 1



LEGAL DESCRIPTION

A STRIP OF LAND TWENTY (20) FEET WIDE LYING WITHIN THE WEST 1/2 OF SOUTHEAST 1/4 OF SECTION 32, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHEAST CORNER OF TRACT "J", TRIUMPH SOUTH PHASE 1, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 19, PAGES 1, 1A, 1B, 1C AND 1D, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE ALONG THE EAST LINE OF SAID WEST 1/2 OF SOUTHEAST 1/4 RUN S00°08'23"W, 765.14 FEET; THENCE DEPARTING SAID EAST LINE RUN N89°51'37"W, 110.00 FEET; THENCE PARALLEL WITH SAID EAST LINE OF WEST 1/2 OF SOUTHEAST 1/4 RUN N00°08'23"E, 20.00 FEET; THENCE S89°51'37"E, 90.00 FEET TO A LINE THAT IS 20 FEET WEST OF AND PARALLEL WITH AFORESAID EAST LINE; RUN N00°08'23"E, 745.08 FEET TO A POINT ON THE SOUTH LINE OF SAID PLAT OF TRIUMPH SOUTH PHASE 1; THENCE ALONG SAID SOUTH LINE RUN N89°58'24"E, 20.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 0.39 ACRES, MORE OR LESS.

GENERAL NOTES

1. *THE SKETCH OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.*
2. *THIS SKETCH PREPARED FOR DESCRIPTION PURPOSES ONLY AND DOES NOT REPRESENT A FIELD SURVEY.*

7/30/24
DATE

KAYE M. JAMESON, PROFESSIONAL SURVEYOR & MAPPER
FLORIDA REGISTRATION NO. 5912

CFB CLYMER FARNER BARLEY SURVEYING
4480 NE 83RD ROAD – WILDWOOD, FL 34785
(352)748-3126 LB8498

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **2024 2nd Quarter Team Impact Award**

REQUESTED ACTION: For information only.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The Wildwood Police Department 2024 2nd Quarter Team Impact Award for April, May, and June will be awarded by Chief Randy Parmer. This quarter's recipients are Traffic Unit Officers Sgt. Garth Layne, Officer Todd Peck, and Officer Michael Cosseboom.

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **CP 2309-002 Wildwood East**

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

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	CP 2309-002 Wildwood East
Ordinance Number	O2024-18
Applicant(s)	LPG Urban & Regional Planners, Inc
Owner(s)	Southwinds Commercial LTD
Property Location	The subject project is generally located approximately 0.12 miles east of the CR 144 and Powell Rd intersection, north along CR 144.
Parcel(s)	G04-013
Date	August 5, 2024

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

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

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

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

(2) The proposed amendment is not inconsistent with the goals, objectives, and policies of the comprehensive plan;
The applicant finds the proposed amendment is consistent with the goals, objectives, and policies of the comprehensive plan as stated with Policy 1.1.1.a for High Density Residential future land use as it is intended to accommodate multifamily residential dwelling units at a high density. The subject property is located within an area of existing development where public infrastructure, services, and utilities are already present, approximately 639 feet from the western corner of the subject property, which is in line with Policy 1.2.1., “The City shall encourage growth and development in areas where public infrastructure, services, and utilities are already present or planned to be within 3 to 5 years.”

(3) The proposed amendment should not be considered urban sprawl or exemplify an energy-inefficient land use pattern;
This parcel is located along CR 144, a Sumter County owned and maintained minor local road with central and residential mixed use and low residential land uses surrounding the property. Objective 1.2 could be met from Policy 1.2.8., “the City shall encourage all new development and redevelopment projects to cultivate a more sustainable land development pattern,” as the properties to the north and west allow a maximum of 14 units per acre. This would include direct growth towards areas planned for urban development, thus preventing the spread of urban sprawl, and maintaining compatibility with adjacent land uses. This parcel falls within the Joint Planning Area (JPA) and is in line with Policy 1.2.5., the City is using the JPA to combat urban sprawl, provide an energy-efficient land use pattern, and manage growth in an environmentally sensitive manner.

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

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

system or facility.

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

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

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

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

Case CP 2309-002 was placed on the July 22, 2024, commission agenda for consideration of the final reading of the request for land use amendment. Pursuant to the applicant's request, the case was continued to a date certain of August 12, 2024, at 9:00 a.m.

Melanie Strickland, AICP, CPM
Development Services Director

ORDINANCE NO. O2024-18

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A SMALL-SCALE FUTURE LAND USE MAP AMENDMENT TO THE ADOPTED COMPREHENSIVE PLAN AND FUTURE LAND USE MAP IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, AS AMENDED; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Wildwood, Florida, is proposing to amend the local Comprehensive Plan and Future Land Use Map of said City, to include a land use amendment described as follows, to-wit:

G04-013
Southwinds Commercial LTD
2.94 +/-

LEGAL DESCRIPTION:

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

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

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

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

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

SECTION 1. The adopted local Comprehensive Plan and Future Land Use Map for the City of Wildwood, Florida, are hereby amended to include the above-referenced property and proposed land use amendment as indicated above. The amendment to the Future Land Use Map of the local comprehensive plan is attached hereto as “Exhibit A” and incorporated herein by reference.

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

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

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

DONE AND ORDAINED this _____ day of _____, 2024, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION

CITY OF WILDWOOD, FLORIDA

_____
Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

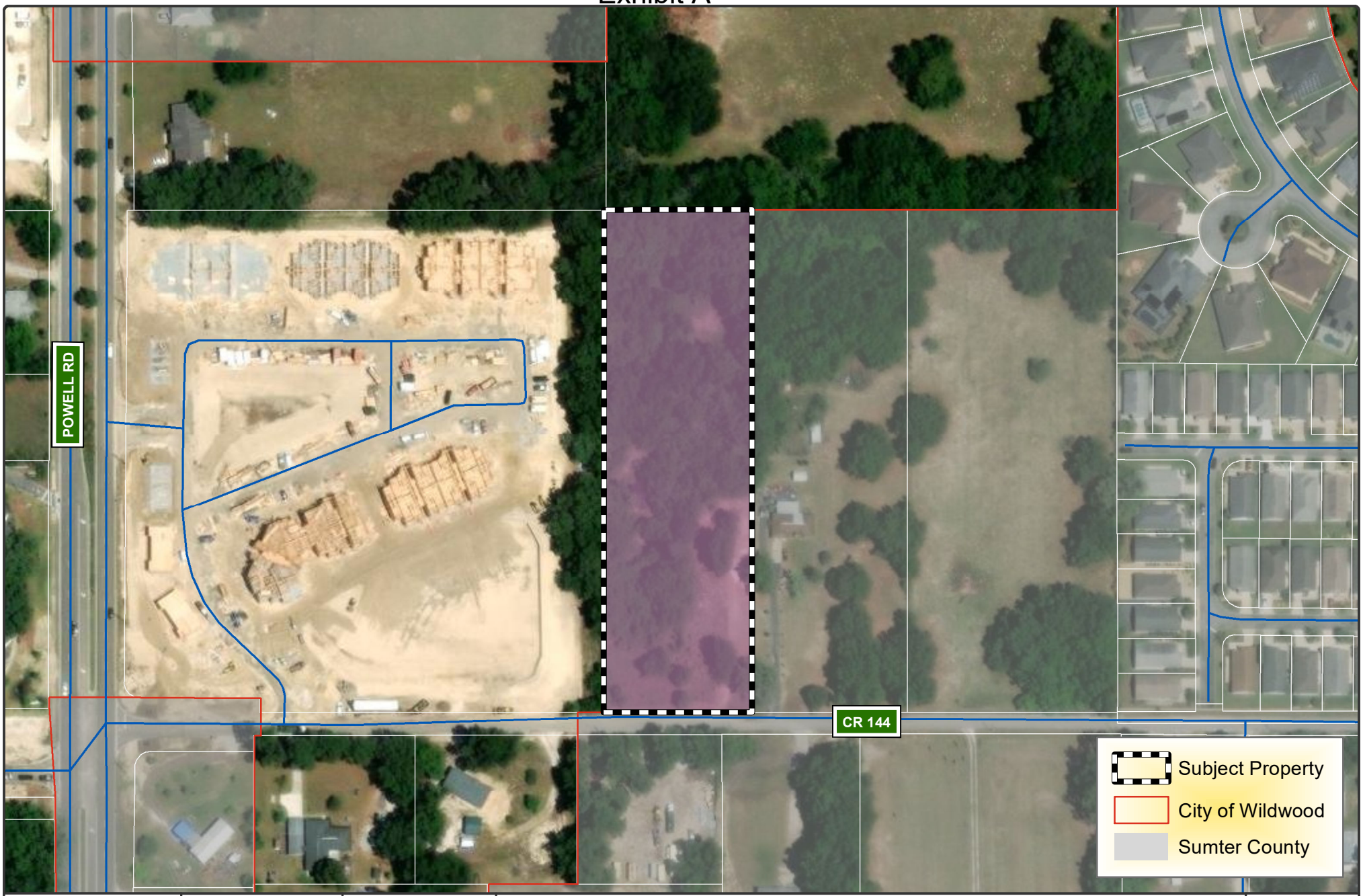
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

Exhibit A



WILDWOOD
EST. 1877
FLORIDA

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

Feet
0 80 160

CP 2309-002

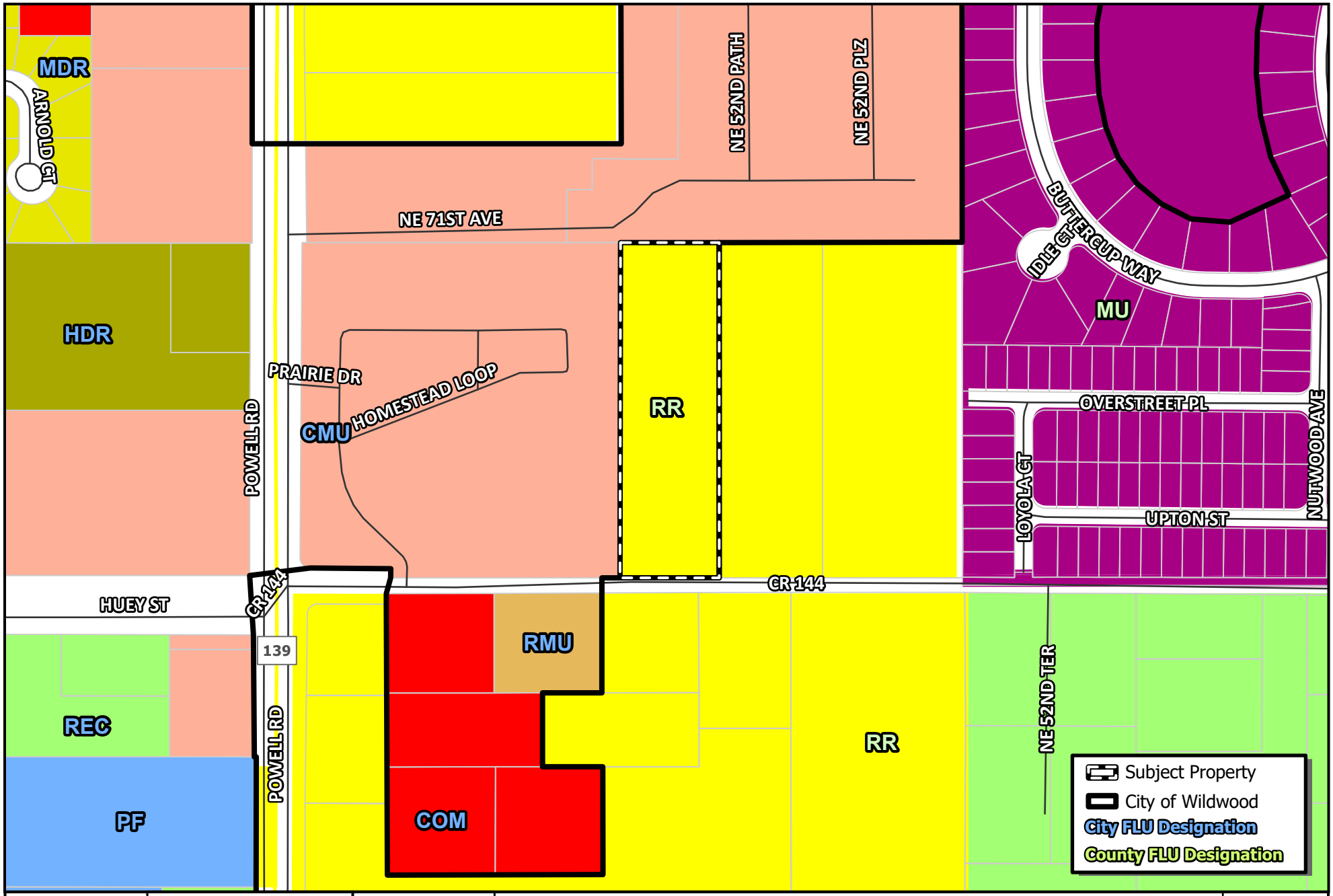
WILDWOOD EAST

PARCEL G04-013

MAP 1B

LOCATION MAP

SEPTEMBER 2023



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

CP 2309-002

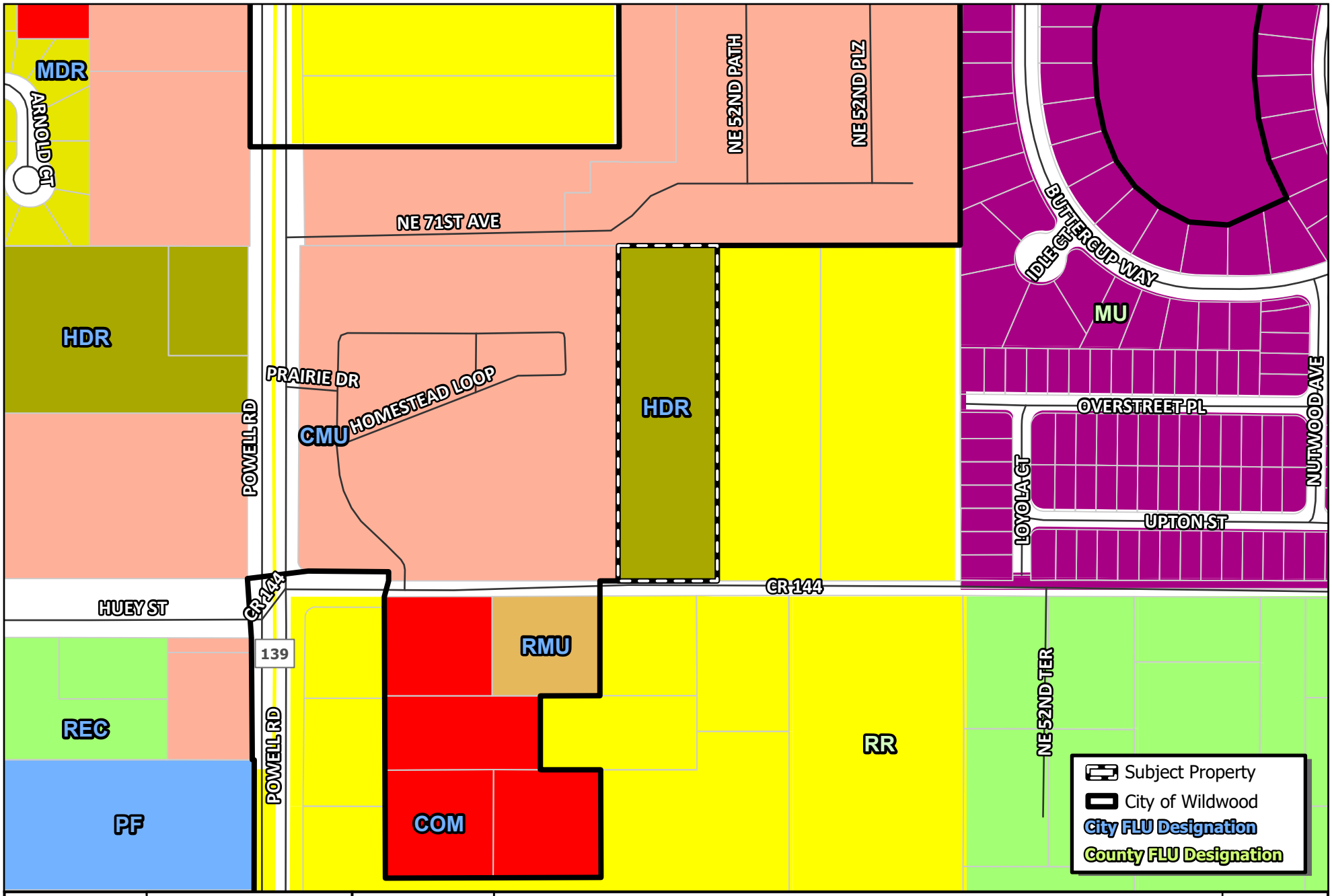
WILDWOOD EAST

PARCEL G04-013

MAP 2A

EXISTING LAND USE

MAY 2024



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

CP 2309-002

WILDWOOD EAST

PARCEL G04-013

MAP 2B

PROPOSED LAND USE

MAY 2024

Business Impact Estimate

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

Proposed ordinance's title/reference: O2024-18

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

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

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

Case Number: CP 2309-002 Wildwood East

Applicant(s): LPG Urban & Regional Planners, Inc

Owner(s): Southwinds Commercial LTD

Parcel(s): G04-013

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

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

☐ recommends approval.

☒ recommends approval with the following conditions:

verification of wastewater capacity

☐ recommends denial.

Dated: June 11, 2024

Lindsay C.T. Holt
Special Magistrate City of Wildwood

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

Staff Use Only
Case No.: _____
Fee Paid: _____
Receipt No.: _____

Application for Preliminary Concurrency Determination

Applicant Name: LPG Urban & Regional Planners, LLC, Michael Rankin Phone: 352-385-1940
Address: 1162 Camp Ave., Mount Dora, FL 32757 E-mail: MichaelR@lpgurp.com
Owner Name: Southwinds Commercial LTD, Paul Missigman, Manager Phone: 407-741-8500
Address: 200 E. Canton Ave., Suite 102, Winter Park, FL 32789 E-mail: M.Gauthier@atlantichousing.com
Engineer Name: Madden, Moorhead & Stokes, Inc., David Stokes, P.E. Phone: 407-629-8330
Address: 431 E Horatio Ave., Maitland, FL 32751 E-mail: dstokes@madden-eng.com

Property Information:

PROJECT NAME*: Wildwood East

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

Property Address: East of Powell Road and North of CR 144
List Parcel Number(s): G04-013
Use of Property: Single Family
Do you currently have City Utilities? ☐ Yes ☒ No Size of Property (Acres or Square Feet): 2.94 +/- acres

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

A.0 Application for Preliminary Concurrency Determination

Project Buildout Information:

Phasing Schedule:	Phase 1: 2025	Phase 2:	Phase 3:	Phase 4:	Total:
Residential Units:	44 MF				
Retail SF:					
Office SF:					
Institutional SF:					
Industrial SF:					

Project Demand on Facilities:

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

Notes: _____

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

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

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.

New Known Development					New ERC's 2024			NEW YEARLY ERCs	New ERCs 2025				NEW YEARLY ERCs	New ERCs 2026				NEW YEARLY ERCs	New ERCs 2027				NEW YEARLY ERCs	New ERCs 2028				NEW YEARLY ERCs	New ERCs 2029				NEW YEARLY ERCs
Project	Units	ERCs	Type	Status	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q	
Juliette Apartments	330	132	Apartments	Under construction		45	45		42																								
Wildwood Landing	101	51	Cottages	Under construction			10		10	10	10	11																					
Solamar	243	243	BFR	Under construction		50	50		50	50	43																						
Eden (fka Zora)	130	130	BFR	Under construction		30	30		30	30	10																						
Villas at Wildwood	192	192	BFR	Under construction		45	45		45	45	12																						
Wildwood Multifamily at Turkey Run	144	58	Apartments	Under review												40	18																
Twisted Oaks SFD	734	734	SFD	Under construction					10	10	10	10		15	15	15	15		15	15	15	15		15	15	15	15		15	15	15	15	
Twisted Oaks Townhomes	248	149	SFA	Under construction					25	25	25	25		25	24																		
Twisted Oaks Multifamily	277	111	Apartments	Under construction					50	50	11																						
Townhomes at Powell	128	77	Townhomes	Under construction					25	25	27																						
Oxford BFR	154	154	BFR	Approved										25	25	25	25		25	25	4												
Highfield at Twisted Oaks	374	374	SFD	Under construction			15		10	10	10	10		15	15	15	15		15	15	15	15		15	15	15	15		15	15	15	15	
100 Oaks	411	411	SFD	Under review												15	15		15	15	15	15		15	15	15	15		15	15	15	15	
Southern Waters Capital	323	129	Apartments	Under review															50	50	29												
Sumter Springs (County)	274	274	SFD/Multi-family	Under review															10	10	10	10		10	10	10	10		10	10	10	10	
Highland Homes (County)	532	532	SFD	Under review										10	10	10	10		10	10	10	10		10	10	10	10		10	10	10	10	
The Keys at Wildwood I	190	190	BFR	Under construction					80	80	30																						
The Keys at Wildwood II	302	302	BFR	Under construction			25		50	50	50	50		50	27																		
Bellweather Multifamily	248	99	Apartments	Under construction			25		25	49																							
Cassablanca at Wildwood	54	32	Townhomes	Approved										24	8																		
Evolve Apartments	248	99	Apartments	Approved								25		25	25	24																	
Wildwood Place PD	300	250	Multi-family	Under review												50	50		50	50	50												
Tillman Villas	180	180	SFD	Under review							15	15		15	15	15	15		15	15	15	15		15	15								
Commander's Pointe	638	255	Multifamily	Under review												25	25		50	50	50	50		5									
Oxford Crossings (Residential)	886	443	Mixed	Awaiting Submittal												25	25		25	25	25	25		25	25	25	25		25	25	25	25	
Townhomes at Peppertree (Blount)	144	86	Townhomes	Under review								25		25	25	11																	
Tillman Oaks	160	160	SFA	Under review										25	25	25	25		25	25	10			10	10	10	10		10	10	10	10	
Mateo Oaks	164	164	SFD	Under review																10	10	10		10	10	10	10		10	10	10	10	
Boulder (CR 213/CR 44A)	312	250	Mixed	Under review										10	10	10	10		10	10	10	10		10	10	10	10		10	10	10	10	
Wildwood III (CR 213/44A)	350	210	Mixed	Under review													10		25	25	25	25		25	25	25	25						
INFILL					5	5	5		5	5	5	5		5	5	5	5		5	5	5	5		5	5	5	5		5	5	5	5	
Subtotal	**8,771**	**6,471**			**5**	**175**	**250**	**430**	**457**	**439**	**258**	**176**	**1,330**	**269**	**229**	**310**	**263**	**1,071**	**345**	**355**	**298**	**205**	**1,203**	**170**	**165**	**150**	**150**	**635**	**125**	**125**	**125**	**125**	**500**

Existing Residential Developments (Additional Units)					New ERCs 2024			NEW YEARLY ERCs	New ERCs 2025				NEW YEARLY ERCs	New ERCs 2026				NEW YEARLY ERCs	New ERCs 2027				NEW YEARLY ERCs	New ERCs 2028				NEW YEARLY ERCs	New ERCs 2029				NEW YEARLY ERCs
Project	Units	ERCs	Type	Status	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q	
Triumph South (Phase 2)	72	72	SFD	Active					5	5	5	5		5	5	5	5		5	5	5	5		5	5	2							
Simple Life Tiny Homes	134	134	Tiny Homes	Active	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2		5	5	5	5		5	5	5	5	
Beaumont	10	10	SFD	Active	2	2	2		2																								
Densan Park (Phase 1 & 2)	86	86	SFD	Active	5	5	5		5	5	5	5		5	5	5	5		5	5	5	5		5	6								
Grand Oaks Manor (Phase 1)	145	145	SFD	Dormant	0	0	0		2	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2		5	5	5	5	
The Mark at Wildwood	105	87	Apartments	Active	25	25	12																										
Sundance Trails at Beaumont	300	250	Apartments	Active	50	50	50		50	50																							
The Wilds (Phase 2 & Phase 3)	218	87	Apartments	Active	25	25	25		12																								
Subtotal	**1,070**	**872**			**109**	**109**	**96**	**314**	**78**	**64**	**14**	**14**	**170**	**14**	**14**	**14**	**14**	**56**	**14**	**14**	**14**	**14**	**56**	**17**	**18**	**9**	**7**	**51**	**10**	**10**	**10**	**10**	**40**

ILF/ALF Developments				New ERCs 2024			NEW YEARLY ERCs	New ERCs 2025				NEW YEARLY ERCs	New ERCs 2026				NEW YEARLY ERCs	New ERCs 2027				NEW YEARLY ERCs	New ERCs 2028				NEW YEARLY ERCs	New ERCs 2029				NEW YEARLY ERCs
Project	ERCs		Status	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q	
Parkview Independent Living Facility	134	74	Under review												35	39																
Trailwinds ALF	130	72	Under review							36	36																						
Subtotal	**264**	**145**		**0**	**0**	**0**	**0**	**0**	**0**	**36**	**36**	**72**	**0**	**0**	**35**	**39**	**74**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

Total All Developments	New ERC's 2024			NEW YEARLY ERCs	New ERCs 2025				NEW YEARLY ERCs	New ERCs 2026				NEW YEARLY ERCs	New ERCs 2027				NEW YEARLY ERCs	New ERCs 2028				NEW YEARLY ERCs	New ERCs 2029				NEW YEARLY ERCs
	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q	
	122	348	413	883	579	592	501	260	1,932	450	379	368	325	1,522	363	373	316	223	1,275	191	187	159	157	694	135	135	135	135	540

City of Wildwood Wastewater Treatment Plant Flow Projections

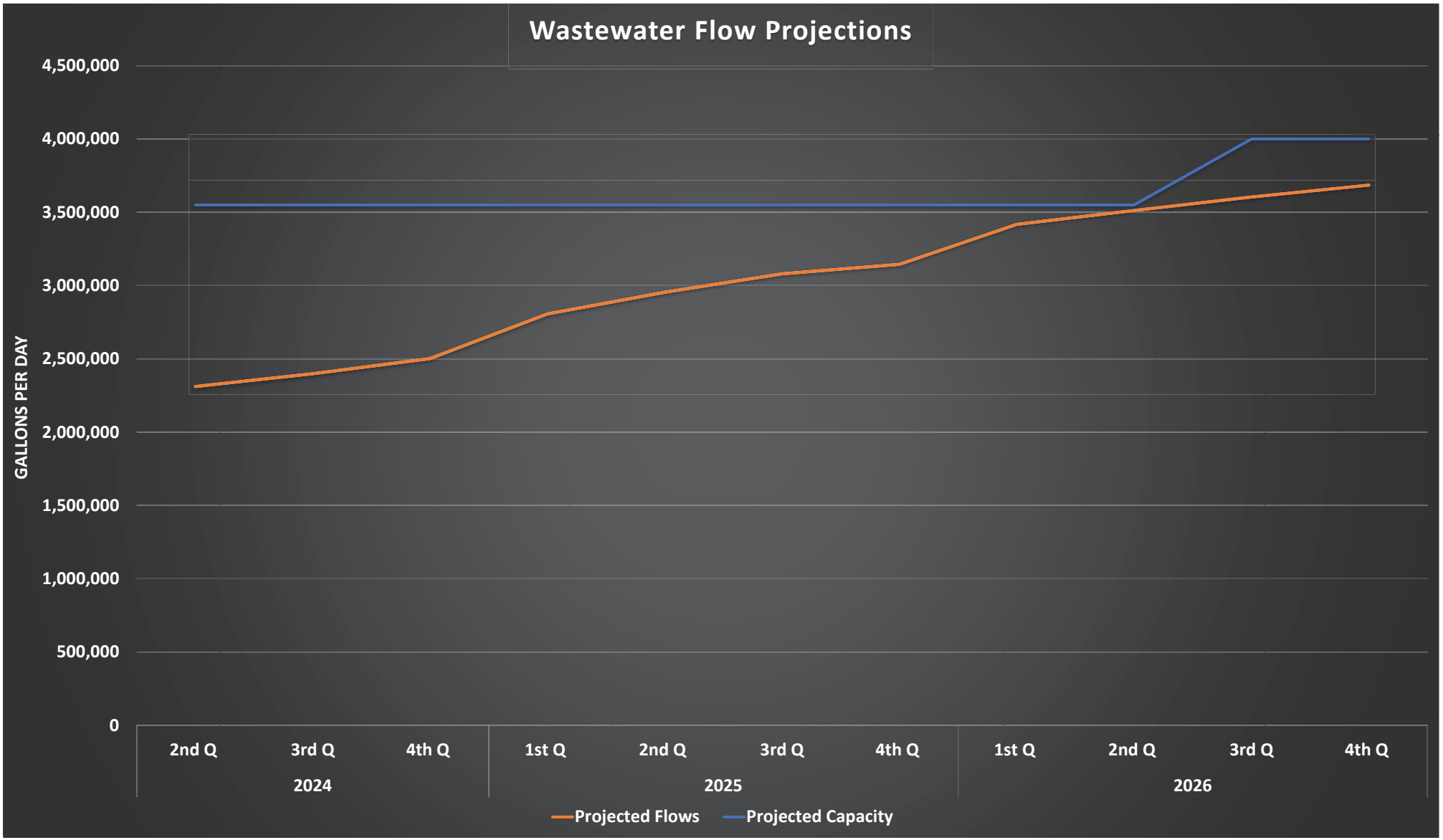
PROJECTED FLOWS (GPD) CURRENT	PROJECTED NEW FLOW (GPD)			PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)			
	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd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

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

PROJECTED CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13												
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	4,000,000	4,000,000	4,000,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000

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

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


Wastewater Flow Projections
4,500,000
4,000,000
3,500,000
3,000,000
2,500,000
2,000,000
1,500,000
1,000,000
500,000
0
GALLONS PER DAY
2nd Q
3rd Q
4th Q
1st Q
2nd Q
3rd Q
4th Q
1st Q
2nd Q
3rd Q
4th Q
2024
2025
2026
Projected Flows
Projected Capacity

City of Wildwood Wastewater Treatment Plant Flow Projections

PROJECTED FLOWS (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)			
	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	30,500	87,000	103,250	304,750	148,000	125,250	65,000	112,500	94,750	92,000	81,250	90,750	93,250	79,000	55,750	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
2,281,000	2,311,500	2,398,500	2,501,750	2,806,500	2,954,500	3,079,750	3,144,750	3,417,250	3,512,000	3,604,000	3,685,250	3,776,000	3,869,250	3,948,250	4,004,000	4,054,000	4,104,000	4,154,000	4,204,000	4,254,000	4,304,000	4,354,000	4,404,000

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

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

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

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

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

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

Threshold Margin of Error (2026 2Q)	0.53%

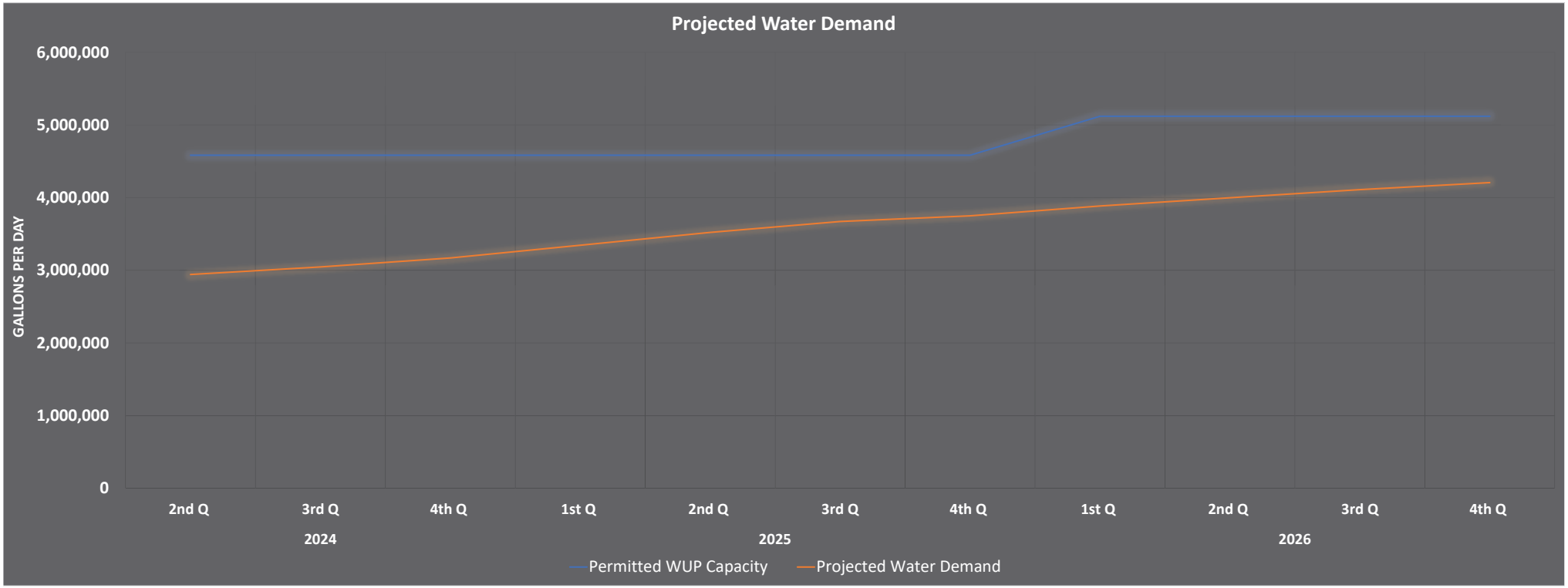
City of Wildwood Water Demand Projections

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

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

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

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



Print

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

Date Submitted: 3/5/2024

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

Address

225 E Robinson St, Suite 300

City	State	Zip Code
Orlando	FL	32801

Phone	Alt Phone	Parcel Number
407.965.0510		Parcel Number

Sumter County Traffic Impact Analysis (TIA)

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

Matthew Tadlock

Digitally signed by Matthew Tadlock
DN: cn=Matthew Tadlock, o=Sumter County Public Works, ou=Planning and Design, email=matthew.tadlock@sumtercountyfl.gov, c=US
Date: 2024.03.22 16:46:44 -04'00'

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

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

Purpose and Applicability

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

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

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

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

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

Methodology Statement

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

Sumter County 2023 County Annual Traffic Reports
Summary Table

Click here to view the table.

Exemption

Choose File No file chosen

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

Please submit your Methodology Statement

Choose File No file chosen

Please submit your TIA

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

Date of Methodology Acceptance by County

12/15/2023

Applicable Jurisdiction

Please check the applicable Jurisdiction:

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

List of Tables

Table No.	Title	Page
Table 1	: Project Trip Generation	3
Table 2	: Existing Roadway Conditions	7
Table 3	: Intersection Capacity Analysis – Existing Conditions	8
Table 4	: Year 2024 Future Roadway Capacity Analysis	11
Table 5	: Intersection Capacity Analysis –Future Conditions	13
Table 6	: Turn Lane Queue Analysis	16

List of Figures

Figure No.	Title	Page
Figure 1	Project Location Map	2
Figure 2	Existing AM and PM Peak Hour Traffic Volumes	9
Figure 3	Future Turning Movement Volumes AM Peak Hour	14
Figure 4	Future Turning Movement Volumes PM Peak Hour	15

1

Introduction

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

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

Project Description

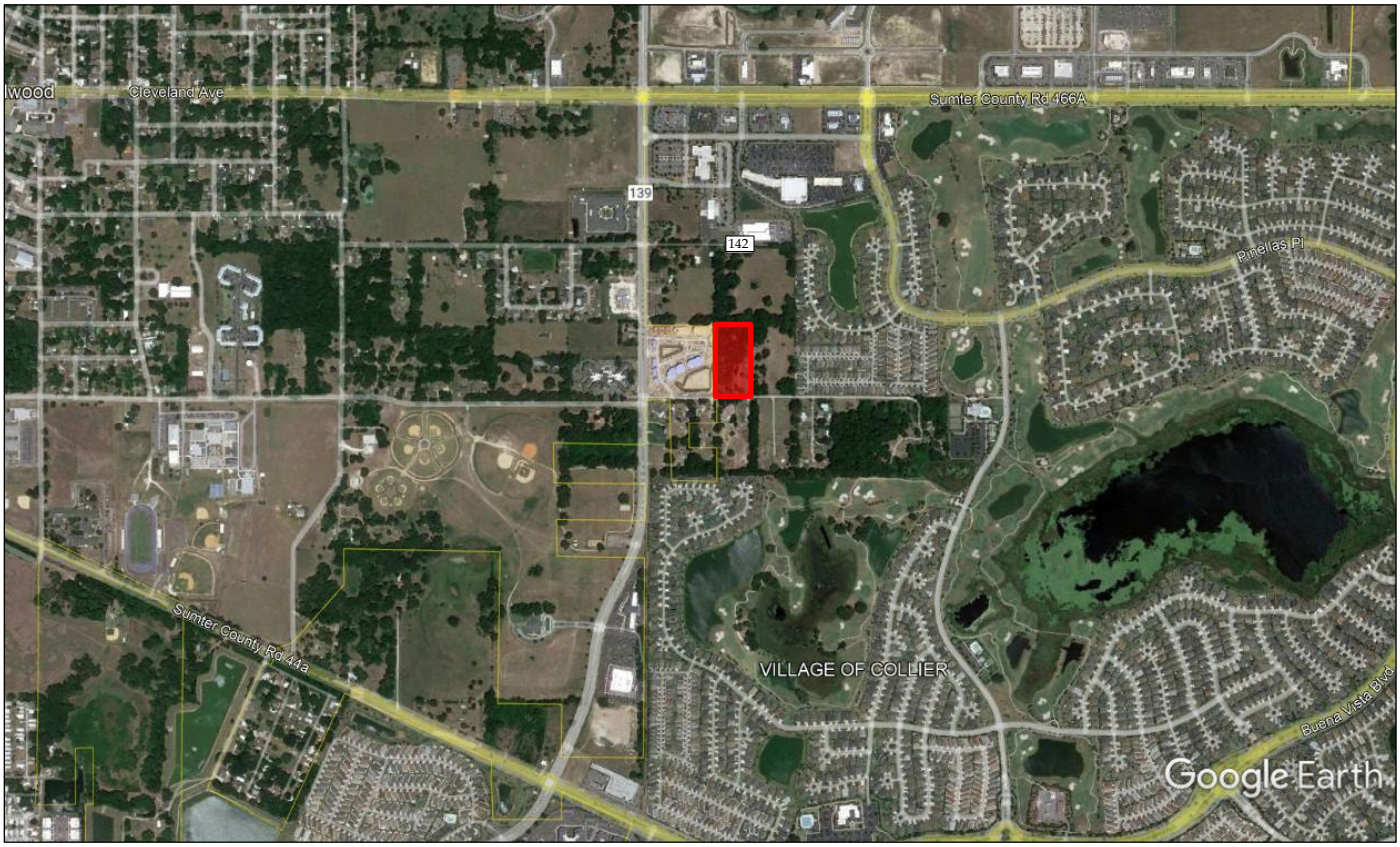
The property is generally located on the east side of Powell Road and north of CR 144, in the City of Wildwood, Sumter County, Florida as shown in **Figure 1**.

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

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

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

Figure 1 Project Location Map



Project Location

Study Area

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

Roadway Segments:

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

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

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

Trip Generation

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

Table 1: Project Trip Generation

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

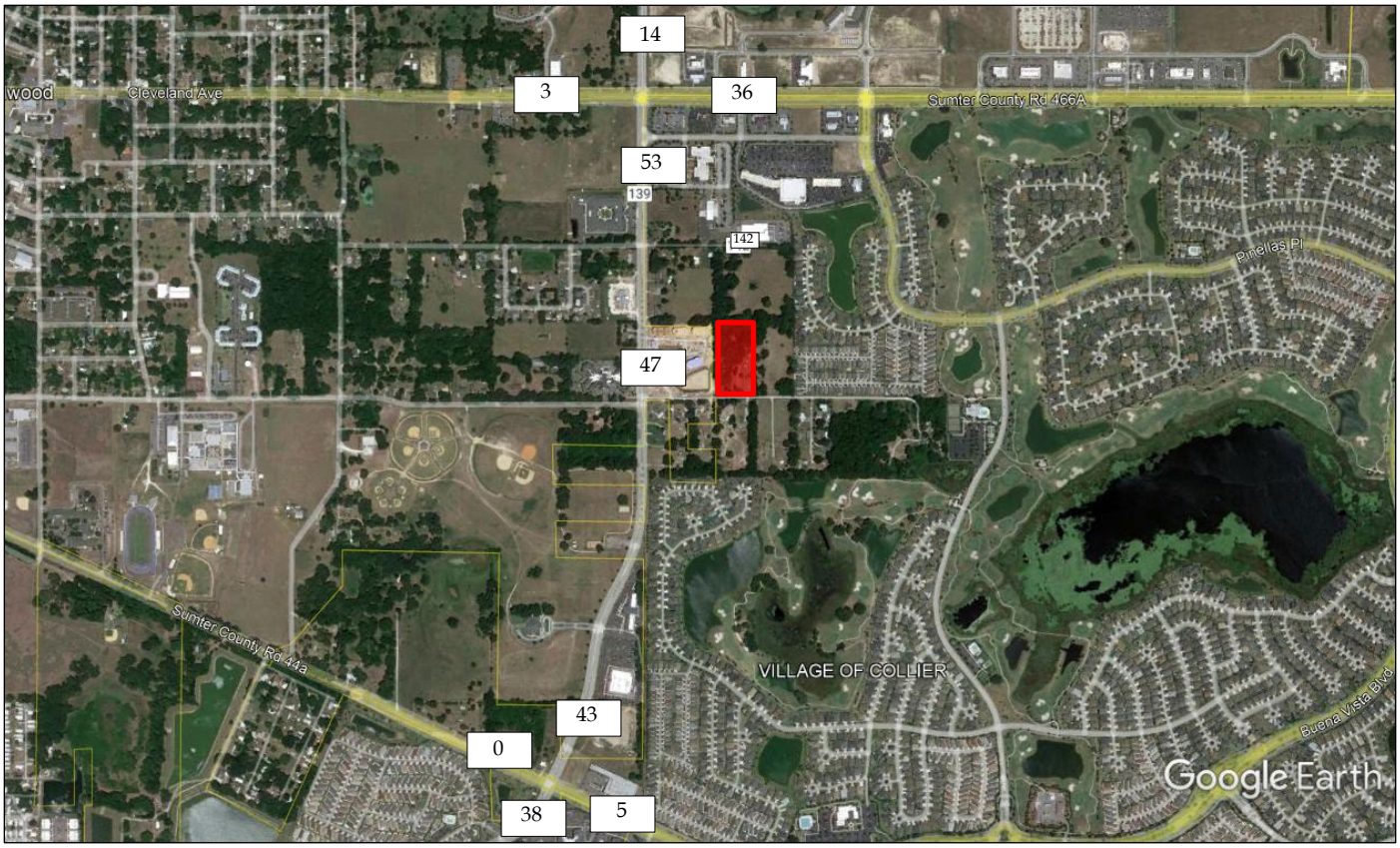
Source: *ITE Trip Generation, 11th Edition*

Trip Distribution and Assignment

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

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

Figure 2 – Project Trip Distribution Map



Project Location

38 Trip Distribution

2

Existing Conditions

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

Existing Roadway Capacity Analysis

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

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

Table 2 : Existing Roadway Conditions

AM PEAK HOUR

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

PM PEAK HOUR

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

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

Existing Intersection Capacity Analysis

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

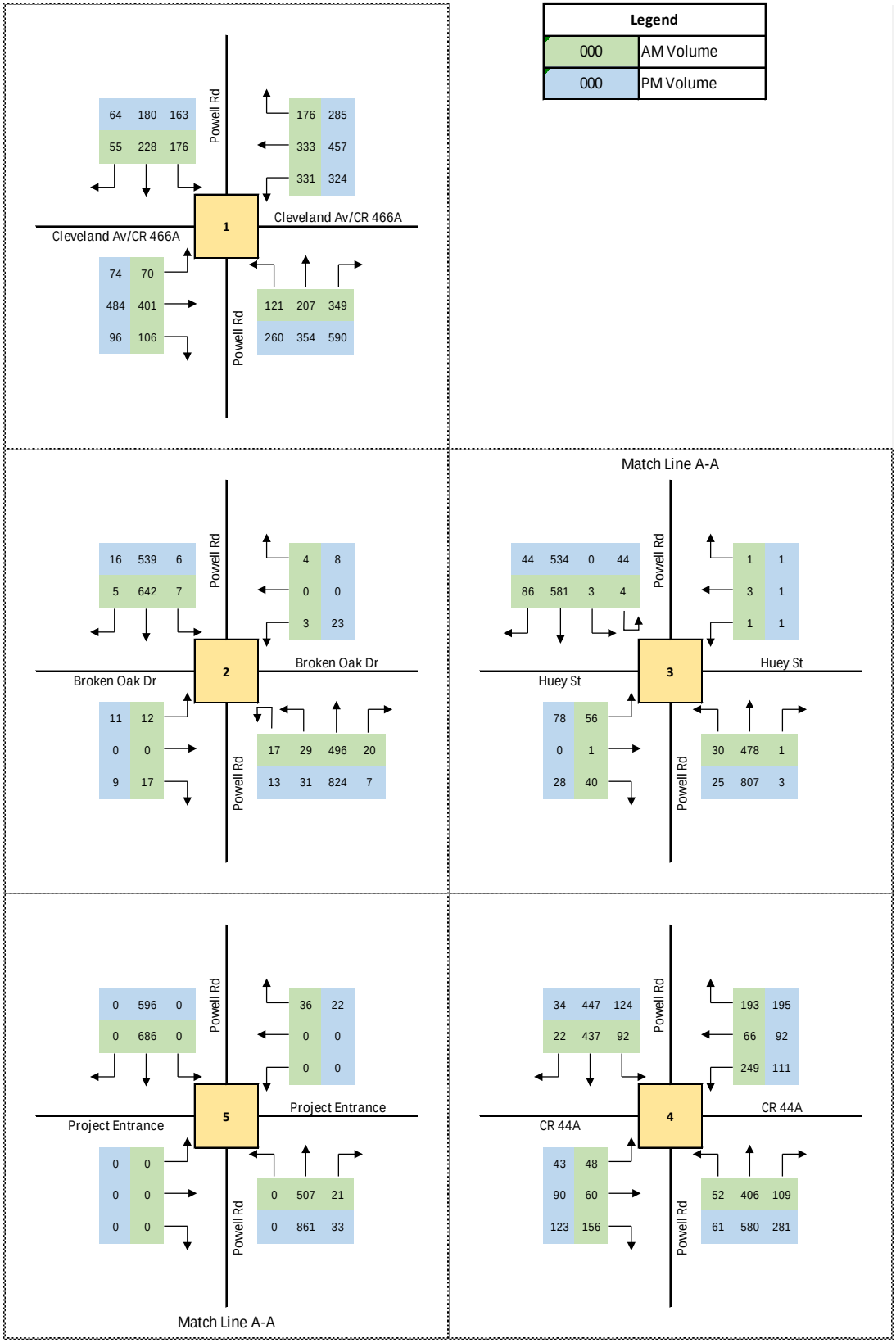
The existing intersections were evaluated using the methodology outlined in the *Highway Capacity Manual*, 6th Edition, and using the Synchro 11 Software. The results of the intersection capacity analysis for the peak hours are shown in **Table 3**. All study intersections operate at an acceptable level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

Table 3: Intersection Capacity Analysis – Existing Conditions

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

Source: Synchro 11.0, HCM 6th Edition

Figure 2 Existing AM and PM Peak Hour Traffic Volumes



3

Future Conditions

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

Future Roadway Capacity Analysis

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

Table 4 : Year 2026 Future Roadway Capacity Analysis

AM PEAK HOUR

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

PM PEAK HOUR

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

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

Future Intersection Capacity Analysis

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

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

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

Table 5 : Intersection Capacity Analysis –Future Conditions

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

Source: Synchro 11.0, HCM 6th Edition

Figure 3 Future Turning Movement Volumes AM Peak Hour

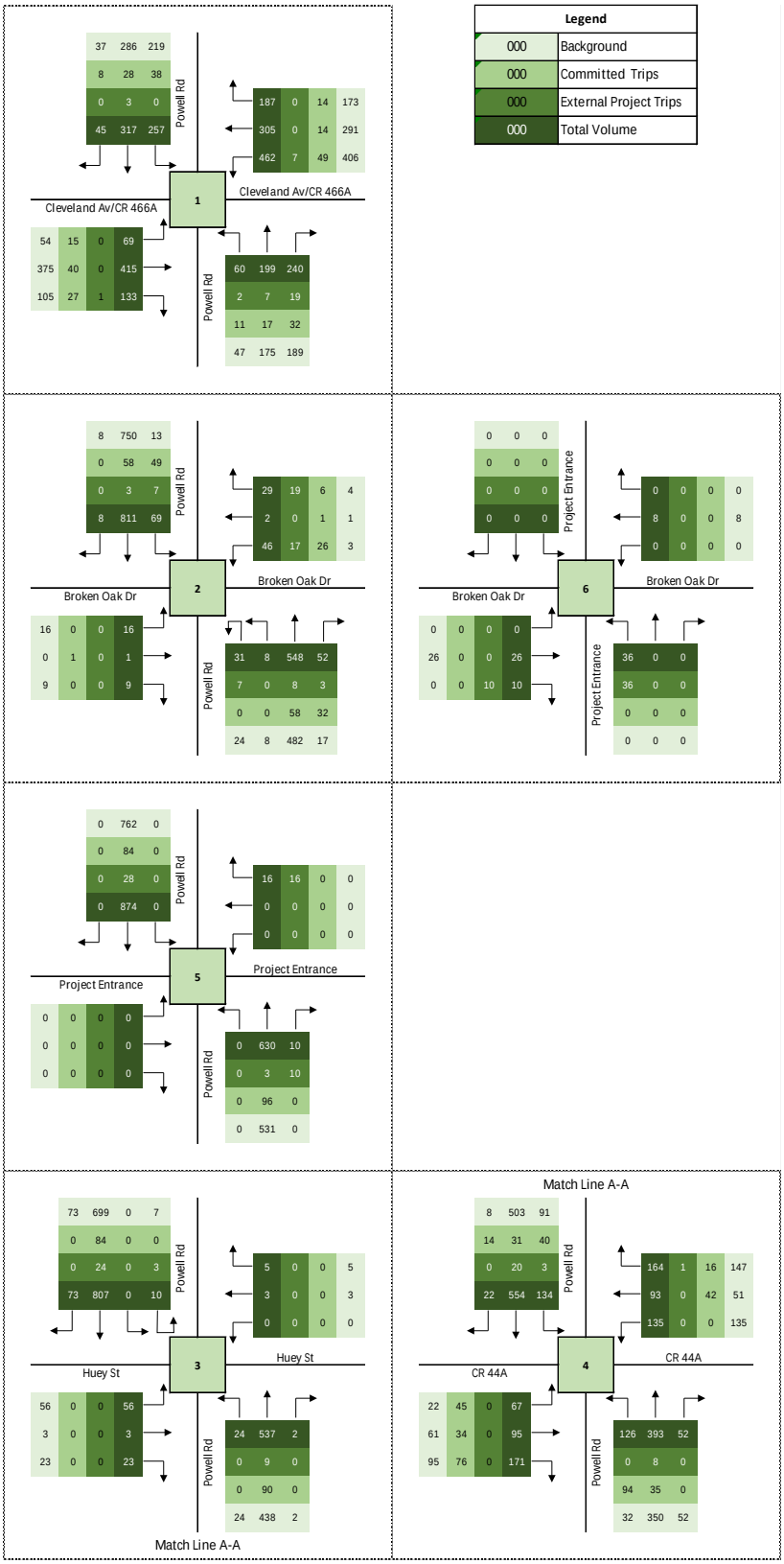
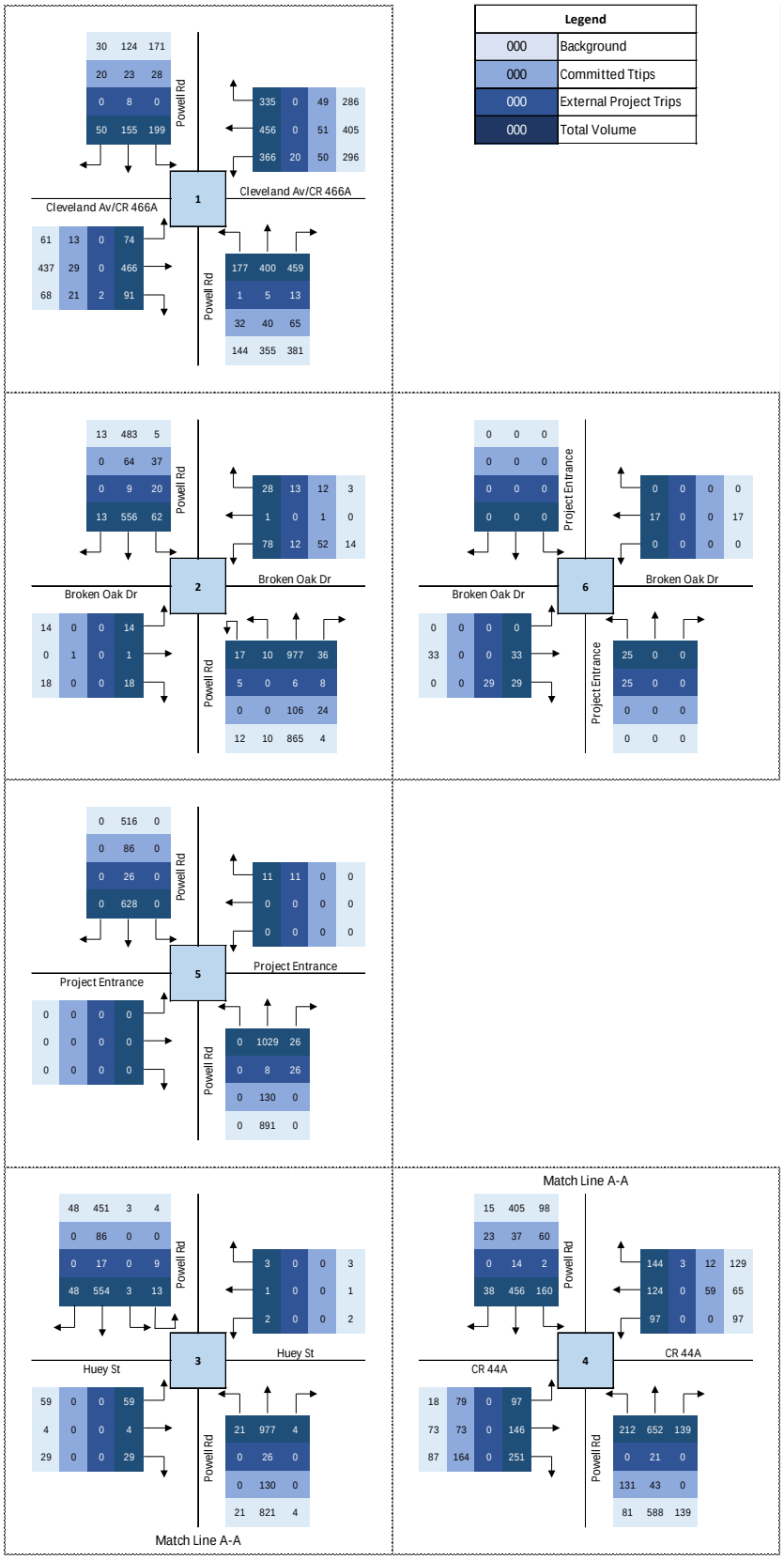


Figure 4 Future Turning Movement Volumes PM Peak Hour



Project Turn Lane Analysis

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

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

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

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

Table 6: Turn Lane Queue Analysis

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

Notes:

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

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

4

Conclusions

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

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

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

APPENDICES

APPENDIX A

Methodology

Print

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

Date Submitted: 12/7/2023

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

Address

225 E Robinson St, Suite 300

City	State	Zip Code
Orlando	FL	32801

Phone	Alt Phone	Parcel Number
407.965.0510		G04-013

Sumter County Traffic Impact Analysis (TIA)

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

Purpose and Applicability

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

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

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

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

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

Methodology Statement

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

Sumter County 2022 County Annual Traffic Reports
Summary Table

Click here to view the table.

Exemption

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

64294.01_Wildwood-Atlantic Housing_Methodology.pdf

Please submit your TIA

Choose File No file chosen

Date of Methodology Acceptance by County

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

Applicable Jurisdiction

Please check the applicable Jurisdiction:

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

Memorandum

To: Sumter County
Public Works Department

Date: December 7, 2023

Project #: 64294.01

From: Joedel Zaballero, PE, PTOE

Re: Wildwood Residential Annexation & Rezone
Traffic Impact Analysis Methodology

Purpose

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

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

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

Section 1: Project Description

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

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

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

Project buildout is anticipated in 2026.



Project Location

Source: Bing Maps 20223

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

Memorandum

Section 2: Primary Impact Area/Study Area

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

Table 1: Roadway Segments Screening

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

Sources: *Sumter County CMP Database 2022*
VHB, Inc.

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

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

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

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

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

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

Section 3: Data Collection/Existing Conditions

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

Section 4: Minimum Acceptable Level of Service

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

Memorandum

Section 5: Background Traffic

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

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

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

Table 2: Roadway Segments – Vested Trips

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

Sources:

Parkview at Brownwood TIA, TMC, 1/18/2021
Highfield at Twisted Oaks TIA. TMC, 1/6/2022
Powell Plaza, TEM, 10/2020
NE 81st Blvd Subdivision, MPH, 8/19/2021
Solamar at Wildwood (fka Wildwood Residential) Methodology, TMC, 2/15/2021
Townhomes at Powell Supplemental Traffic Analysis, VHB, 10/3/223

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

Table 3: Growth Rate Comparison

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

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

Memorandum

Section 6: Planned, Programmed and Committed Projects

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

Section 7: Trip Generation

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

Table 4: Trip Generation Summary

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

Source: *ITE Trip Generation, 11th Edition*

Section 8: Trip Distribution

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

Section 9: Transportation Assessment

Include AM peak hour as well.

As a result of the trip generation, trip distribution, and trip assignment previously mentioned, VHB will evaluate the adjacent transportation system to determine the necessary improvements and timing requirements to accommodate the project at (present) existing year 2023 and at future 2026 traffic conditions.

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

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

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

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

Section 10: Report

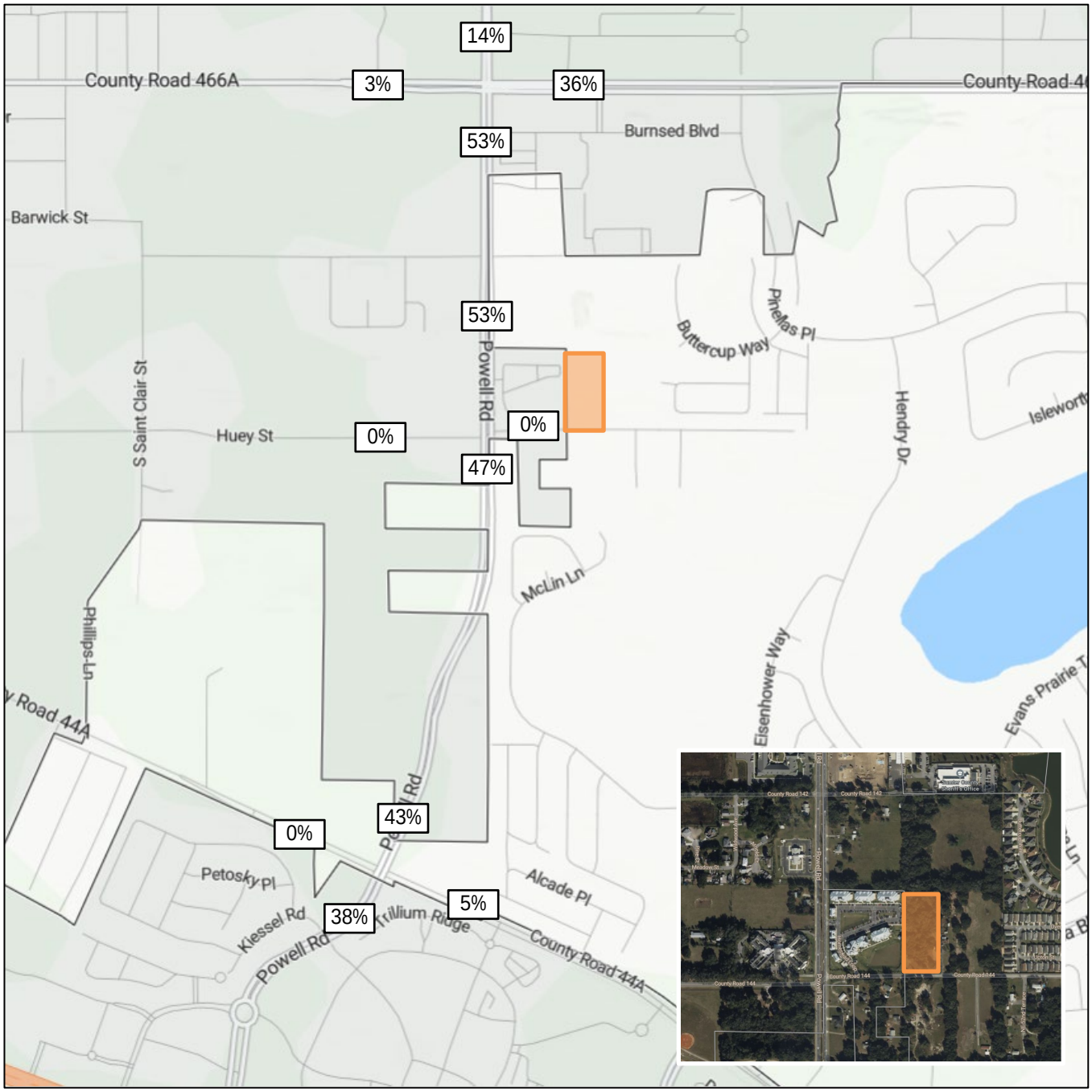
A traffic impact analysis report detailing the methods and findings of the study, including all associated graphics, tables, calculations, and supporting information, will be prepared for submittal to the City of Wildwood and Sumter County.

Attachments:

Attachment A – Concept Plan
Attachment B – ITE Trip Generation Sheets
Attachment C – CFRPM Model Output

Figure 2: Project Trip Distribution Map

Wildwood East Annexation & Rezone CR 144

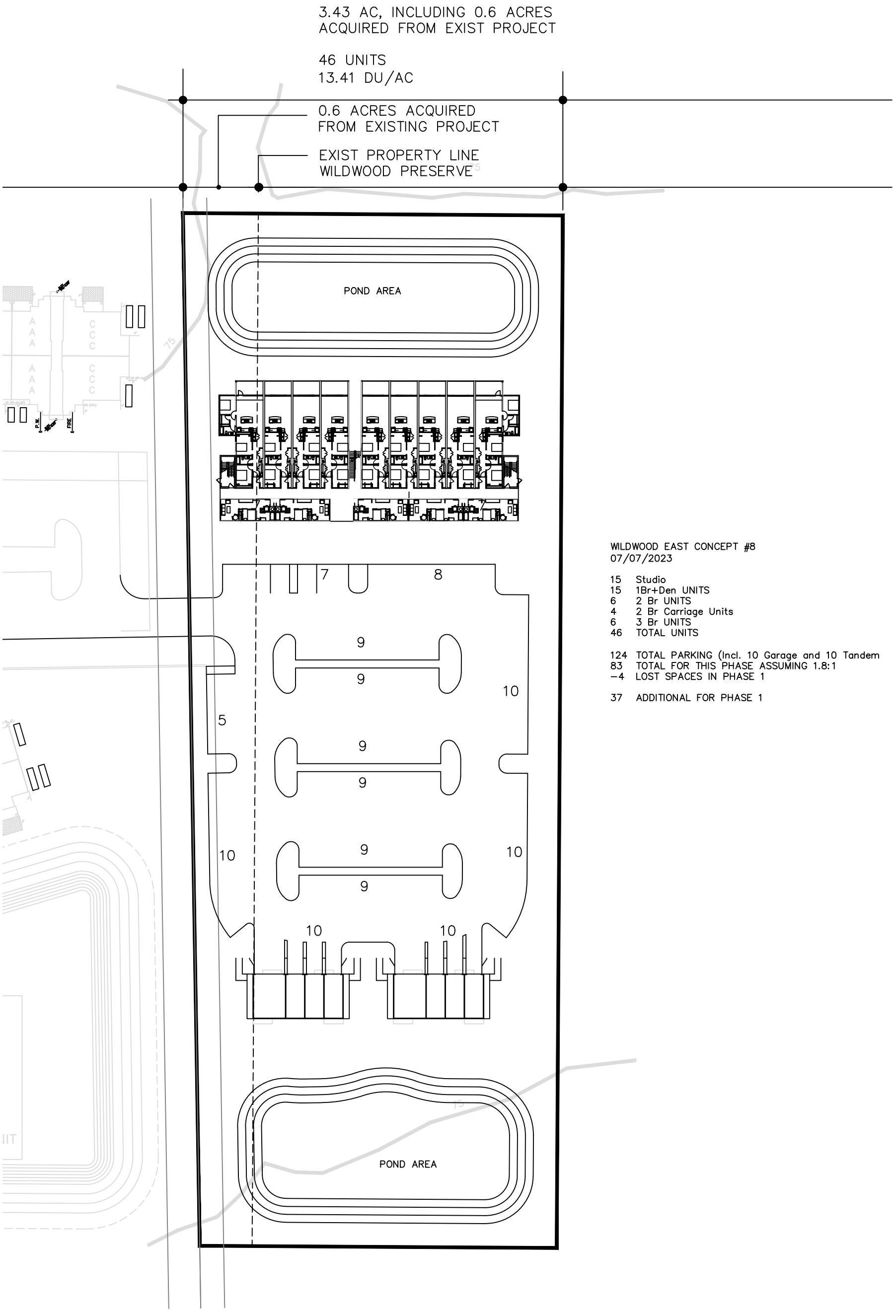


38% Project Distribution

Project Location

Source: Bing Maps 20223

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



WILDWOOD EAST CONCEPT #8
07/07/2023

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

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

37 ADDITIONAL FOR PHASE 1

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

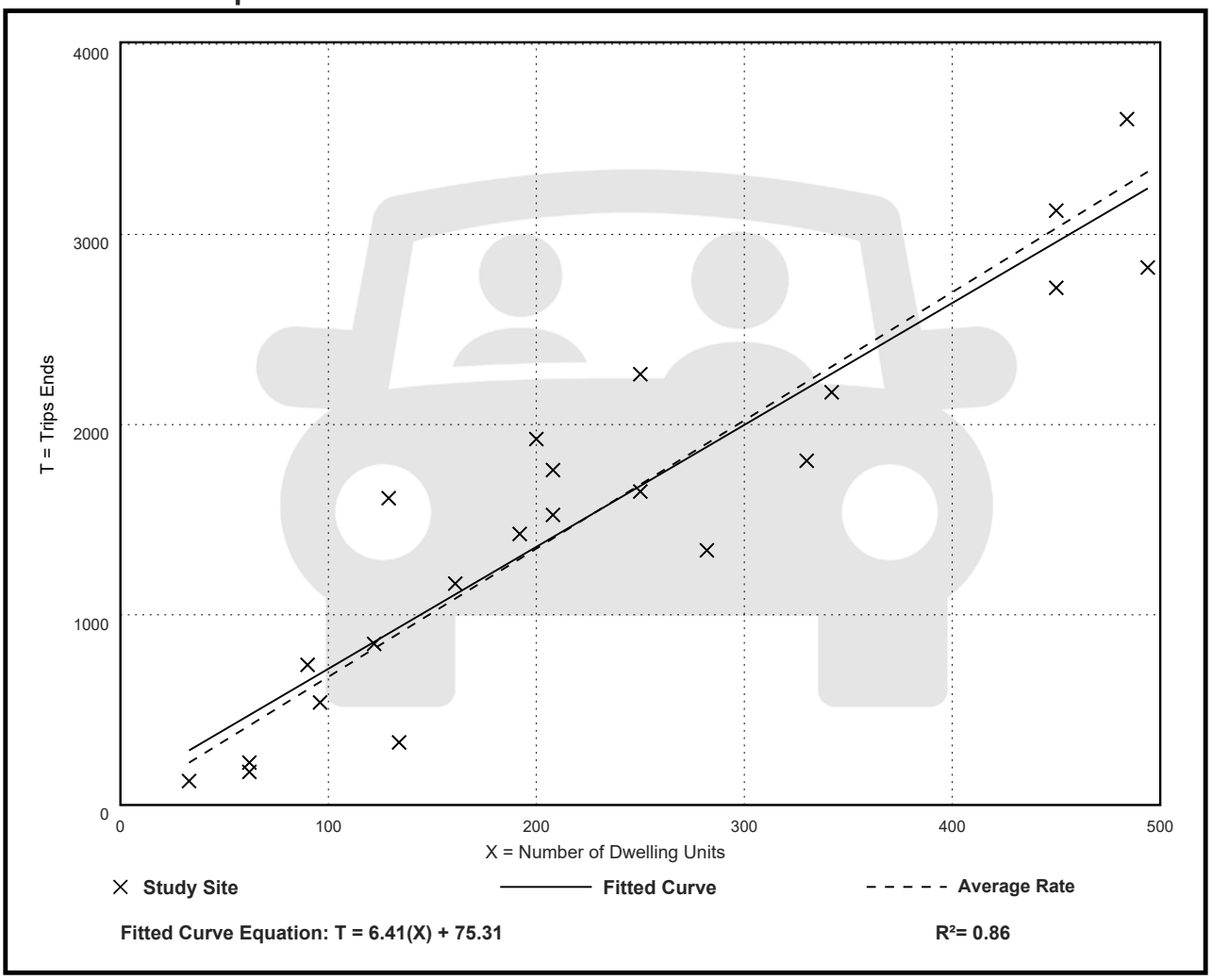
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Fitted Curve Equation: T = 6.41(X) + 75.31

R^2= 0.86

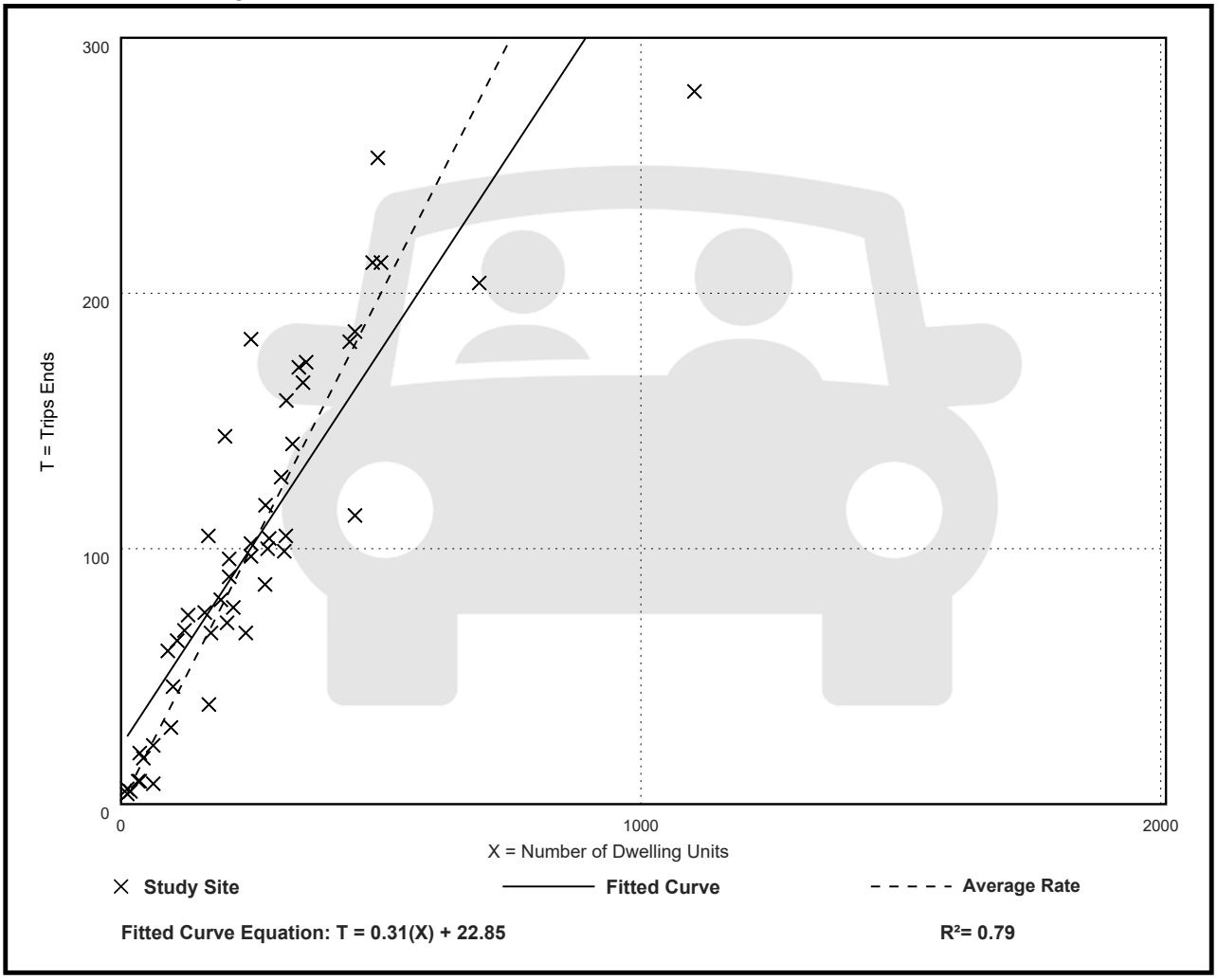
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



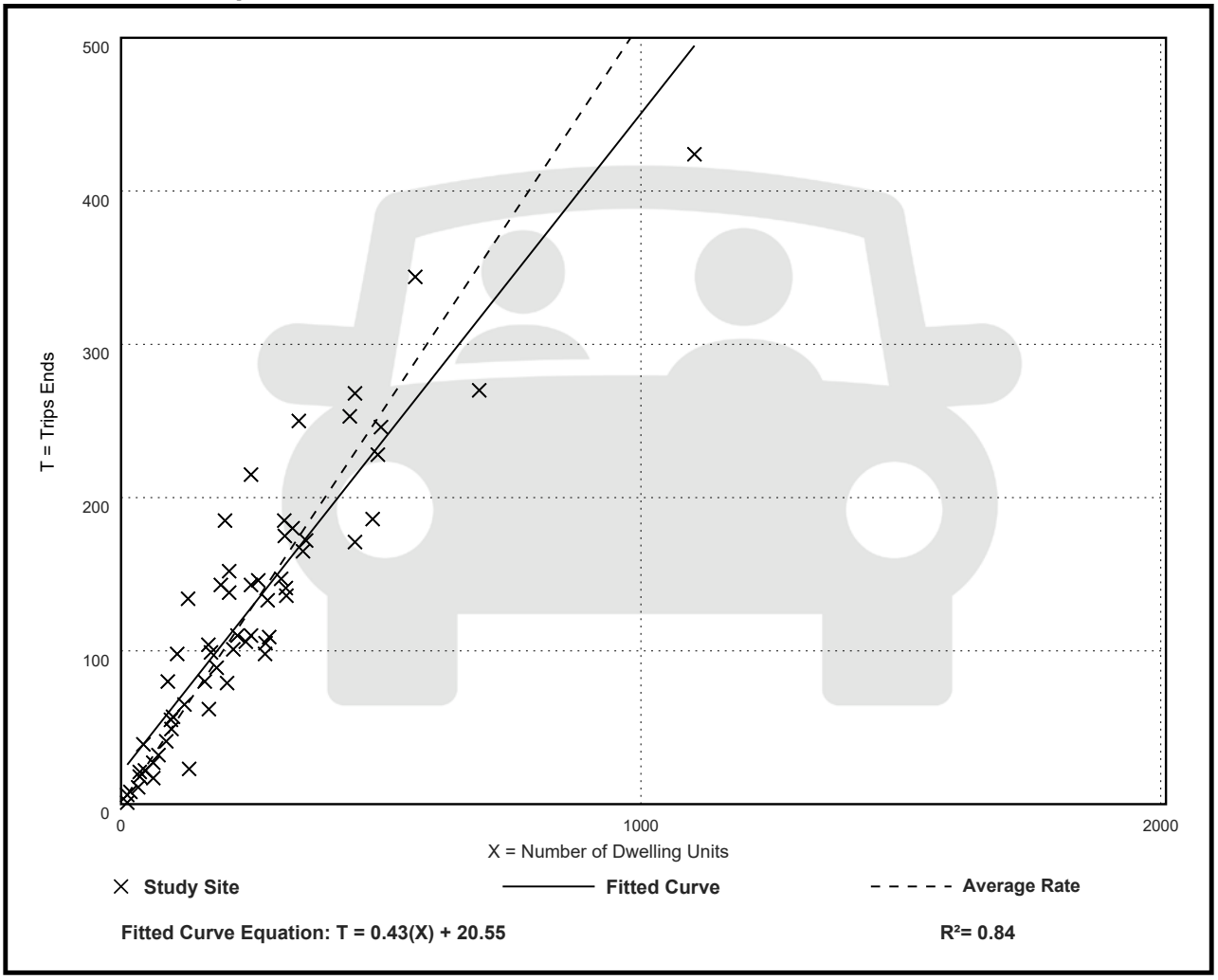
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



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

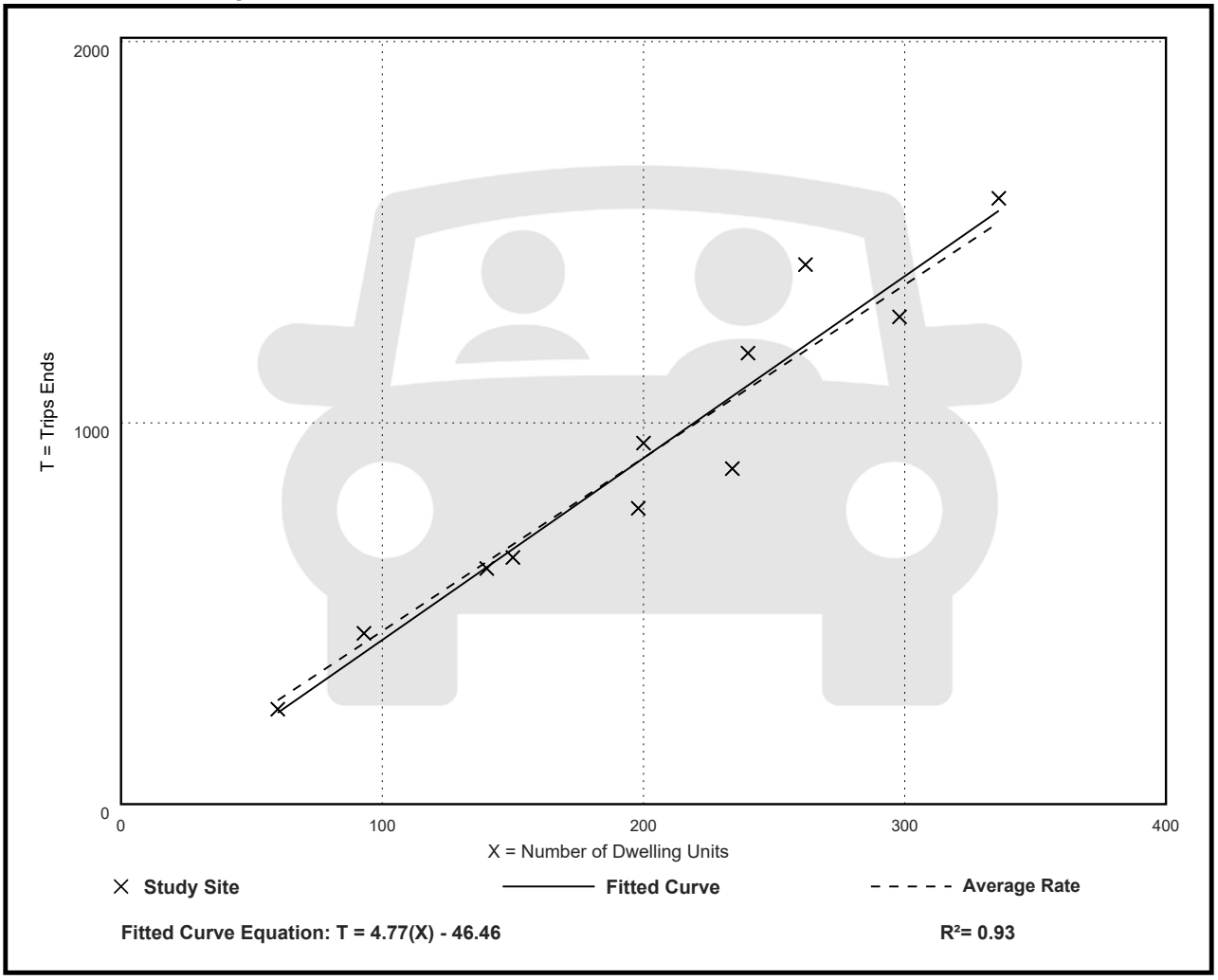
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



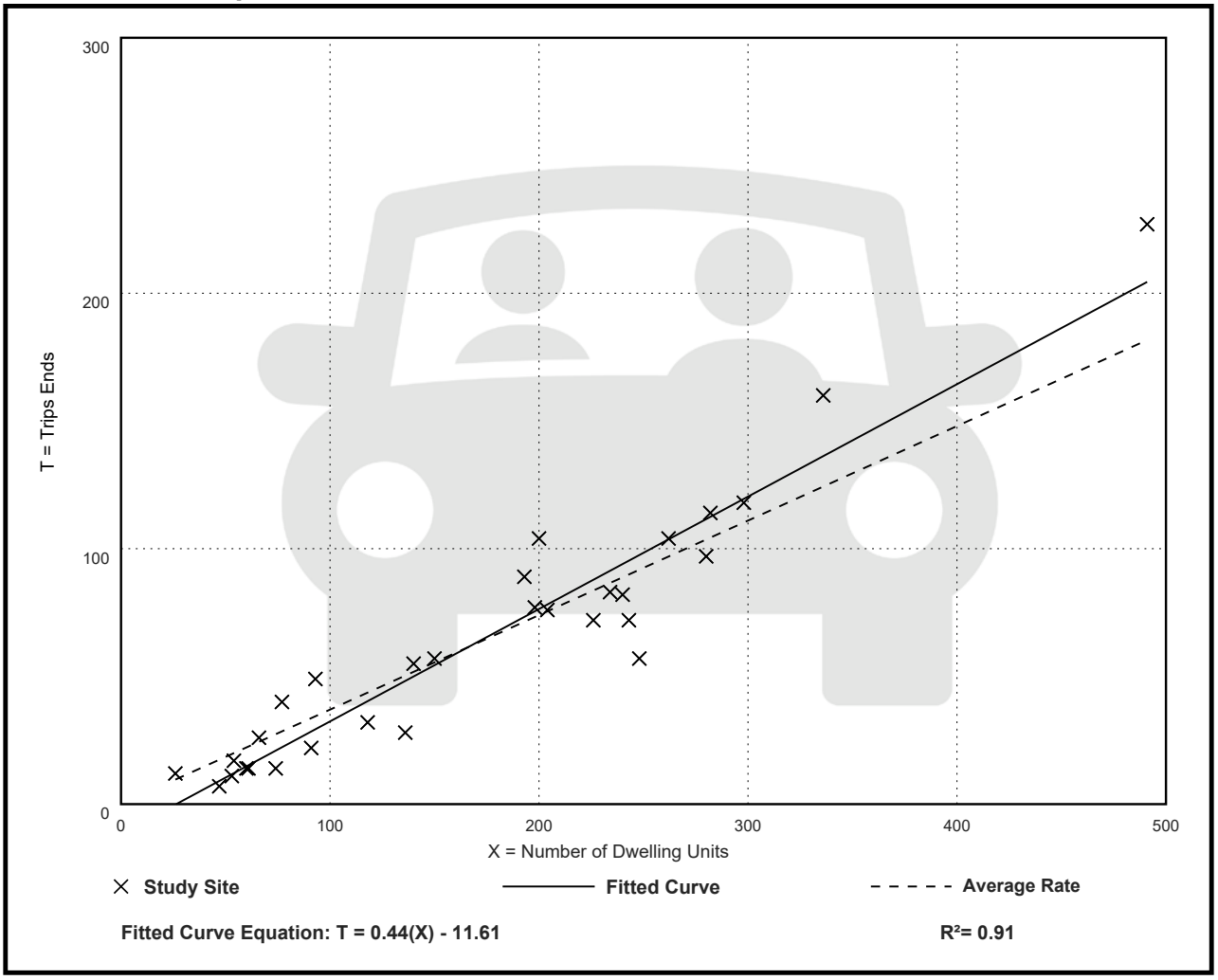
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 30
Avg. Num. of Dwelling Units: 173
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



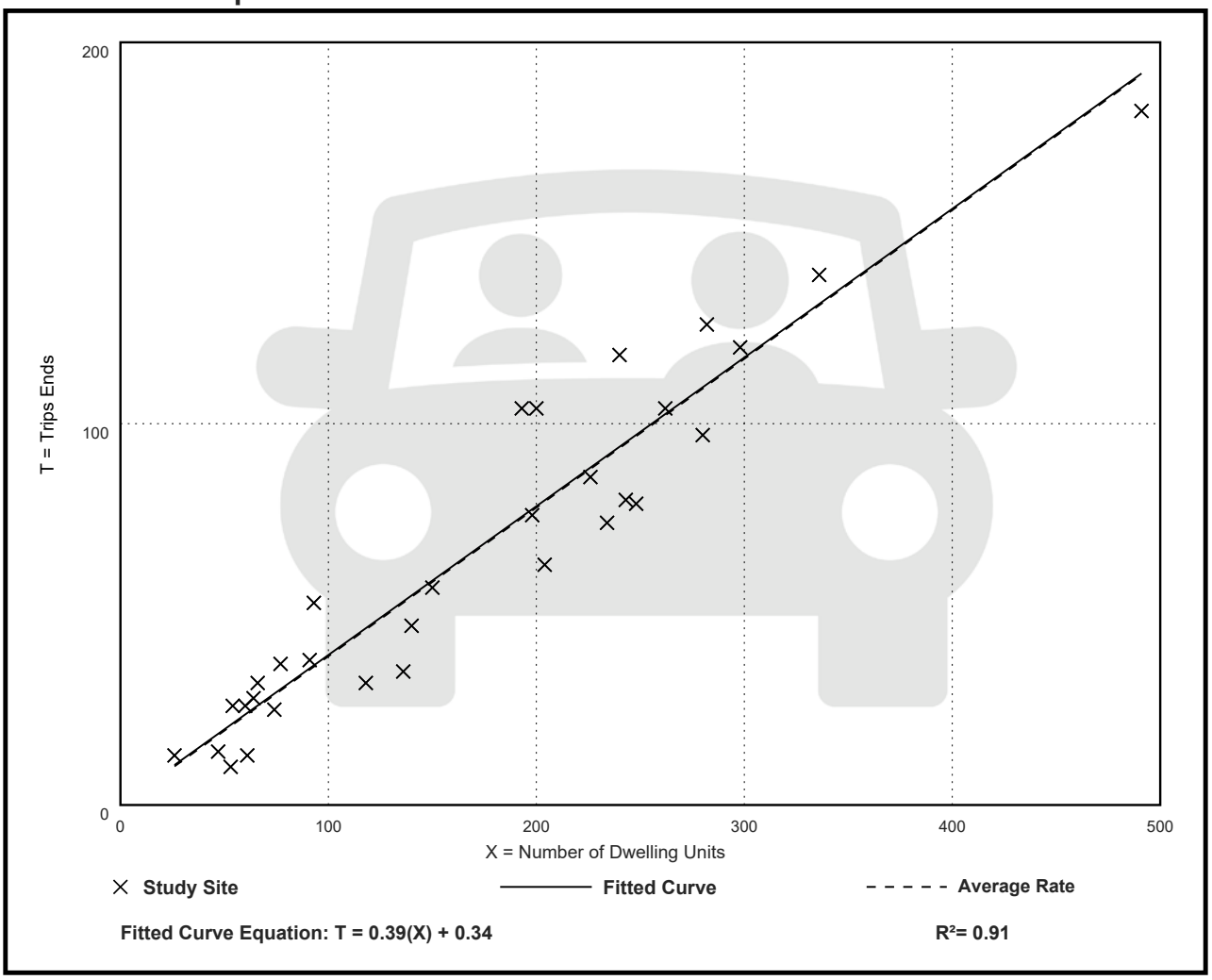
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Dwelling Units: 169
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Sumter County CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 AADT	2022 DAILY V/C	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR NB/EB VOLUME	2022 PEAK HOUR SB/WB VOLUME	2022 PEAK HOUR V/C	2022 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2027)	2027 AADT	2027 DAILY V/C	2027 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	2027 PEAK HOUR NB/EB VOLUME	2027 PEAK HOUR SB/WB VOLUME	2027 PEAK HOUR V/C	2027 PEAK HOUR LOS
4000	177		SUMTER	20	1.61	ST. CHARLES	BUENA VISTA BLVD	AMBERJACK TERR	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	4,638	0.35	C	675	264	259	0.39	C	1.00%	13,320	4,875	0.37	C	675	277	272	0.41	C
4010	176		SUMTER	20	0.66	ST. CHARLES	AMBERJACK TERR	BAILEY TRL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	8,132	0.61	D	675	463	403	0.69	D	1.00%	13,320	8,547	0.64	D	675	487	424	0.72	D
4020	178		SUMTER	20	0.83	ST. CHARLES	BAILEY TRL	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	11,586	0.87	D	675	627	519	0.93	D	1.50%	13,320	12,481	0.94	D	675	675	559	1.00	D
4030	183		SUMTER	20	0.55	TAMARIND GROVE RUN	DIVINDING CREEK PATH	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,339	0.32	C	525	143	169	0.32	C	1.00%	10,360	3,509	0.34	C	525	150	178	0.34	C
4040	11		SUMTER	20	0.71	BUTTONWOOD RUN	HARDING PATH	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	5,707	0.55	D	525	280	340	0.65	D	1.00%	10,360	5,998	0.58	D	525	294	357	0.68	D
4050	148		SUMTER	20	0.57	PENNECAMP DR	MEADOWLARK AVE	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	4,706	0.45	C	525	240	252	0.48	C	1.00%	10,360	4,946	0.48	C	525	252	265	0.50	D
4060	181		SUMTER	20	0.57	STILLWATER TRL	MORSE BLVD	LOCKHART AVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	5,533	0.53	D	525	294	253	0.56	D	1.00%	10,360	5,815	0.56	D	525	309	266	0.59	D
4070	2020-270		SUMTER	20	1.08	STILLWATER TRL	LOCKHART AVE	ODELL CIRCLE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	2,965	0.29	C	525	144	184	0.35	C	1.00%	10,360	3,116	0.30	C	525	151	193	0.37	C
4830	129		SUMTER	30	1.18	HILLSBOROUGH TRL	BUENA VISTA BLVD	ANNA MARIA AVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	12,224	0.92	D	675	507	580	0.86	D	3.75%	13,320	14,694	1.10	F	675	609	697	1.03	E
4835	130		SUMTER	55	1.34	HILLSBOROUGH TRL	ANNA MARIA AVE	MORSE BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	15,930	7,338	0.46	C	792	415	341	0.52	C	1.00%	15,930	7,712	0.48	C	792	436	358	0.55	C
4860	1		SUMTER	35	0.60	ANNA MARIA AVE	HILLSBOROUGH TRL	PINELLAS PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,976	0.38	C	525	199	197	0.38	C	1.00%	10,360	4,179	0.40	C	525	209	207	0.40	C
4870	88		SUMTER	35	0.85	CHARLOTTE CRT	HILLSBOROUGH TRL	PINELLAS PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,349	0.32	C	525	153	181	0.34	C	4.00%	10,360	4,075	0.39	C	525	186	220	0.42	C
4880	149		SUMTER	35	0.90	PINELLAS PL	BUENA VISTA BLVD	ANNA MARIA AVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	9,148	0.69	D	675	432	494	0.73	D	1.00%	13,320	9,615	0.72	D	675	454	519	0.77	D
4885	150		SUMTER	35	1.52	PINELLAS PL	ANNA MARIA AVE	MORSE BLVD	2	3	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	12,534	0.94	D	675	609	594	0.90	D	5.00%	13,320	15,997	1.20	F	675	777	758	1.15	F
4890	182		SUMTER	35	1.84	TALLEY RIDGE DR	BUENA VISTA BLVD	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,958	0.38	C	525	242	175	0.46	C	1.00%	10,360	4,160	0.40	C	525	254	184	0.48	C
4910	2020-491		NO COUNT	35	0.82	OAK FOREST DR	SOUTHERN TRACE	TALLEY RIDGE RD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	-	-	-	525	-	-	-	-	-	10,360	-	-	-	525	-	-	-	-
4915	172		SUMTER	35	0.83	SOUTHERN TRACE	CR 466	BUENA VISTA BLVD	2	3	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	5,995	0.58	D	525	318	303	0.61	D	5.00%	10,360	7,651	0.74	D	525	406	387	0.77	D
4920	147		SUMTER	35	0.79	PARR DR	BELVEDERE BLVD	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	3,876	0.29	C	675	258	195	0.38	C	1.00%	13,320	4,074	0.31	C	675	271	205	0.40	C
4930	2020-493		SUMTER	35	0.53	TRIGGERFISH RUN	BUTTONWOOD RUN	PENNECAMP DR	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	1,339	0.13	C	525	59	69	0.13	C	6.25%	10,360	1,814	0.18	C	525	80	93	0.18	C
5000	2		SUMTER	25	0.93	BAILEY TRL	BUENA VISTA BLVD N	SUNSET RIDGE DR	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	8,045	0.60	D	675	389	400	0.59	D	1.00%	13,320	8,455	0.63	D	675	409	420	0.62	D
5010	3		SUMTER	30	0.39	BAILEY TRL	SUNSET RIDGE DR	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	9,416	0.71	D	675	492	435	0.73	D	1.00%	13,320	9,896	0.74	D	675	517	457	0.77	D
5020	4		SUMTER	20	0.50	BAILEY TRL	ST. CHARLES PL	BASSINGER CRT	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	3,848	0.29	C	675	192	187	0.28	C	1.00%	13,320	4,044	0.30	C	675	202	197	0.30	C
5030	5		SUMTER	20	0.39	BAILEY TRL	BASSINGER CRT	BUENA VISTA BLVD S	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	4,706	0.35	C	675	241	258	0.38	C	1.00%	13,320	4,946	0.37	C	675	253	271	0.40	C
5080	102	-	SUMTER	35	1.00	CR 209	CR 232	CR 462 E	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	610	0.06	C	525	42	33	0.08	C	1.00%	10,360	641	0.06	C	525	44	35	0.08	C
6000	104	-	SUMTER	30	1.26	CR 213 (WALKER RD)	SR 44	CR 44A	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	13,320	505	0.04	C	675	34	20	0.05	C	2.75%	13,320	578	0.04	C	675	39	23	0.06	C
12500	184		SUMTER	55	0.76	WOODRIDGE DR	CR 103	CR 101	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	15,930	4,177	0.26	C	792	253	190	0.32	C	1.00%	15,930	4,390	0.28	C	792	266	200	0.34	C
325310	180122	180122	FDOT	60	2.73	US 301/SR 35	CR 656	CR 478	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	5,770	0.67	C	450	191	259	0.58	C	1.25%	8,600	6,140	0.71	C	450	203	276	0.61	C
3221000	99	-	SUMTER	25	1.40	CR 156	US 301/SR 35	SR 44	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	1,396	0.13	C	525	59	57	0.11	C	5.50%	10,360	1,825	0.18	C	525	77	74	0.15	C
3223000	113		SUMTER	45	3.53	CR 673	SR 93/I-75	CR 674	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	15,700	3,508	0.22	B	820	130	168	0.20	B	5.50%	15,700	4,585	0.29	B	820	170	220	0.27	B
3224000	96		SUMTER	30	1.37	CR 121	CR 462	CR 114	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	4,174	0.40	C	525	257	155	0.49	C	6.00%	10,360	5,586	0.54	D	525	344	207	0.66	D
3229000	120	-	SUMTER	35	2.08	CR 727	SR 50	CR 721	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	9,030	245	0.03	C	469	19	10	0.04	C	5.00%	9,030	313	0.03	C	469	24	13	0.05	C
3231000	121	118009	FDOT	35	0.83	CR 728	CR 469	LAKE COUNTY BOUNDARY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	611	0.06	C	525	31	40	0.08	C	1.00%	10,360	642	0.06	C	525	33	42	0.08	C
3245100	105	-	SUMTER	45	1.56	CR 229	SR 44	CR 462	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	12,390	4,654	0.38	C	616	210	217	0.35	C	5.00%	15,930	5,940	0.37	C	792	268	277	0.35	C
3245110	106	-	SUMTER	45	2.26	CR 229	CR 462	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	3,893	0.16	B	1,200	190	179	0.16	B	4.00%	24,200	4,736	0.20	B	1,200	231	218	0.19	B
3248000	90		SUMTER	35	0.29	CR 101	CR 466	WOODRIDGE DR	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	29,160	7,098	0.24	C	1,467	376	317	0.26	C	1.00%	29,160	7,460	0.26	C	1,467	395	333	0.27	C
3248102	101	-	SUMTER	35	1.25	CR 209	CR 216	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	1,363	0.13	C	525	109	80	0.21	C	5.00%	10,360	1,740	0.17	C	525	139	102	0.26	C
3248105	100	-	SUMTER	45	1.51	CR 209	CR 462 E	CR 216	2	2	URBAN	UNDIVIDED	WILDWOOD	UNINCORPORATED SUMTER COUNTY	D	12,390	2,491	0.20	C	616	266	220	0.43	C	5.00%	12,390	3,179	0.26	C	616	339	281	0.55	C
3248110	103		SUMTER	35	1.26	CR 209	CR 466	CR 202	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	1,272	0.12	C	525	191	40	0.36	C	1.00%	10,360	1,337	0.13	C	525	201	42	0.38	C
3248400	94		SUMTER	35	1.31	CR 104	US 301/SR 35	CR 101	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	5,110	3,208	0.63	C	259	108	242	0.93	C	2.75%	5,110	3,674	0.72	C	259	124	277	1.07	D
3253100	85307	85307	FDOT	60	0.61	US 301/SR 35	HERNANDO COUNTY BOUNDARY	CR 656	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	4,560	0.53	B	450	188	222	0.49	B	1.00%	8,600	4,793	0.56	C	450	198	233	0.52	B
3253110	180042	180042	FDOT	30	0.18	US 301/SR 35 (NOBLE AVE)	CR 48 (FLORIDA ST)	CR 476 (NOBLE AVE)	2	2	RURAL	UNDIVIDED	STATE	BUSHNELL	C	10,320	3,770	0.37	C	536	190	168	0.35	C	1.00%	10,320	3,962	0.38	C	536	200	177	0.37	C
3253130	180117	180117	FDOT	30	0.13	US 301/SR 35 (NOBLE AVE)	SR 48 (MAIN ST)	CR 48 (FLORIDA ST)	2	2	URBAN	UNDIVIDED	STATE	BUSHNELL	D	11,840	8,820	0.74	D	600	304	403	0.67	D	1.00%	11,840	9,270	0.78	D	600	320	424	0.71	D
3253140	180112	180112	FDOT	60	3.01	US 301/SR 35	CR 478	CR 476 (SEMINOLE AVE)	2	2	URBAN	UNDIVIDED	STATE	BUSHNELL	D	14,160	6,400	0.45	C	704	322	286	0.46	C	1.00%	14,160	6,726	0.48	C	704	338	301	0.48	C
3253150	180117	180117	FDOT	45	0.53	US 301/SR 35	CR 476 (SEMINOLE AVE)	SR 48 (MAIN ST)	4	4	URBAN	UNDIVIDED	STATE	BUSHNELL	D	37,810	8,820	0.23	C	1,900	304	403	0.21	C	1.00%	37,810	9,270	0.25	C	1,900	320	424	0.22	C
3253170	180088	180088	FDOT	45	0.45	US 301/SR 35	CR 470 E (S)	SR 471	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	18,585	4,850	0.26	C	924	244	217	0.26	C	1.00%	18,585	5,097	0.27	C	924	256	228	0.28	C
3253180	180083	180083	FDOT	45	0.11	US 301/SR 35	SR 471	CR 470 E (N)	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	18,585	16,640	0.90	C	924	838	743	0.91	C	5.00%	18,585	21,237	1.14	F	924	1,070	948	1.16	F
3253190	180041	180041	FDOT	35	3.06	US 301/SR 35	CR 470 E (N)	CR 514 (WARM SPRINGS AVE)	2	2	URBAN	UNDIVIDED	STATE	COLEMAN	D	15,540	8,831	0.57	D	788	445	394	0.56	D	1.00%	15,540	9,282	0.60	D	788	468	414	0.59	D
3253200	180041: 180077	180041: 180077	FDOT	45	1.24	US 301/SR 35 (WARM SPRINGS AVE	CR 514 (WARM SPRING AVE)	CR 468	2	2	URBAN	UNDIVIDED	STATE	COLEMAN	D	14,160	13,465	0.95	D	704	695	616	0.99	D	1.00%	14,160	14,152	1.00	D	704	730	647	1.04	F
3253210	180077	180077	FDOT	55	2.73	US 301/SR 35	CR 468	SR 91/FLORIDAS TURNPIKE	2	2	URBAN	UNDIVIDED	STATE	WILDWOOD	D	17,700	18,760	1.06	F	880	945	838	1.07	F	3.75%	17,700	22,551	1.27	F	880	1,136	1,007	1.29	F
3253220	180077: 180006	180077: 180006	FDOT	45	0.18	US 301/SR 35 (MAIN ST)	SR 91/FLORIDAS TURNPIKE	CR 156 (CLAY DRAIN RD)	2	2	URBAN	DIVIDED	STATE	WILDWOOD	D	25,410	19,435	0.76	D	1,260	952	845	0.76	D	1.50%	25,410	20,937	0.82	D	1,260	1,026	910	0.81	D
3253230	180006	180006	FDOT	45	0.51	US 301/SR 35 (MAIN ST)	CR 156 (CLAY DRAIN RD)	SR 44	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	41,790	20,110	0.48	C	2,100	959	851	0.46	C	1.00%	41,790	21,136	0.51	C	2,100	1,008	894	0.48	C
3253240	185016	185016	FDOT	40	0.79	US 301/SR 35 (MAIN ST)	SR 44	CR 44A	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	23,700	0.60	C	2,000	1,130	1,003	0.57	C	1.00%	39,800	24,909	0.63	C	2,000	1,188	1,054	0.59	C
3253250	180026	180026	FDOT	35	0.54	US 301/SR 35 (MAIN ST)	CR 44A	CR 466A (CLEVELAND AVE)	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	32,400	25,900	0.80	D	1,630	1,102	969	0.68	D	4.75%	32,400	32,664	1.01	E	1,630	1,390	1,222	0.85	D
3253270	180002	180002	FDOT	45	0.26	US 301/SR 35	CR 462 S	CR 462 (N)	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	39,800	26,460	0.66	C	2,000	1,262	1,119	0.63	C	1.00%	39,800	27,810	0.70	C	2,000	1,326	1,176	0.66	C
3253280	180002: 180206	180002: 180206	FDOT	55	1.01	US 301/SR 35	CR 462 N	CR 222	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	26,120	0.66	C	2,000	1,256	1,114	0.63	C	1.00%	39,800	27,452	0.69	C	2,000	1,320	1,170	0.66	C
3253290	180206	180206	FDOT	45	0.50	US 301/SR 35	CR 222	CR 472	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	26,200	0.66	C	2,000	1,250	1,108	0.63	C	1.00%	39,800	27,536	0.69	C	2,000	1,314	1,165	0.66	C
3269100	118		SUMTER	35	0.51	CR 721	SR 471	CR 727	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	696	0.07	C	525	40	31	0.08	C	1.00%	10,360	732	0.07	C	525	42	33	0.08	C
3290000	97		WILDWOOD	35	1.17	CR 139 (POWELL RD)	CR 44A	CR 466A	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	30,780	17,456	0.57	D	1,549	938	597	0.61	D	6.00%	30,780	23,360	0.76	D	1,549	1,255	799	0.81	D
3293100	124		SUMTER	40	0.46	CR 747	CR 478 E	CR 730	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	9,030	718	0.08	C	469	25	53	0.11	C	1.50%	9,030	773	0.09	C	469	27	57	0.12	C
3293110	123		SUMTER	40	2.01	CR 747	CR 730	CR 48	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	15,930	1,248	0.08	C	792	104	65	0.13	C	4.50%	15,930	1,555	0.10	C	792	130	81	0.16	C
3297000	112	-	SUMTER	35	1.85	CR 625	CR 476	CR 48	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	9,030	362	0.04	C	469	19	16	0.04	C	1.00%	9,030	380	0.04	C	469	20	17	0.04	C
3300000	164		SUMTER	35	0.36	BUENA VISTA BLVD	CR 472 (RAINEY TRL)	BELVEDERE BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	18,780	0.64	D	1,467	940	896	0.64	D	1.00%	29,160	19,738	0.68	D	1,467	988	942	0.67	D
3301000	111		SUMTER	45	0.73	CR 616 (HAYES RD)	CR 476	CR 48	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	12,390	5,016	0.40	C	616	198	218	0.35	C	2.00%	12,390	5,538	0.45	C	616	219	241	0.39	C
3525100	48		SUMTER	55	1.03	CR 475 N	SR 44	CR 462	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	5,588	0.23	B	1,200	239	319	0.27	B	4.25%	24,200	6,881	0.28	B	1,200	294	393	0.33	B
3525110	2020-76		SUMTER	50	3.18	CR 475 N	CR 462	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	6,242	0.26	B	1,200	350	173	0.29	B	7.50%	24,200	8,962	0.37	B	1,200	502	248	0.42	B
3526000	45		SUMTER	55	4.45	CR 470 N	SR 44	CR 412	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,600	3,592	0.42	B	450	177	183	0.41	B	5.50%	8,600	4,695	0.55	C	450	231	239	0.53	B
3528120	15		WILDWOOD	35	1.47	CR 44A	US 301/SR 35	CR 139	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	13,320	3,462	0.26	C	675	178	144	0.26	C	1.00%	13,320	3,639	0.27	C	675	187	151	0.28	C
3529000	64		SUMTER	55	6.39	CR 478A	SR 50	SR 471	2	2	URBAN	UNDIVIDED	COUNTY	WEBSTER	D	24,200	801	0.03	B	1,200	34	52	0.04	B	1.00%	24,200	842	0.03	B	1,200	36	55	0.05	B
3530000	44		SUMTER	45	0.79	CR 470 N	CR 412	CR 416 (N)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	3,990	0.16	B	1,200	207	168	0.17	B	1.00%	24,200	4,194	0.17	B	1,200	218	177	0.18	B
3532000	83		SUMTER	55	4.72	CR 575	CR 663	CR 48	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,600	836	0.10	B	450	36	43	0.10	B	4.00%	8,600	1,017	0.12	B	450	44	52	0.12	B
3533100	33		SUMTER	30	1.15	CR 466A	US 301/SR 35	CR 462/CR 139	2	2	URBAN	DIVIDED	COUNTY	WILDWOOD	D	14,763	9,784	0.66	D	713	381	440	0.62	D	1.50%	14,763	10,540	0.71	D	713	410	474	0.66	D
3534100	67		SUMTER	35	3.30	CR 478 E	SR 471	CR 707	2	2	URBAN	UNDIVIDED	COUNTY	CENTER HILL	D	24,200	2,048	0.08	B	1,200	95	97	0.08	B	2.50%	24,200	2,317	0.10	B	1,200	107	110	0.09	B
3534110	66		SUMTER	55	2.77	CR 478 E (VIRGINIA AVE)	CR 707	CR 48 E	2	2	URBAN	UNDIVIDED	COUNTY	CENTER HILL	D	24,200	1,224	0.05	B	1,200	38	81	0.07	B	3.25%	24,200	1,436	0.06	B	1,200	45	95	0.08	B
3535100	70		SUMTER	55	3.67	CR 478 W	US 301/SR 35	CR 747	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	2,816	0.12	B	1,200	119	128	0.11	B	2.75%	24,200	3,225	0.13	B	1,200	136	147	0.12	B
3535110	68		SUMTER	55	1.26	CR 478 E	CR 747	SR 471	2	2	URBAN	UNDIVIDED	COUNTY	WEBSTER	D	24,200	375	0.02	B	1,200	35	18	0.03	B	1.00%	24,200	394	0.02	B	1,200	37	19	0.03	B
3537100	2020-18		SUMTER	45	1.39	CR 466	CR 475	CR 229	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	6,963	0.29	B	1,200	297	190	0.25	B	4.25%	24,200	8,574	0.35	B	1,200	366	234	0.31	B
3537120	49		SUMTER	55	2.20	CR 475 N	CR 466	MARION COUNTY BOUNDARY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	7,106	0.29	B	1,200	350	308	0.29	B	4.50%	24,200	8,855	0.37	B	1,200	436	384	0.36	B
3537130	23		SUMTER	35	0.99	CR 466	CR 209	US 301/SR 35	2	2	URBAN	DIVIDED	COUNTY	WILDWOOD	D	14,763	9,970	0.68	D	713	362	477	0.67	D	3.00%	14,763	11,558	0.78	D	713	420	553	0.78	D
3537140	24	187004	SUMTER	45	0.27	CR 466	US 301/SR 35	CR 105	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	35,820	25,468	0.71	C	1,800	1,010	1,148	0.64	C	1.00%	35,820	26,767	0.75	C	1,800	1,062	1,207	0.67	C
3537150	25		SUMTER	45	0.78	CR 466	CR 103	CR 101	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	35,820	24,251	0.68	C	1,800	1,121	1,131	0.63	C	1.00%	35,820	25,488	0.71	C	1,800	1,178	1,189	0.66	C
3537160	27		SUMTER	45	2.30	CR 466	BUENA VISTA BLVD	MORSE BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	35,820	23,320	0.65	C	1,800	979	1,006	0.56

Sumter County CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 AADT	2022 DAILY V/C	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR NB/EB VOLUME	2022 PEAK HOUR SB/WB VOLUME	2022 PEAK HOUR V/C	2022 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2027)	2027 AADT	2027 DAILY V/C	2027 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	2027 PEAK HOUR NB/EB VOLUME	2027 PEAK HOUR SB/WB VOLUME	2027 PEAK HOUR V/C	2027 PEAK HOUR LOS
3542100	16		SUMTER	45	2.01	CR 462	CR 475	CR 229	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	844	0.03	B	1,200	19	72	0.06	B	1.00%	24,200	887	0.04	B	1,200	20	76	0.06	B
3542120	21		SUMTER	45	1.05	CR 462	CR 229	CR 223	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	1,651	0.07	B	1,200	66	104	0.09	B	1.00%	24,200	1,735	0.07	B	1,200	69	109	0.09	B
3542130	17		SUMTER	45	1.34	CR 462	CR 223	CR 209	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	2,842	0.12	B	1,200	111	250	0.21	B	3.00%	24,200	3,295	0.14	B	1,200	129	290	0.24	B
3542150	18		SUMTER	55	1.01	CR 462	CR 209	US 301/SR 35	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	24,200	3,348	0.14	B	1,200	112	286	0.24	B	1.00%	24,200	3,519	0.15	B	1,200	118	301	0.25	B
3543100	46		SUMTER	35	0.75	CR 472	US 301/SR 35	CR 117	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	14,060	6,086	0.43	C	713	329	218	0.46	C	3.25%	14,060	7,141	0.51	D	713	386	256	0.54	D
3545100	972210	972210	FDOT	70	3.35	SR 91/FLORIDAS TURNPIKE	SR 93/I-75	US 301/SR 35	4	4	RURAL	FREEWAY	STATE	WILDWOOD	C	48,000	42,410	0.88	C	2,770	2,654	1,799	0.96	C	1.00%	48,000	44,573	0.93	C	2,770	2,789	1,891	1.01	D
3545110	972200	972200	FDOT	70	7.32	SR 91/FLORIDAS TURNPIKE	US 301/SR 35	LAKE COUNTY BOUNDARY	4	4	RURAL	FREEWAY	STATE	WILDWOOD	C	48,000	46,882	0.98	C	2,770	2,609	2,314	0.94	C	1.00%	48,000	49,273	1.03	D	2,770	2,742	2,432	0.99	C
3546100	180208	180208	FDOT	70	1.78	SR 93/I-75	HERNANDO COUNTY BOUNDARY	CR 673	6	6	RURAL	FREEWAY	STATE	UNINCORPORATED SUMTER COUNTY	C	69,000	53,169	0.77	C	3,990	1,870	2,044	0.51	B	1.00%	69,000	55,881	0.81	C	3,990	1,965	2,148	0.54	B
3546120	180194	180194	FDOT	70	5.91	SR 93/I-75	CR 673	CR 48	6	6	RURAL	FREEWAY	STATE	BUSHNELL	C	69,000	53,464	0.77	C	3,990	2,508	2,378	0.63	B	1.25%	69,000	56,890	0.82	C	3,990	2,668	2,530	0.67	B
3546130	180358	180358	FDOT	70	6.43	SR 93/I-75	CR 48 (FLORIDA ST)	CR 470 E	6	6	RURAL	FREEWAY	STATE	BUSHNELL	C	69,000	55,771	0.81	C	3,990	3,145	2,711	0.79	C	2.75%	69,000	63,874	0.93	C	3,990	3,602	3,105	0.90	C
3546140	189920	189920	FDOT	70	7.71	SR 93/I-75	CR 470 E	SR 91/FLORIDAS TURNPIKE	6	6	RURAL	FREEWAY	STATE	UNINCORPORATED SUMTER COUNTY	C	69,000	54,359	0.79	C	3,990	3,054	2,654	0.77	C	1.00%	69,000	57,132	0.83	C	3,990	3,210	2,789	0.80	C
3546150	180186	180186	FDOT	70	0.82	SR 93/I-75	SR 91/FLORIDAS TURNPIKE	SR 44	6	6	RURAL	FREEWAY	STATE	UNINCORPORATED SUMTER COUNTY	C	69,000	91,014	1.32	E	3,990	5,122	4,434	1.28	E	1.00%	69,000	95,657	1.39	F	3,990	5,383	4,660	1.35	E
3546180	180188	180188	FDOT	70	6.37	SR 93/I-75	SR 44	MARION COUNTY BOUNDARY	6	6	RURAL	FREEWAY	STATE	UNINCORPORATED SUMTER COUNTY	C	69,000	70,250	1.02	D	3,990	3,954	3,423	0.99	C	1.00%	69,000	73,833	1.07	D	3,990	4,156	3,598	1.04	D
3547105	180209	180209	FDOT	45	0.51	US 27/US 441/SR 500	MARION COUNTY BOUNDARY	BUENOS AIRES BLVD	6	6	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	59,900	37,300	0.62	C	3,020	1,301	1,757	0.58	C	1.00%	59,900	39,203	0.65	C	3,020	1,367	1,847	0.61	C
3547120	180209	180209	FDOT	45	0.51	US 27/US 441/SR 500	BUENOS AIRES BLVD	MORSE BLVD	6	6	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	59,900	37,300	0.62	C	3,020	1,301	1,757	0.58	C	1.00%	59,900	39,203	0.65	C	3,020	1,367	1,847	0.61	C
3549100	60		SUMTER	55	1.34	CR 476 W	HERNANDO COUNTY BOUNDARY	CR 575	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	18,000	5,028	0.28	B	890	168	250	0.28	B	4.25%	18,000	6,191	0.34	B	890	207	308	0.35	B
3549110	61		SUMTER	45	2.01	CR 476 W	CR 575	CR 476B	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	18,000	5,905	0.33	B	890	180	310	0.35	B	3.25%	18,000	6,929	0.38	B	890	211	364	0.41	B
3549120	62		SUMTER	45	1.55	CR 476 W	CR 476B	CR 625	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	18,000	5,405	0.30	B	890	173	290	0.33	B	2.25%	18,000	6,041	0.34	B	890	193	324	0.36	B
3549130	56		SUMTER	45	1.82	CR 476 W	CR 625	CR 616	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	5,802	0.24	B	1,200	186	327	0.27	B	1.75%	24,200	6,328	0.26	B	1,200	203	357	0.30	B
3549140	63		SUMTER	45	2.34	CR 476 W	CR 616	US 301/SR 35	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	5,572	0.23	B	1,200	223	328	0.27	B	4.00%	24,200	6,779	0.28	B	1,200	271	399	0.33	B
3549160	54		SUMTER	30	0.27	CR 476 (SEMINOLE AVE)	US 301/SR 35	CR 48	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	10,360	5,832	0.56	D	525	220	355	0.68	D	5.00%	10,360	7,443	0.72	D	525	281	453	0.86	D
3550100	43		SUMTER	45	2.90	CR 470 N	CR 416 N	CR 479	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	6,930	0.29	B	1,200	405	198	0.34	B	1.00%	24,200	7,283	0.30	B	1,200	426	208	0.36	B
3550110	39		SUMTER	55	2.48	CR 470 E	SR 93/I-75	US 301/SR 35	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	17,029	0.70	C	1,200	685	685	0.57	C	1.50%	24,200	18,345	0.76	D	1,200	738	738	0.62	C
3551100	180201	180201	FDOT	45	1.15	SR 44	US 301/SR 35	CR 139	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	41,790	17,810	0.43	C	2,100	692	941	0.45	C	1.00%	41,790	18,718	0.45	C	2,100	727	989	0.47	C
3551130	180102	180102	FDOT	45	2.59	SR 44	CR 44A	US 301/SR 35	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	41,790	18,510	0.44	C	2,100	662	988	0.47	C	1.00%	41,790	19,454	0.47	C	2,100	696	1,038	0.49	C
3552100	180203	180203	FDOT	60	2.92	SR 44	CITRUS COUNTY BOUNDARY	CR 470 N	4	4	RURAL	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	44,900	12,640	0.28	B	2,350	636	564	0.27	B	1.00%	44,900	13,285	0.30	B	2,350	668	593	0.28	B
3552110	180203: 180202	180203: 180202	FDOT	60	3.67	SR 44	CR 470 N	CR 475	4	4	RURAL	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	44,900	11,690	0.26	B	2,350	589	522	0.25	B	1.00%	44,900	12,286	0.27	B	2,350	619	549	0.26	B
3552120	180202	180202	FDOT	60	1.73	SR 44	CR 475	SR 93/I-75	4	4	RURAL	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	44,900	10,740	0.24	B	2,350	541	480	0.23	B	1.00%	44,900	11,288	0.25	B	2,350	569	504	0.24	B
3552130	180102	180102	FDOT	45	1.00	SR 44	SR 93/I-75	CR 44A	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	66,200	18,510	0.28	B	3,280	662	988	0.30	B	1.00%	66,200	19,454	0.29	B	3,280	696	1,038	0.32	B
3553100	2020-378		SUMTER	35	0.27	CR 48	CR 478 (VIRGINIA AVE)	CR 469	2	2	RURAL	UNDIVIDED	COUNTY	CENTER HILL	D	21,300	6,975	0.33	B	1,110	188	333	0.30	B	2.00%	21,300	7,701	0.36	B	1,110	208	368	0.33	B
3553130	71		SUMTER	30	0.51	CR 48 (FLORIDA ST)	US 301/SR 35 (NOBLE AVE)	CR 476 W	2	2	URBAN	UNDIVIDED	BUSHNELL	BUSHNELL	D	10,360	3,626	0.35	C	525	164	219	0.42	C	1.25%	10,360	3,858	0.37	C	525	175	233	0.44	C
3553140	37		SUMTER	55	2.75	CR 469	CR 728	CR 48 E	2	2	RURAL	UNDIVIDED	COUNTY	CENTER HILL	D	9,940	4,863	0.49	C	518	193	166	0.37	C	4.50%	9,940	6,060	0.61	C	518	241	207	0.47	C
3553150	38		SUMTER	55	2.90	CR 469	SR 50	CR 728	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	12,390	4,567	0.37	C	616	192	160	0.31	C	5.00%	12,390	5,829	0.47	C	616	245	204	0.40	C
3553160	72		SUMTER	35	0.59	CR 48	CR 476 W	CR 557	2	2	RURAL	UNDIVIDED	COUNTY	BUSHNELL	D	21,300	8,713	0.41	B	1,110	388	460	0.41	B	4.50%	21,300	10,858	0.51	C	1,110	484	573	0.52	C
3553170	75	187001	SUMTER	55	1.75	CR 48	CR 557	CR 747	2	2	RURAL	UNDIVIDED	COUNTY	BUSHNELL	D	21,300	8,341	0.39	B	1,110	339	452	0.41	B	4.00%	21,300	10,148	0.48	B	1,110	412	550	0.50	C
3553180	73	187001	SUMTER	45	1.26	CR 48	CR 747	SR 471	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	7,301	0.30	B	1,200	308	346	0.29	B	3.50%	24,200	8,671	0.36	B	1,200	366	411	0.34	B
3553190	76		SUMTER	55	1.45	CR 48	SR 471	CR 567	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	7,340	0.30	B	1,200	310	336	0.28	B	4.50%	24,200	9,147	0.38	B	1,200	386	419	0.35	B
3553200	77		SUMTER	55	1.82	CR 48	CR 567	CR 569 (NORTH AVE)	2	2	RURAL	UNDIVIDED	COUNTY	CENTER HILL	D	21,300	8,608	0.40	B	1,110	350	381	0.34	B	4.25%	21,300	10,599	0.50	C	1,110	431	469	0.42	B
3553210	77		ADJACENT	55	1.82	CR 48	CR 569 (NORTH AVE)	CR 478 (VIRGINIA AVE)	2	2	RURAL	UNDIVIDED	COUNTY	CENTER HILL	D	21,300	8,608	0.40	B	1,110	350	381	0.34	B	4.25%	21,300	10,599	0.50	C	1,110	431	469	0.42	B
3554120	180016: 180009	180016: 180009	FDOT	40	1.00	SR 48 (CR 48 W)	CR 609	CR 311 (N WEST ST)	4	4	RURAL	DIVIDED	STATE	BUSHNELL	D	30,400	12,055	0.40	C	1,580	594	527	0.38	C	1.75%	30,400	13,147	0.43	C	1,580	648	575	0.41	C
3554130	174	180009	SUMTER	40	0.52	SR 48 (CR 48 W)	CR 311 (N WEST ST)	CR 475 S (MAIN ST)	4	4	RURAL	DIVIDED	STATE	BUSHNELL	D	30,400	13,215	0.43	C	1,580	578	554	0.37	C	1.00%	30,400	13,889	0.46	C	1,580	607	582	0.38	C
3554140	175	180207	FDOT	40	0.25	SR 48 (MAIN ST N)	US 301/SR 35	SR 48	4	4	URBAN	UNDIVIDED	STATE	BUSHNELL	D	39,800	12,551	0.32	C	2,000	450	627	0.31	C	5.75%	39,800	16,599	0.42	C	2,000	595	829	0.41	C
3555100	80		SUMTER	45	0.54	CR 48	CITRUS COUNTY BOUNDARY	CR 575	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,600	4,814	0.56	C	450	158	239	0.53	B	1.00%	8,600	5,060	0.59	C	450	166	251	0.56	C
3555110	74		SUMTER	45	5.16	CR 48	CR 575	CR 625	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,600	5,671	0.66	C	450	283	214	0.63	C	2.75%	8,600	6,495	0.76	C	450	324	245	0.72	C
3555120	81		SUMTER	45	1.77	CR 48	CR 625	CR 616	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	6,286	0.26	B	1,200	231	320	0.27	B	2.50%	24,200	7,112	0.29	B	1,200	261	362	0.30	B
3555130	2020-105		SUMTER	45	0.48	CR 48	CR 616	CR 313	4	4	URBAN	DIVIDED	COUNTY	BUSHNELL	D	35,820	7,398	0.21	C	1,800	349	346	0.19	C	1.00%	35,820	7,775	0.22	C	1,800	367	364	0.20	C
3556100	78		SUMTER	35	2.93	CR 48	CR 469	CR 558	2	2	URBAN	UNDIVIDED	COUNTY	CENTER HILL	D	24,200	5,600	0.23	B	1,200	174	299	0.25	B	1.25%	24,200	5,959	0.25	B	1,200	185	318	0.27	B
3556110	79		SUMTER	55	0.20	CR 48	CR 558	LAKE COUNTY BOUNDARY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	4,221	0.17	B	1,200	118	231	0.19	B	2.00%	24,200	4,660	0.19	B	1,200	130	255	0.21	B
3557110	36		SUMTER	45	1.02	CR 468 (WARM SPRINGS AVE)	US 301/SR 35	CR 513	4	4	RURAL	DIVIDED	COUNTY	WILDWOOD	D	27,360	11,776	0.43	C	1,422	477	568	0.40	C	5.75%	27,360	15,574	0.57	C	1,422	631	751	0.53	C
3557120	2020-52		SUMTER	55	1.74	CR 468 (WARM SPRINGS AVE)	CR 513	CR 501	4	4	RURAL	DIVIDED	COUNTY	WILDWOOD	D	27,360	15,107	0.55	C	1,422	378	548	0.39	C	7.75%	27,360	21,941	0.80	C	1,422	549	796	0.56	C
3557130	35		SUMTER	55	2.00	CR 468	CR 501	SANDALWOOD DR	4	4	RURAL	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	28,880	24,291	0.84	C	1,501	1,092	1,078	0.73	C	2.00%	28,880	26,819	0.93	C	1,501	1,206	1,190	0.80	C
3557140	34		SUMTER	45	0.90	CR 468 (WARM SPRINGS AVE)	SANDALWOOD DR	SR 44	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	37,810	24,892	0.66	C	1,900	1,125	1,003	0.59	C	7.00%	37,810	34,912	0.92	C	1,900	1,578	1,407	0.83	C
3558110	180061	180061	FDOT	35	0.26	SR 471	CR 478 E (S)	CR 478 E (N)	2	2	URBAN	UNDIVIDED	STATE	WEBSTER	D	24,200	7,631	0.32	B	1,200	384	341	0.32	B	1.00%	24,200	8,021	0.33	B	1,200	404	358	0.34	B
3558120	181001	181001	FDOT	35	1.26	SR 471	CR 478 (N)	CR 722	2	2	URBAN	UNDIVIDED	STATE	WEBSTER	D	24,200	7,400	0.31	B	1,200	373	330	0.31	B	1.00%	24,200	7,777	0.32	B	1,200	392	347	0.33	B
3558140	181001	181001	FDOT	55	1.26	SR 471	CR 722	CR 48 E	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	24,200	7,400	0.31	B	1,200	373	330	0.31	B	1.00%	24,200	7,777	0.32	B	1,200	392	347	0.33	B
3558150	181003	181003	FDOT	55	1.01	SR 471	CR 48 E	CR 476	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	24,200	7,220	0.30	B	1,200	255	340	0.28	B	4.75%	24,200	9,106	0.38	B	1,200	322	429	0.36	B
3558170	180020	180020	FDOT	55	2.27	SR 471	SR 50	CR 721	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	6,250	0.73	C	450	315	279	0.70	C	2.75%	8,600	7,158	0.83	C	450	361	320	0.80	C
3558180	180061	180061	FDOT	55	1.01	SR 471	CR 721	CR 478A	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	24,200	7,631	0.32	B	1,200	384	341	0.32	B	1.00%	24,200	8,021	0.33	B	1,200	404	358	0.34	B
3558190	180061	180061	FDOT	35	0.50	SR 471	CR 478A	CR 478 E (S)	2	2	URBAN	UNDIVIDED	STATE	WEBSTER	D	24,200	7,631	0.32	B	1,200	384	341	0.32	B	1.00%	24,200	8,021	0.33	B	1,200	404	358	0.34	B
3559100	180204	180204	FDOT	60	2.40	SR 50	HERNANDO COUNTY BOUNDARY	CR 478A	2	4	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	7,020	0.82	C	450	274	290	0.64	C	1.00%	44,900	7,378	0.16	B	2,350	288	305	0.13	B
3559110	180021	180021	FDOT	60	1.77	SR 50	CR 478A	SR 471	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	6,890	0.80	C	450	347	308	0.77	C	1.00%	8,600	7,241	0.84	C	450	365	324	0.81	C
3560110	180118	180118	FDOT	55	6.08	SR 50	SR 471	CR 469	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	7,990	0.93	C	450	287	369	0.82	C	1.00%	8,600	8,398	0.98	C	450	302	388	0.86	C
3560120	180017	180017	FDOT	55	0.35	SR 50	CR 469	LAKE COUNTY BOUNDARY	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	10,357	1.20	D	450	521	462	1.16	D	1.00%	8,600	10,885	1.27	D	450	548	486	1.22	D
4000100	92		SUMTER	35	1.46	CR 102	US 301/SR 35	CR 101	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	1,256	0.05	B	1,200	33	89	0.07	B	5.00%	24,200	1,603	0.07	B	1,200	42	114	0.10	B
4002000	91		SUMTER	35	1.97	CR 101	WOODRIDGE DR	CR 102	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	4,597	0.19	B	1,200	316	146	0.26	B	4.25%	24,200	5,661	0.23	B	1,200	389	180	0.32	B
4008000	107	-	SUMTER	40	1.75	CR 237	CR 222	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	12,390	560	0.05	C	616	43	25	0.07	C	5.00%	12,390	715	0.06	C	616	55	32	0.09	C
4009000	109	188030	FDOT	45	0.26	MARSH BEND TRAIL / CR 501	CR 470E	CR 500	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	12,390	6,079	0.49	C	616	288	278	0.47	C	5.00%	41,930	7,759	0.19	C	2,114	368	355	0.17	C
5000000	136		SUMTER	35	0.51	BUENA VISTA BLVD	EL CAMINO REAL	MARION COUNTY BOUNDARY	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	14,555	0.50	D	1,467	706	666	0.48	D	1.00%	29,160	15,297	0.52	D	1,467	742	700	0.51	D
5000110	10		SUMTER	30	0.29	BUENOS AIRES BLVD	EL CAMINO REAL	US 27/US 441/SR 500	4	4	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	9,956	0.34	C	1,467	429	548	0.37	C	1.00%	29,160	10,464	0.36	C	1,467	451	576	0.39	C
5000300	128		SUMTER	35	0.54	EL CAMINO REAL	BUENA VISTA BLVD	ENRIQUE DR	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	15,151	0.52	D	1,467	703	770	0.52	D	1.00%	29,160	15,924	0.55	D	1,467	739	809	0.55	D
5000390	127		SUMTER	35	1.83	EL CAMINO REAL	ENRIQUE DR	BUENOS AIRES BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	16,992	0.58	D	1,467	807	827	0.56	D	1.00%	29,160	17,859	0.61	D	1,467	848	869	0.59	D
5000420	138		SUMTER	35	1.82	MORSE BLVD N	RIO GRANDE AVE	EL CAMINO REAL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	**F**	N/A	10,260	0.01	D	N/A	472	502	N/A	D	1.00%	N/A	10,783	N/A	E	N/A	496	528	N/A	E
5000430	137		SUMTER	35	1.00	MORSE BLVD N	CR 466	RIO GRANDE AVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	**F**	N/A	16,966	0.02	F	N/A	782	827	N/A	F	1.00%	N/A	17,831	N/A	F	N/A	822	869	N/A	F
5000500	151		SUMTER	25	0.32	RIO GRANDE AVE	MORSE BLVD N	LAKE COUNTY BOUNDARY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	7,804	0.75	D	525	379	418	0.80	D	1.00%	10,360	8,202	0.79	D	525	398	439	0.84	D
5000700	125		SUMTER	20	0.29	EL CAMINO REAL/PAIGE PLACE	MORSE BLVD N	LAKE COUNTY BOUNDARY	2	2	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,763	11,224	0.76	D	713	540	548	0.77	D	1.00%	14,763	11,797	0.80	D	713	568	576	0.81	D
5999990	126		SUMTER	35	0.59	EL CAMINO REAL	BUENOS AIRES BLVD	MORSE BLVD (N)	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	11,556	0.40	C	1,467	506	567	0.39	C	1.00%	29,160	12,145	0.42	C	1,467	532	596	0.41	C
6000001	154		SUMTER	55	0.22	MORSE BLVD S	SR 44	KRISTINE WAY	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	35,820	16,624	0.46	C	1,800	734	772	0.43	C	8.75%	35,820	25,286	0.71	C	1,800	1,116	1,174	0.65	C
6000002	155		SUMTER	55	1.63	MORSE BLVD S	KRISTINE WAY	HILLSBOROUGH TRL	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	35,820	19,101	0.53	C	1,800	826	929	0.52	C	5.25%	35,820	24,670	0.69	C	1,800	1,067	1,200	0.67	C
6000003	132		SUMTER	35	0.96	MORSE BLVD	HILLSBOROUGH TRL	PINELLAS PL	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	16,973	0.58	D	1,467	780	825	0.56	D	4.25%	29,160	20,900	0.72	D	1,467	960	1,016	0.69	D
6000004	133		SUMTER	35	0.36	MORSE BLVD	PINELLAS PL	CR 466A	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	17,949	0.62	D	1,467	825	888	0.61	D	1.00%	29,160	18,865	0.65	D	1,467	867	933	0.64	D
6000005	158		SUMTER	35	0.39

Sumter County CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 AADT	2022 DAILY V/C	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR NB/EB VOLUME	2022 PEAK HOUR SB/WB VOLUME	2022 PEAK HOUR V/C	2022 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2027)	2027 AADT	2027 DAILY V/C	2027 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	2027 PEAK HOUR NB/EB VOLUME	2027 PEAK HOUR SB/WB VOLUME	2027 PEAK HOUR V/C	2027 PEAK HOUR LOS
6000065	85		SUMTER	30	0.97	CANAL ST	BONITA BLVD	ODELL CIR (N)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	6,251	0.47	C	675	287	332	0.49	C	1.50%	13,320	6,734	0.51	D	675	309	358	0.53	D
6000070	2020-198		SUMTER	35	0.76	CANAL ST	ODELL CIR N	STILLWATER TRL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	5,804	0.44	C	675	258	274	0.41	C	2.50%	13,320	6,567	0.49	C	675	292	310	0.46	C
6000080	0		NO COUNT	25	0.62	CHURCHILL DOWNS	BELEVEDERE BLVD	MORVEN PARKWAY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	-	-	-	675	-	-	-	-	-	13,320	-	-	-	675	-	-	-	-
6000085	89		SUMTER	35	2.00	NE 90TH ST (CR 100)	TERMINUS (LAKE ELLA RD)	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,362	0.32	C	525	137	162	0.31	C	7.25%	10,360	4,771	0.46	C	525	194	230	0.44	C
6000090	188040	188040	FDOT	35	0.23	LYNNHAVEN LN	CR 472	CHURCHILL DOWNS	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	1,920	0.14	C	675	164	149	0.24	C	1.00%	13,320	2,018	0.15	C	675	172	157	0.25	C
6000095	0		NO COUNT	35	0.30	LYNNHAVEN LN	CHURCHILL DOWNS	BELVEDERE BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	-	-	-	675	-	-	-	-	-	13,320	-	-	-	675	-	-	-	-
6000100	145		SUMTER	25	0.44	ODELL CIR	BUENA VISTA BLVD S	BACKWATER WAY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	6,500	0.49	C	675	296	396	0.59	D	1.00%	13,320	6,832	0.51	D	675	311	416	0.62	D
6000105	143		SUMTER	35	0.38	ODELL CIR	CANAL ST S	ARVIN LN	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	7,015	0.53	D	675	379	366	0.56	D	1.00%	13,320	7,373	0.55	D	675	398	385	0.59	D
6000110	141		SUMTER	25	0.51	ODELL CIR	MORSE BLVD N (S)	STILLWATER TRL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	6,191	0.46	C	675	278	352	0.52	D	1.00%	13,320	6,507	0.49	C	675	292	370	0.55	D
6000115	146		SUMTER	30	1.55	ODELL CIR	STILLWATER TRL	MORSE BLVD N (N)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	11,040	0.83	D	675	574	578	0.86	D	1.75%	13,320	12,040	0.90	D	675	626	630	0.93	D
6000120	140		SUMTER	30	0.31	ODELL CIR	MORSE BLVD N	CANAL ST (N)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	5,173	0.39	C	675	293	256	0.43	C	1.00%	13,320	5,437	0.41	C	675	308	269	0.46	C
6000125	139		SUMTER	30	0.36	ODELL CIR	CANAL ST	BUENA VISTA BLVD (N)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	4,669	0.35	C	675	265	268	0.40	C	1.00%	13,320	4,907	0.37	C	675	279	282	0.42	C
6000130	180		SUMTER	20	0.39	STILLWATER TRL	CANAL ST	MORSE BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	10,488	0.36	C	1,467	459	539	0.37	C	1.00%	29,160	11,023	0.38	C	1,467	482	566	0.39	C
6000135	179		SUMTER	35	0.35	STILLWATER TRL	BUENA VISTA BLVD	CANAL ST	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	10,322	0.35	C	1,467	459	516	0.35	C	1.00%	29,160	10,849	0.37	C	1,467	482	542	0.37	C
6000145	98		SUMTER	35	0.51	CR 139 (POWELL RD)	SR 44	CR 44A	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	30,780	12,446	0.40	C	1,549	482	629	0.41	C	4.50%	30,780	15,510	0.50	D	1,549	601	784	0.51	D
32230001	114		SUMTER	40	0.63	CR 673	CR 674	US 301/SR 35	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	15,700	2,532	0.16	B	820	103	125	0.15	B	3.00%	15,700	2,935	0.19	B	820	119	145	0.18	B
32531601	180088	180088	FDOT	50	5.60	US 301/SR 35	CR 542	CR 470 E (S)	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	24,200	4,850	0.20	B	1,200	244	217	0.20	B	1.00%	24,200	5,097	0.21	B	1,200	256	228	0.21	B
32531602	180001 180042	180001 180042	FDOT	55	1.36	US 301/SR 35	CR 476 (NOBLE AVE)	CR 542	2	2	URBAN	UNDIVIDED	STATE	BUSHNELL	D	14,160	4,160	0.29	C	704	210	186	0.30	C	1.00%	14,160	4,372	0.31	C	704	220	195	0.31	C
32532601	185008	185008	FDOT	40	1.28	US 301/SR 35	CR 466A (CLEVELAND AVE)	CR 462 (S)	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	30,650	0.77	C	2,000	1,249	1,093	0.62	C	7.25%	39,800	43,493	1.09	F	2,000	1,772	1,551	0.89	C
32533001	180210	180210	FDOT	45	1.26	US 301/SR 35	CR 472	CR 466	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	41,790	31,100	0.74	C	2,100	1,311	1,013	0.62	C	2.75%	41,790	35,618	0.85	C	2,100	1,501	1,160	0.71	C
32533101	180100	180100	FDOT	45	0.75	US 301/SR 35	CR 466	CR 204	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	19,580	0.49	C	2,000	1,173	729	0.59	C	1.00%	39,800	20,579	0.52	C	2,000	1,233	766	0.62	C
32533102	180100	180100	FDOT	45	1.52	US 301/SR 35	CR 204	MARION COUNTY BOUNDARY	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	19,580	0.49	C	2,000	1,173	729	0.59	C	1.00%	39,800	20,579	0.52	C	2,000	1,233	766	0.62	C
33000001	163		SUMTER	20	0.33	BUENA VISTA BLVD	BELVEDERE BLVD	TALL TREES LN	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	18,280	0.63	D	1,467	955	845	0.65	D	1.00%	29,160	19,212	0.66	D	1,467	1,004	888	0.68	D
33000002	162		SUMTER	35	0.23	BUENA VISTA BLVD	TALL TREES LN	LAUREL MANOR DR	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	18,301	0.63	D	1,467	914	814	0.62	D	1.50%	29,160	19,715	0.68	D	1,467	985	877	0.67	D
33000003	156		SUMTER	35	0.15	BUENA VISTA BLVD	LAUREL MANOR DR	CR 466	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	15,658	0.54	D	1,467	725	729	0.50	D	1.00%	29,160	16,457	0.56	D	1,467	762	766	0.52	D
35270001	188014	188014	FDOT	55	2.45	CR 470 E	US 301/SR 35	NE 50TH WAY	2	0	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	8,380	0.35	B	1,200	422	374	0.35	B	2.25%	0	9,366	-	-	0	472	418	-	-
35270002	40		SUMTER	55	1.49	CR 470 E	NE 50TH WAY	CR 501	2	0	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	24,200	15,678	0.65	C	1,200	647	465	0.54	C	5.50%	0	20,491	-	-	0	846	608	-	-
35270003	41		SUMTER	55	2.56	CR 470 E	CR 501	LAKE COUNTY BOUNDARY	2	0	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	24,200	15,563	0.64	C	1,200	691	529	0.58	C	5.50%	0	20,340	-	-	0	903	691	-	-
35281102	12		SUMTER	35	1.54	CR 44A	SR 44 W	CR 213	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	1,599	0.07	B	1,200	65	103	0.09	B	7.50%	24,200	2,296	0.09	B	1,200	93	148	0.12	B
35281103	2020-1100		WILDWOOD	35	1.13	CR 44A	CR 213	US 301/SR 35	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	24,200	16,341	0.68	C	1,200	406	725	0.60	C	8.00%	24,200	24,010	0.99	D	1,200	597	1,065	0.89	D
35281301	13	-	SUMTER	35	0.52	CR 44A	CR 139	BUENA VISTA BLVD	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	30,780	7,827	0.25	C	1,549	307	374	0.24	C	1.00%	30,780	8,226	0.27	C	1,549	323	393	0.25	C
35281302	14		SUMTER	25	2.80	CR 44A	BUENA VISTA BLVD	SR 44 (E)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	3,155	0.13	B	1,200	119	174	0.15	B	9.25%	24,200	4,910	0.20	B	1,200	185	271	0.23	B
35310001	187006	187006	SUMTER	35	0.43	CR 475 S (MAIN STREET)	SR 48 W	JUMPER DR S	4	4	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	30,780	6,470	0.21	C	1,549	326	289	0.21	C	1.00%	30,780	6,800	0.22	C	1,549	343	304	0.22	C
35310002	52		SUMTER	45	0.57	CR 475 S (MAIN STREET)	JUMPER DR S	CR 542 W	4	4	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	37,810	5,951	0.16	C	1,900	286	258	0.15	C	1.00%	37,810	6,255	0.17	C	1,900	301	271	0.16	C
35310003	51	-	CONSTRUCTION	55	1.27	CR 475 S (MAIN STREET)	CR 542 W	CR 532 W	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	5,681	0.23	B	1,200	308	223	0.26	B	2.25%	24,200	6,350	0.26	B	1,200	344	249	0.29	B
35310004	50	-	CONSTRUCTION	55	3.69	CR 475 S (MAIN STREET)	CR 532 W	CR 470 E	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	5,297	0.22	B	1,200	314	214	0.26	B	2.25%	24,200	5,920	0.24	B	1,200	351	239	0.29	B
35320001	84	188011	FDOT	55	1.60	CR 575	CR 476	CR 663	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	15,700	1,053	0.07	B	820	42	61	0.07	B	1.00%	15,700	1,107	0.07	B	820	44	64	0.08	B
35331101	29		SUMTER	45	0.75	CR 466A	CR 462/CR 139	CR 133 (NE 57TH Dr)	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	37,810	26,935	0.71	C	1,900	1,095	1,277	0.67	C	4.50%	37,810	33,566	0.89	C	1,900	1,365	1,591	0.84	C
35331102	30		SUMTER	45	0.68	CR 466A	CR 133 (NE 57TH DR)	BUENA VISTA BLVD	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	37,810	28,605	0.76	C	1,900	1,270	1,305	0.69	C	3.75%	37,810	34,386	0.91	C	1,900	1,527	1,569	0.83	C
35331103	31		ADJACENT	45	1.07	CR 466A	BUENA VISTA BLVD	CANAL ST	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	37,810	19,155	0.51	C	1,900	879	858	0.46	C	1.00%	37,810	20,132	0.53	C	1,900	924	902	0.49	C
35331104	31		SUMTER	45	1.07	CR 466A	CANAL ST	MORSE BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	37,810	19,155	0.51	C	1,900	879	858	0.46	C	1.00%	37,810	20,132	0.53	C	1,900	924	902	0.49	C
35331105	32	187031	SUMTER	45	0.61	CR 466A	MORSE BLVD	LAKE COUNTY BOUNDARY	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	37,810	21,232	0.56	C	1,900	785	1,026	0.54	C	1.00%	37,810	22,315	0.59	C	1,900	825	1,078	0.57	C
35371401	2020-25		SUMTER	45	0.25	CR 466	CR 105	CR 103	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	35,820	20,116	0.56	C	1,800	848	1,000	0.56	C	1.00%	35,820	21,142	0.59	C	1,800	891	1,051	0.58	C
35380001	58		SUMTER	45	1.55	CR 476B	SW 95TH AVE	CR 476 W	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	18,000	2,299	0.13	B	890	141	70	0.16	B	1.00%	18,000	2,416	0.13	B	890	148	74	0.17	B
35411002	187003	187003	FDOT	45	1.14	CR 462	CR 121	CR 134	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	F	N/A	11,070	0.01	B	N/A	528	468	N/A	B	5.75%	N/A	14,640	N/A	C	N/A	698	619	N/A	C
35411003	20		SUMTER	45	0.50	CR 462	CR 134	CR 466A	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	F	N/A	13,377	0.01	C	N/A	733	433	N/A	C	4.50%	N/A	16,670	N/A	C	N/A	913	540	N/A	D
35411101	2020-12	-	SUMTER	35	0.85	CR 462	CR 131	CR 121	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	F	N/A	14,230	0.01	C	N/A	2,265	2,671	N/A	F	5.00%	N/A	18,161	N/A	D	N/A	2,891	3,409	N/A	F
35431101	2020-800		WILDWOOD	35	0.93	CR 472	CR 117	LYNN HAVEN LN	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,060	7,718	0.55	D	713	271	372	0.52	D	4.75%	14,060	9,733	0.69	D	713	342	469	0.66	D
35431102	47		SUMTER	35	0.82	CR 472	LYNN HAVEN LN	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	7,136	0.54	D	675	278	365	0.54	D	2.75%	13,320	8,173	0.61	D	675	318	418	0.62	D
35480001	180197	180197	FDOT	60	16.73	SR 471	POLK COUNTY BOUNDARY	SR 50	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	4,080	0.47	B	450	156	170	0.38	B	4.25%	8,600	5,024	0.58	C	450	192	209	0.46	B
35501001	42		SUMTER	35	1.78	CR 470 N	CR 479	SR 93/I-75	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	8,454	0.35	B	1,200	494	249	0.41	B	1.00%	24,200	8,885	0.37	B	1,200	519	262	0.43	B
35511201	180201	180201	FDOT	45	0.63	SR 44	CR 139	BUENA VISTA BLVD	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	41,790	17,810	0.43	C	2,100	692	941	0.45	C	1.00%	41,790	18,718	0.45	C	2,100	727	989	0.47	C
35511202	180005	180005	FDOT	55	2.94	SR 44	BUENA VISTA BLVD	CR 468	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	41,790	21,620	0.52	C	2,100	1,031	915	0.49	C	1.50%	41,790	23,291	0.56	C	2,100	1,111	986	0.53	C
35541001	82		SUMTER	45	0.18	CR 48 (FLORIDA ST)	CR 313	SR 93/I-75	4	4	URBAN	DIVIDED	COUNTY	BUSHNELL	D	37,810	18,941	0.50	C	1,900	641	628	0.34	C	6.25%	37,810	25,648	0.68	C	1,900	868	850	0.46	C
35541002	173	180016	SUMTER	40	0.32	SR 48 (CR 48 W)	SR 93/I-75	CR 609	4	4	RURAL	DIVIDED	STATE	BUSHNELL	D	31,920	17,514	0.55	C	1,659	650	696	0.42	C	3.50%	31,920	20,801	0.65	C	1,659	772	827	0.50	C
35581601	180089	180089	FDOT	55	6.29	SR 471	CR 476	US 301/SR 35	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	24,200	5,400	0.22	B	1,200	272	241	0.23	B	1.00%	24,200	5,675	0.23	B	1,200	286	253	0.24	B
40010001	2020-278		SUMTER	35	0.24	CR 103	CR 466 E	WOODRIDGE DR	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	30,780	3,485	0.11	C	1,549	154	188	0.12	C	2.25%	30,780	3,895	0.13	C	1,549	172	210	0.14	C
40090001	108		SUMTER	55	2.43	MARSH BEND TRAIL / CR 501	CR 500	CORBIN TRL	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	24,200	11,703	0.48	C	1,200	516	474	0.43	B	8.25%	59,900	17,395	0.29	C	3,020	767	705	0.25	C
40090002	108		ADJACENT	55	0.48	MARSH BEND TRAIL / CR 501	CORBIN TRL	CR 468 (WARM SPRINGS AVE)	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	35,820	11,703	0.33	C	1,800	516	474	0.29	C	8.25%	35,820	17,395	0.49	C	1,800	767	705	0.43	C
40090003	131		SUMTER	25	1.20	MARSH BEND TRAIL	CR 468 (WARM SPRINGS AVE)	DUNHAM DR	2	2	URBAN	DIVIDED	COUNTY	WILDWOOD	D	14,763	7,639	0.52	D	713	368	433	0.61	D	5.00%	14,763	9,750	0.66	D	713	470	553	0.78	D
50000101	135		SUMTER	35	0.49	BUENA VISTA BLVD	CR 466	SADDLEBROOK LN	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	17,841	0.61	D	1,467	765	810	0.55	D	1.00%	29,160	18,751	0.64	D	1,467	804	851	0.58	D
50000102	134		SUMTER	35	1.39	BUENA VISTA BLVD	SADDLEBROOK LN	EL CAMINO REAL	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	19,234	0.66	D	1,467	855	890	0.61	D	1.00%	29,160	20,215	0.69	D	1,467	899	935	0.64	D
59999951	171		SUMTER	35	0.50	MORSE BLVD N	CR 466A	ODELL CIR S. END	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	23,375	0.80	D	1,467	1,080	1,128	0.77	D	1.00%	29,160	24,567	0.84	D	1,467	1,135	1,186	0.81	D
59999952	161		SUMTER	35	0.54	MORSE BLVD N	ODELL CIR S. END	BONITA BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	15,263	0.52	D	1,467	721	729	0.50	D	1.00%	29,160	16,042	0.55	D	1,467	758	766	0.52	D
59999953	170		SUMTER	35	1.12	MORSE BLVD N	BONITA BLVD	ODELL CIR N. END	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	12,929	0.44	C	1,467	609	550	0.42	C	1.00%	29,160	13,589	0.47	D	1,467	640	578	0.44	C
59999954	160		SUMTER	35	0.86	MORSE BLVD N	ODELL CIR N. END	STILLWATER TRL	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	15,312	0.53	D	1,467	745	646	0.51	D	1.00%	29,160	16,093	0.55	D	1,467	783	679	0.53	D
59999955	159		SUMTER	35	0.98	MORSE BLVD N	STILLWATER TRL	CR 466	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	23,474	0.81	D	1,467	1,105	1,082	0.75	D	1.00%	29,160	24,671	0.85	D	1,467	1,161	1,137	0.79	D
60000051	169		SUMTER	35	0.42	BUENA VISTA BLVD	ST. CHARLES PL	ODELL CIR S. END	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	15,651	0.54	D	1,467	735	773	0.53	D	1.00%	29,160	16,449	0.56	D	1,467	772	812	0.55	D
60000052	168		SUMTER	35	0.68	BUENA VISTA BLVD	ODELL CIR S. END	BONITA BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	12,583	0.43	C	1,467	617	640	0.44	C	1.00%	29,160	13,225	0.45	D	1,467	648	673	0.46	D
60000053	157		SUMTER	35	0.94	BUENA VISTA BLVD	BONITA BLVD	ODELL CIR N. END	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	13,597	0.47	D	1,467	683	702	0.48	D	1.00%	29,160	14,291	0.49	D	1,467	718	738	0.50	D
60000054	167		SUMTER	35	0.61	BUENA VISTA BLVD	ODELL CIR N. END	STILLWATER TRL	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	21,217	0.73	D	1,467	1,033	1,071	0.73	D	1.00%	29,160	22,299	0.76	D	1,467	1,086	1,126	0.77	D
60000055	166		SUMTER	35	0.58	BUENA VISTA BLVD	STILLWATER TRL	TEMBERRY FOREST DR	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	17,165	0.59	D	1,467	856	909	0.62	D	1.00%	29,160	18,041	0.62	D	1,467	900	955	0.65	D
60000056	165		SUMTER	35	0.93	BUENA VISTA BLVD	TEMBERRY FOREST DR	C-472 (RAINEY TRL)	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	20,459	0.70	D	1,467	988	998	0.68	D	1.00%	29,160	21,503	0.74	D	1,467	1,038	1,049	0.72	D
60000201	0		NO COUNT	30	0.12	MARIPOSA WAY	500 FT SOUTH MARIPOSA WAY	MORSE BLVD N	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	-	-	-	675	-	-	-	-	-	13,320	-	-	-	675	-	-	-	-
60000801	188037	188037	FDOT	25	1.12	CHURCHILL DOWNS	MORVEN PARKWAY	LYNNHAVEN LN	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	1,120	0.08	C	675	83	86	0.13	C	1.00%	13,320	1,177	0.09	C	675	87	90	0.13	C
60001001	144		SUMTER	30	0.38	ODELL CIR	BACKWATER WAY	CANAL ST S	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	6,792	0.51	D	675	346	366	0.54	D	1.00%	13,320	7,138	0.54	D	675	364	385	0.57	D
60001051	142		SUMTER	25	0.52	ODELL CIR	ARVIN LN	MORSE BLVD N (S)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	7,857	0.59	D	675	441	364	0.65	D	1.00%	13,320	8,258	0.62	D	675	463	383	0.69	D
355113021	180005	180005	WILDWOOD	55	1.26	SR 44	CR 468	LAKE COUNTY BOUNDARY	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	39,800	21,620	0.54	C	2,000	1,031	915	0.52	C	1.50%	39,800	23,291	0.59	C	2,000	1,111	986	0.56	C
400100012	93		SUMTER	35	2.01	CR 103	WOODRIDGE DR	CR 102	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	3,938	0.38	C	525	192	179	0.37	C	2.75%	10,360	4,510	0.44	C	525	220	205	0.42	C

APPENDIX B

Turning Movement County, Signal Timing Plans, Peak Season Report

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 466A	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	12/12/23
		COUNT PERIODS:			

ALL VEHICLES / ALL MOVEMENTS

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

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 466A	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	12/12/23
		COUNT PERIODS:			

HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	1	3	2	1	7	0	0	3	0	0	3	10	0	5	1	0	0	6	0	2	1	1	0	4	10	20
7:15 AM	0	0	1	2	1	4	0	0	0	1	0	1	5	0	0	2	1	0	3	0	4	3	0	0	7	10	15
7:30 AM	0	2	3	1	0	6	0	2	2	0	0	4	10	0	1	1	0	0	2	0	1	0	0	0	1	3	13
7:45 AM	0	0	3	0	0	3	0	1	5	2	0	8	11	0	2	5	1	0	8	0	2	2	2	2	8	16	27
Total	**0**	**3**	**10**	**5**	**2**	**20**	**0**	**3**	**10**	**3**	**0**	**16**	**36**	**0**	**8**	**9**	**2**	**0**	**19**	**0**	**9**	**6**	**3**	**2**	**20**	**39**	**75**
8:00 AM	0	2	0	2	3	7	0	1	3	0	0	4	11	0	1	3	1	0	5	0	2	2	0	0	4	9	20
8:15 AM	0	1	2	0	0	3	0	3	4	2	0	9	12	0	2	3	0	0	5	0	3	3	1	0	7	12	24
8:30 AM	0	0	3	1	2	6	0	2	4	0	0	6	12	0	4	4	0	0	8	0	1	2	0	0	3	11	23
8:45 AM	0	1	4	2	0	7	0	1	4	2	0	7	14	0	5	5	2	0	12	0	3	2	0	1	6	18	32
Total	**0**	**4**	**9**	**5**	**5**	**23**	**0**	**7**	**15**	**4**	**0**	**26**	**49**	**0**	**12**	**15**	**3**	**0**	**30**	**0**	**9**	**9**	**1**	**1**	**20**	**50**	**99**
4:00 PM	0	1	1	1	0	3	0	0	1	0	0	1	4	0	0	3	0	0	3	0	0	0	1	0	1	4	8
4:15 PM	0	0	1	0	2	3	0	0	1	0	0	1	4	0	0	2	0	0	2	0	0	3	0	0	3	5	9
4:30 PM	0	0	5	0	0	5	0	0	2	1	0	3	8	0	2	0	1	0	3	0	1	0	2	0	3	6	14
4:45 PM	0	0	4	0	0	4	0	0	1	0	0	1	5	0	3	1	1	0	5	0	0	0	0	0	0	5	10
Total	**0**	**1**	**11**	**1**	**2**	**15**	**0**	**0**	**5**	**1**	**0**	**6**	**21**	**0**	**5**	**6**	**2**	**0**	**13**	**0**	**1**	**3**	**3**	**0**	**7**	**20**	**41**
5:00 PM	0	0	0	1	0	1	0	0	2	0	0	2	3	0	0	1	0	0	1	0	0	4	1	0	5	6	9
5:15 PM	0	0	1	0	0	1	0	1	1	0	0	2	3	0	1	0	0	0	1	0	2	1	0	0	3	4	7
5:30 PM	0	0	2	1	0	3	0	2	0	0	0	2	5	0	0	1	0	0	1	0	0	2	0	1	3	4	9
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	1	0	1	1	0	1	3	4	5
Total	**0**	**0**	**3**	**2**	**0**	**5**	**0**	**4**	**3**	**0**	**0**	**7**	**12**	**0**	**1**	**3**	**0**	**0**	**4**	**0**	**3**	**8**	**1**	**2**	**14**	**18**	**30**

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

SECTION	64294.01	**CITY**	Wildwood
STATE ROUTE	CR 139-Powell Road	**INTERSECTING ROUTE**	CR 466A
OBSERVER	VHB	**DATE OF COUNT**	1/0/00
COUNTY	Sumter	**WEATHER**	Good
MILEPOST	3.982	**COMPLETED BY**	VV
COUNT HOURS		**DATE**	12/12/23

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

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

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road

CR 466A
EAST APPROACH

CR 139-Powell Road
SOUTH APPROACH

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

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

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 142	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	11/29/23
		COUNT PERIODS:			

ALL VEHICLES / ALL MOVEMENTS

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

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 142	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	11/29/23
		COUNT PERIODS:			

HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	1	5	1	0	7	0	0	8	0	0	8	15	0	1	0	0	0	1	0	0	0	0	0	0	1	16
7:15 AM	0	0	3	0	0	3	0	0	8	0	0	8	11	0	1	0	0	0	1	0	0	0	0	0	0	1	12
7:30 AM	0	0	6	0	0	6	0	0	3	0	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:45 AM	0	0	4	0	0	4	0	0	8	0	0	8	12	0	0	0	0	0	0	0	2	0	0	0	2	2	14
Total	**0**	**1**	**18**	**1**	**0**	**20**	**0**	**0**	**27**	**0**	**0**	**27**	**47**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**2**	**4**	**51**
8:00 AM	0	0	4	0	0	4	0	0	6	0	0	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:15 AM	0	0	3	0	0	3	0	0	3	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:30 AM	1	0	4	0	0	5	0	0	3	1	0	4	9	0	1	0	0	0	1	0	0	0	0	0	0	1	10
8:45 AM	0	1	7	0	0	8	0	0	4	0	0	4	12	0	1	0	1	0	2	0	0	0	0	0	0	2	14
Total	**1**	**1**	**18**	**0**	**0**	**20**	**0**	**0**	**16**	**1**	**0**	**17**	**37**	**0**	**2**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**40**
4:00 PM	0	0	1	0	0	1	0	0	4	0	0	4	5	0	0	0	1	0	1	0	0	0	0	0	0	1	6
4:15 PM	0	0	2	0	0	2	0	0	4	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:30 PM	0	0	3	0	0	3	0	0	3	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:45 PM	0	0	9	0	0	9	0	0	2	0	0	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	**0**	**0**	**15**	**0**	**0**	**15**	**0**	**0**	**13**	**0**	**0**	**13**	**28**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**29**
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	1	0	0	2	0	0	3	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	0	1	0	0	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	1	0	0	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	**0**	**1**	**3**	**0**	**0**	**4**	**0**	**0**	**6**	**0**	**0**	**6**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

SECTION	64294.01	**CITY**	Wildwood
STATE ROUTE	CR 139-Powell Road	**INTERSECTING ROUTE**	CR 142
OBSERVER	VHB	**DATE OF COUNT**	1/0/00
COUNTY	Sumter	**WEATHER**	Good
MILEPOST	3.982	**COMPLETED BY**	VV
COUNT HOURS		**DATE**	11/29/23

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

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

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road

CR 142
EAST APPROACH

CR 139-Powell Road
SOUTH APPROACH

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

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

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 144 Huey St	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	11/29/23
		COUNT PERIODS:			

ALL VEHICLES / ALL MOVEMENTS

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

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 144 Huey St	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	11/29/23
		COUNT PERIODS:			

HEAVY VEHICLES (TRUCKS + BUSSES)

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

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

SECTION	64294.01	**CITY**	Wildwood
STATE ROUTE	CR 139-Powell Road	**INTERSECTING ROUTE**	CR 144 Huey St
OBSERVER	VHB	**DATE OF COUNT**	1/0/00
COUNTY	Sumter	**WEATHER**	Good
MILEPOST	3.982	**COMPLETED BY**	VV
COUNT HOURS		**DATE**	11/29/23

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

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

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road



CR 144 Huey St
EAST APPROACH

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

CR 139-Powell Road
SOUTH APPROACH

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

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 44A	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	12/19/23
		COUNT PERIODS:			

ALL VEHICLES / ALL MOVEMENTS

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

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 44A	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	12/19/23
		COUNT PERIODS:			

HEAVY VEHICLES (TRUCKS + BUSSES)

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

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

SECTION	64294.01	**CITY**	Wildwood
STATE ROUTE	CR 139-Powell Road	**INTERSECTING ROUTE**	CR 44A
OBSERVER	VHB	**DATE OF COUNT**	1/0/00
COUNTY	Sumter	**WEATHER**	Good
MILEPOST	3.982	**COMPLETED BY**	VV
COUNT HOURS		**DATE**	12/19/23

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

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

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road

CR 44A
EAST APPROACH

CR 139-Powell Road
SOUTH APPROACH

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

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

VEHICLE TURNING MOVEMENT COUNT

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

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	0	80	3	0	83	0	0	167	0	0	167	250	0	0	0	0	0	0	0	0	0	6	0	6	6	256
7:15 AM	0	0	96	4	0	100	0	0	168	0	0	168	268	0	0	0	0	0	0	0	0	0	13	0	13	13	281
7:30 AM	0	0	139	8	0	147	0	0	180	0	0	180	327	0	0	0	0	0	0	0	0	0	10	0	10	10	337
7:45 AM	0	0	145	3	0	148	0	0	177	0	0	177	325	0	0	0	0	0	0	0	0	0	7	0	7	7	332
Total	**0**	**0**	**460**	**18**	**0**	**478**	**0**	**0**	**692**	**0**	**0**	**692**	**1,170**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**0**	**36**	**36**	**1,206**
8:00 AM	0	0	127	6	0	133	0	0	161	0	0	161	294	0	0	0	0	0	0	0	0	0	6	0	6	6	300
8:15 AM	0	0	112	3	0	115	0	0	150	0	0	150	265	0	0	0	0	0	0	0	0	0	5	0	5	5	270
8:30 AM	0	0	145	1	0	146	0	0	154	0	0	154	300	0	0	0	0	0	0	0	0	0	4	0	4	4	304
8:45 AM	0	0	147	0	0	147	0	0	160	0	0	160	307	0	0	0	0	0	0	0	0	0	3	0	3	3	310
Total	**0**	**0**	**531**	**10**	**0**	**541**	**0**	**0**	**625**	**0**	**0**	**625**	**1,166**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**18**	**18**	**1,184**
4:00 PM	0	0	204	7	0	211	0	0	167	0	0	167	378	0	0	0	0	0	0	0	0	0	2	0	2	2	380
4:15 PM	0	0	211	9	0	220	0	0	149	0	0	149	369	0	0	0	0	0	0	0	0	0	6	0	6	6	375
4:30 PM	0	0	200	9	0	209	0	0	166	0	0	166	375	0	0	0	0	0	0	0	0	0	7	0	7	7	382
4:45 PM	0	0	195	5	0	200	0	0	146	0	0	146	346	0	0	0	0	0	0	0	0	0	6	0	6	6	352
Total	**0**	**0**	**810**	**30**	**0**	**840**	**0**	**0**	**628**	**0**	**0**	**628**	**1,468**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**21**	**21**	**1,489**
5:00 PM	0	0	255	10	0	265	0	0	135	0	0	135	400	0	0	0	0	0	0	0	0	0	3	0	3	3	403
5:15 PM	0	0	207	6	0	213	0	0	142	0	0	142	355	0	0	0	0	0	0	0	0	0	6	0	6	6	361
5:30 PM	0	0	176	11	0	187	0	0	155	0	0	155	342	0	0	0	0	0	0	0	0	0	5	0	5	5	347
5:45 PM	0	0	115	6	0	121	0	0	136	0	0	136	257	0	0	0	0	0	0	0	0	0	5	0	5	5	262
Total	**0**	**0**	**753**	**33**	**0**	**786**	**0**	**0**	**568**	**0**	**0**	**568**	**1,354**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**19**	**19**	**1,373**
AM	0	0	507	21	0	528	0	0	686	0	0	686	1214	0	0	0	0	0	0	0	0	0	36	0	36	36	0.9272997
AM Truck	0	0	18	0	0	18	0	0	27	0	0	27	45	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Truck %	0.0%	0.0%	3.6%	0.0%	0.0%	3.4%	0.0%	0.0%	3.9%	0.0%	0.0%	3.9%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
PM	0	0	861	33	0	894	0	0	596	0	0	596	1490	0	0	0	0	0	0	0	0	0	22	0	22	22	0.9379653
PM Truck	0	0	14	1	0	15	0	0	9	0	0	9	24	0	0	0	0	0	0	0	0	0	1	0	1	1	
PM Truck %	0.0%	0.0%	1.6%	3.0%	0.0%	1.7%	0.0%	0.0%	1.5%	0.0%	0.0%	1.5%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	0.0%	4.5%	4.5%	

VEHICLE TURNING MOVEMENT COUNT

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

HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	0	6	0	0	6	0	0	8	0	0	8	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7:15 AM	0	0	4	0	0	4	0	0	8	0	0	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:30 AM	0	0	6	0	0	6	0	0	5	0	0	5	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
7:45 AM	0	0	2	0	0	2	0	0	9	0	0	9	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	**0**	**0**	**18**	**0**	**0**	**18**	**0**	**0**	**30**	**0**	**0**	**30**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48**
8:00 AM	0	0	6	0	0	6	0	0	5	0	0	5	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
8:15 AM	0	0	3	0	0	3	0	0	4	0	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:30 AM	0	0	10	0	0	10	0	0	7	0	0	7	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
8:45 AM	0	0	12	0	0	12	0	0	6	0	0	6	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
Total	**0**	**0**	**31**	**0**	**0**	**31**	**0**	**0**	**22**	**0**	**0**	**22**	**53**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53**
4:00 PM	0	0	2	0	0	2	0	0	4	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:15 PM	0	0	4	0	0	4	0	0	3	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:30 PM	0	0	3	1	0	4	0	0	3	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:45 PM	0	0	6	0	0	6	0	0	2	0	0	2	8	0	0	0	0	0	0	0	0	0	1	0	1	1	9
Total	**0**	**0**	**15**	**1**	**0**	**16**	**0**	**0**	**12**	**0**	**0**	**12**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**29**
5:00 PM	0	0	1	0	0	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	1	0	0	1	0	0	3	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	1	0	0	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	**0**	**0**	**3**	**0**	**0**	**3**	**0**	**0**	**6**	**0**	**0**	**6**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

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

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

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

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road

CR 139-Powell Road
SOUTH APPROACH

Project Entrance
EAST APPROACH

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

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

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

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

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT						ADT (+/-) Change	A.M. Peak Hour						P.M. Peak Hour					
					2017	2018	2019	2020	2021	2022		Time	Total	NB/EB	SB/WB	K	D	Time	Total	NB/EB	SB/WB	K	D
52	S C 475	100' South of CR 542	02/17/22	24-HR	6000	5396	3502	5130	-	**5951**	**16%**	11:00 AM	456	228	228	0.08	0.50	3:30 PM	544	286	258	0.09	0.53
53	C 476A (Dr Martin Luther King Jr Ave)	W of S Justice St	02/24/22	24-HR	-	-	-	-	-	**849**	**-**	7:45 AM	67	32	35	0.08	0.52	6:15 PM	88	45	43	0.10	0.51
54	W C 476 (W Seminole Ave)	W of S Roland St	02/17/22	24-HR	4919	4325	4545	5216	-	**5832**	**12%**	7:00 AM	433	234	199	0.07	0.54	4:15 PM	575	220	355	0.10	0.62
55	E C 476 (E Noble Ave)	E of Flanner Ave	02/10/22	24-HR	2806	2448	2528	2877	-	**3187**	**11%**	7:30 AM	288	99	189	0.09	0.66	4:00 PM	337	175	162	0.11	0.52
56	W C 476	W of CR 616	02/17/22	24-HR	4705	4871	4955	4962	-	**5802**	**17%**	7:00 AM	382	264	118	0.07	0.69	4:30 PM	513	186	327	0.09	0.64
57	C 476A (S Jasper St)	2000' S of E C 476	03/15/22	24-HR	623	-	-	611	-	**390**	**-36%**	7:45 AM	31	20	11	0.08	0.65	3:45 PM	46	23	23	0.12	0.50
58	C 476B	1500' N of SW 95th Ave	03/15/22	24-HR	2037	1934	1942	1817	-	**2299**	**27%**	7:00 AM	195	74	121	0.08	0.62	4:00 PM	211	141	70	0.09	0.67
59	E C 476	500' E of C 476A (S Jasper St)	02/10/22	24-HR	2595	-	-	-	-	**2755**	**-**	7:30 AM	255	91	164	0.09	0.64	4:00 PM	290	147	143	0.11	0.51
60	W C 476	500' W of C 575	02/17/22	24-HR	3145	3848	3753	4308	-	**5028**	**17%**	9:15 AM	331	167	164	0.07	0.50	4:00 PM	418	168	250	0.08	0.60
61	W C 476	100' W of C 476B	02/17/22	24-HR	4393	4360	4710	4598	-	**5905**	**28%**	9:45 AM	388	197	191	0.07	0.51	4:30 PM	490	180	310	0.08	0.63
62	W C 476	100' E of C 476B	02/17/22	24-HR	4897	4227	4353	4192	-	**5405**	**29%**	8:30 AM	353	182	171	0.07	0.52	4:30 PM	463	173	290	0.09	0.63
63	W C 476	500' W of CR 603	02/17/22	24-HR	5058	4657	4730	5421	-	**5572**	**3%**	7:00 AM	458	286	172	0.08	0.62	4:00 PM	551	223	328	0.10	0.60
64	C 478A	500' W of SR 471	02/17/22	24-HR	756	731	755	680	-	**801**	**18%**	7:00 AM	81	57	24	0.10	0.70	5:30 PM	86	34	52	0.11	0.60
65	CR 647	100' N of W C 476	02/17/22	24-HR	-	-	-	-	-	**658**	**-**	10:15 AM	47	16	31	0.07	0.66	5:00 PM	60	40	20	0.09	0.67
66	E C 478	1 Mi S of E C 48	02/10/22	24-HR	1124	943	1021	1016	-	**1224**	**20%**	6:45 AM	112	64	48	0.09	0.57	4:45 PM	119	38	81	0.10	0.68
67	E C 478	200' E of NE 9th St	03/15/22	24-HR	1779	1584	1596	1539	-	**2048**	**33%**	7:15 AM	147	71	76	0.07	0.52	5:00 PM	192	95	97	0.09	0.51
68	C 478A	200' W of CR 755	02/24/22	24-HR	-	-	-	-	-	**375**	**-**	6:45 AM	37	13	24	0.10	0.65	3:15 PM	53	35	18	0.14	0.66
69	CR 614	500' S of W C 476	03/15/22	24-HR	1768	1600	1779	1752	-	**685**	**-61%**	7:15 AM	57	42	15	0.08	0.74	4:15 PM	82	30	52	0.12	0.63
70	W C 478	1 Mile E of US 301	02/17/22	24-HR	2662	2109	2092	2146	-	**2816**	**31%**	7:15 AM	224	117	107	0.08	0.52	4:00 PM	247	119	128	0.09	0.52
71	E C 48 (N Florida St)	S of E Joe P Strickland Jr Ave	02/10/22	24-HR	4014	3543	3545	3758	-	**3626**	**-4%**	8:00 AM	287	200	87	0.08	0.70	4:30 PM	383	164	219	0.11	0.57
72	E C 48	E of S Justice St	02/10/22	24-HR	7189	6475	7150	7721	-	**8713**	**13%**	7:45 AM	657	252	405	0.08	0.62	4:15 PM	848	388	460	0.10	0.54
73	E C 48	E of SE 26th Dr	02/10/22	24-HR	5699	5490	5666	5962	-	**7301**	**22%**	7:00 AM	577	287	290	0.08	0.50	4:15 PM	654	308	346	0.09	0.53
74	W C 48	W of CR 625	02/17/22	24-HR	4494	4167	4222	4153	-	**5671**	**37%**	10:45 AM	365	207	158	0.06	0.57	1:30 PM	497	283	214	0.09	0.57
75	E C 48	500' W of CR 747	02/10/22	24-HR	6857	6162	6667	7088	-	**8341**	**18%**	7:45 AM	641	249	392	0.08	0.61	4:00 PM	791	339	452	0.09	0.57
76	E C 48	300' E of CR 747	02/10/22	24-HR	5673	5172	5767	6024	-	**7340**	**22%**	7:00 AM	571	255	316	0.08	0.55	4:15 PM	646	310	336	0.09	0.52
77	E C 48	300' W of Old RR Tracks (W Jefferson St)	02/10/22	24-HR	6084	5709	6051	6211	-	**8608**	**39%**	6:30 AM	653	338	315	0.08	0.52	4:15 PM	731	350	381	0.08	0.52
78	E C 48	500' W of CR 702	02/10/22	24-HR	3825	4221	4023	3775	-	**5600**	**48%**	7:00 AM	479	290	189	0.09	0.61	4:00 PM	473	174	299	0.08	0.63
79	E C 48	50' NE of CR 558	02/10/22	24-HR	2775	3105	4303	3422	-	**4221**	**23%**	6:45 AM	353	222	131	0.08	0.63	4:45 PM	349	118	231	0.08	0.66
80	W C 48	100' W of C 575	02/17/22	24-HR	3970	3864	3792	3458	-	**4814**	**39%**	10:45 AM	336	179	157	0.07	0.53	4:30 PM	397	158	239	0.08	0.60
81	W C 48	400' W of CR 616	02/17/22	24-HR	5632	5344	5407	5778	-	**6286**	**9%**	10:45 AM	451	249	202	0.07	0.55	4:15 PM	551	231	320	0.09	0.58
82	W C 48	150' E of CR 313	02/17/22	24-HR	8657	11082	10439	12396	-	**18941**	**53%**	11:00 AM	1221	607	614	0.06	0.50	1:30 PM	1269	641	628	0.07	0.51
83	C 575	1.5 Mi S of W C 48	02/17/22	24-HR	632	581	690	639	-	**836**	**31%**	7:00 AM	62	32	30	0.07	0.52	4:15 PM	79	36	43	0.09	0.54
84	C 575	300' N of W C 476	02/17/22	24-HR	-	-	-	-	-	**1053**	**-**	7:45 AM	77	24	53	0.07	0.69	12:30 PM	103	42	61	0.10	0.59
85	Canal St	200' S of Odell Cir (North End)	01/20/22	24-HR	8103	6839	5629	7158	-	**6251**	**-13%**	11:00 AM	577	298	279	0.09	0.52	1:15 PM	619	287	332	0.10	0.54
86	Canal St	200' N of Odell Cir (South End)	02/03/22	24-HR	5298	4767	5199	5049	-	**4881**	**-3%**	11:00 AM	453	230	223	0.09	0.51	12:45 PM	468	235	233	0.10	0.50
87	Canal St	200' S of Odell Cir (South End)	02/03/22	24-HR	4211	3684	3571	3582	-	**4010**	**12%**	10:30 AM	378	196	182	0.09	0.52	12:00 PM	416	214	202	0.10	0.51
88	Charlotte Ct	N of Hillsborough Trl	02/03/22	24-HR	2915	3056	3218	3710	-	**3349**	**-10%**	10:45 AM	322	147	175	0.10	0.54	12:00 PM	334	153	181	0.10	0.54
89	CR 100	150' S of E C 466	01/13/22	24-HR	1575	1874	2080	2478	-	**3362**	**36%**	7:00 AM	285	188	97	0.08	0.66	3:15 PM	299	137	162	0.09	0.54
90	CR 101	100' S of Woodridge Dr	01/13/22	24-HR	7814	7448	7772	8107	-	**7098**	**-12%**	7:00 AM	573	152	421	0.08	0.73	2:30 PM	693	376	317	0.10	0.54
91	CR 101	600' N of Woodridge Dr	01/13/22	24-HR	4282	3861	4198	4656	-	**4597**	**-1%**	7:00 AM	527	148	379	0.11	0.72	4:45 PM	462	316	146	0.10	0.68
92	CR 102	W of CR 103	01/13/22	24-HR	1156	1076	1324	1440	-	**1256**	**-13%**	7:00 AM	198	149	49	0.16	0.75	4:30 PM	122	33	89	0.10	0.73
93	CR 103	200' N of Woodridge Dr	01/13/22	24-HR	3516	3422	3720	3873	-	**3938**	**2%**	6:45 AM	427	139	288	0.11	0.67	2:45 PM	371	192	179	0.09	0.52
94	CR 104	W of CR 103	01/13/22	24-HR	2655	2437	2928	3387	-	**3208**	**-5%**	7:00 AM	439	350	89	0.14	0.80	4:45 PM	350	108	242	0.11	0.69
95	CR 117	100' South of C 472	01/20/22	24-HR	-	-	-	-	-	**2964**	**-**	7:00 AM	288	133	155	0.10	0.54	4:45 PM	303	156	147	0.10	0.51
96	CR 121	S of CR 128	01/20/22	24-HR	3085	2772	3366	3583	-	**4174**	**16%**	7:15 AM	378	89	289	0.09	0.76	4:30 PM	412	257	155	0.10	0.62
97	CR 139 (Powell Rd)	S of C 466A	01/27/22	24-HR	10599	11485	13419	15097	-	**17456**	**16%**	11:00 AM	1428	774	654	0.08	0.54	4:30 PM	1535	938	597	0.09	0.61
98	C 139 (Powell Rd)	N of SR 44	02/10/22	24-HR	9551	9937	10667	12273	-	**12446**	**1%**	11:00 AM	1102	491	611	0.09	0.55	3:45 PM	1111	482	629	0.09	0.57
99	CR 156	E of CR 181	01/27/22	24-HR	-	-	-	-	-	**1396**	**-**	7:15 AM	138	104	34	0.10	0.75	4:45 PM	116	59	57	0.08	0.51
100	CR 209	S of E C 466	01/27/22	24-HR	-	-	-	-	-	**2491**	**-**	7:00 AM	219	76	143	0.09	0.65	5:00 PM	486	266	220	0.20	0.55
101	CR 209	N of CR 222	01/27/22	24-HR	-	-	-	-	-	**1363**	**-**	7:00 AM	157	71	86	0.12	0.55	4:45 PM	189	109	80	0.14	0.58

EAGLE EPAC TIMING SHEET

CONTROLLER SETTINGS

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

5018

INTERSECTION: CR44A & Powell Rd/CR139

DATE: June 2019

EAGLE EPAC TIMING SHEET

CONTROLLER SETTINGS

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

COORDINATION SETTINGS

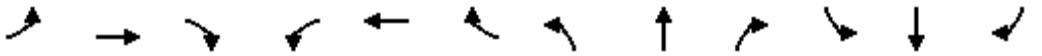
5020

INTERSECTION: CR466A & Powell Rd / CR462E

DATE: June 2019

APPENDIX C

Synchro – Existing Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	401	106	331	333	176	121	207	349	176	228	55
Future Volume (veh/h)	70	401	106	331	333	176	121	207	349	176	228	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1633	1841	1856	1856	1856	1885	1841	1826	1856	1841	1796	1781
Adj Flow Rate, veh/h	76	436	103	360	362	139	132	225	229	191	248	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	18	4	3	3	3	1	4	5	3	4	7	8
Cap, veh/h	109	1425	334	254	1802	817	213	359	309	261	278	62
Arrive On Green	0.07	0.51	0.51	0.07	0.51	0.51	0.08	0.20	0.20	0.07	0.20	0.20
Sat Flow, veh/h	1555	2812	659	3428	3526	1598	1753	1826	1572	1753	1424	316
Grp Volume(v), veh/h	76	270	269	360	362	139	132	225	229	191	0	303
Grp Sat Flow(s),veh/h/ln	1555	1749	1722	1714	1763	1598	1753	1826	1572	1753	0	1739
Q Serve(g_s), s	6.5	12.1	12.3	10.0	7.6	6.3	8.0	15.2	18.5	10.0	0.0	22.9
Cycle Q Clear(g_c), s	6.5	12.1	12.3	10.0	7.6	6.3	8.0	15.2	18.5	10.0	0.0	22.9
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	109	886	873	254	1802	817	213	359	309	261	0	340
V/C Ratio(X)	0.70	0.30	0.31	1.42	0.20	0.17	0.62	0.63	0.74	0.73	0.00	0.89
Avail Cap(c_a), veh/h	161	886	873	254	1802	817	353	541	466	261	0	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.4	19.4	19.5	62.5	18.0	17.7	41.0	49.7	51.0	44.0	0.0	52.9
Incr Delay (d2), s/veh	7.9	0.9	0.9	209.5	0.3	0.5	2.9	1.8	3.5	10.2	0.0	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	8.8	8.8	19.2	5.5	4.3	6.5	11.5	12.0	3.8	0.0	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.3	20.3	20.4	272.0	18.2	18.1	44.0	51.5	54.4	54.2	0.0	65.1
LnGrp LOS	E	C	C	F	B	B	D	D	D	D	A	E
Approach Vol, veh/h		615			861			586			494	
Approach Delay, s/veh		26.4			124.3			50.9			60.9	
Approach LOS		C			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	73.4	15.2	31.4	14.4	74.0	15.0	31.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	40.0	21.0	40.0	14.0	40.0	10.0	40.0
Max Q Clear Time (g_c+I1), s	12.0	14.3	10.0	24.9	8.5	9.6	12.0	20.5
Green Ext Time (p_c), s	0.0	3.3	0.2	1.5	0.1	2.7	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	71.7
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	17	3	0	4	46	496	20	7	642	5
Future Vol, veh/h	12	0	17	3	0	4	46	496	20	7	642	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	8	0	0	67	0	0	0	3	0	0	4	0
Mvmt Flow	14	0	20	3	0	5	53	577	23	8	747	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1161	1472	377	1085	1464	300	753	0	0	600	0	0
Stage 1	766	766	-	695	695	-	-	-	-	-	-	-
Stage 2	395	706	-	390	769	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.5	6.9	8.84	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4	3.3	4.17	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	143	128	626	106	130	702	866	-	-	987	-	-
Stage 1	348	415	-	277	447	-	-	-	-	-	-	-
Stage 2	586	442	-	459	413	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	135	119	626	97	121	702	866	-	-	987	-	-
Mov Cap-2 Maneuver	242	241	-	184	231	-	-	-	-	-	-	-
Stage 1	327	412	-	260	420	-	-	-	-	-	-	-
Stage 2	546	415	-	441	410	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.5	16.6	0.8	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	866	-	-	378	318	987	-	-
HCM Lane V/C Ratio	0.062	-	-	0.089	0.026	0.008	-	-
HCM Control Delay (s)	9.4	-	-	15.5	16.6	8.7	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	1	40	1	3	1	30	478	1	21	581	86
Future Vol, veh/h	56	1	40	1	3	1	30	478	1	21	581	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	33	0	3	3	0	0	3	6
Mvmt Flow	62	1	44	1	3	1	33	525	1	23	638	95

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

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	861	-	-	363	258	1051	-	-
HCM Lane V/C Ratio	0.038	-	-	0.294	0.021	0.022	-	-
HCM Control Delay (s)	9.3	-	-	19	19.3	8.5	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0.1	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	60	156	249	66	193	52	406	109	92	437	22
Future Volume (veh/h)	48	60	156	249	66	193	52	406	109	92	437	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1885	1870	1885	1870	1856	1900	1870	1856	1752
Adj Flow Rate, veh/h	54	67	118	280	74	165	58	456	85	103	491	23
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	1	2	1	2	3	0	2	3	10
Cap, veh/h	696	1899	847	823	2073	932	150	555	253	181	621	29
Arrive On Green	0.03	0.53	0.53	0.09	0.58	0.58	0.04	0.16	0.16	0.06	0.18	0.18
Sat Flow, veh/h	1781	3610	1610	1795	3554	1598	1781	3526	1610	1781	3429	160
Grp Volume(v), veh/h	54	67	118	280	74	165	58	456	85	103	252	262
Grp Sat Flow(s),veh/h/ln	1781	1805	1610	1795	1777	1598	1781	1763	1610	1781	1763	1827
Q Serve(g_s), s	2.2	1.4	6.0	11.1	1.4	7.7	4.3	20.0	7.5	7.7	21.8	21.9
Cycle Q Clear(g_c), s	2.2	1.4	6.0	11.1	1.4	7.7	4.3	20.0	7.5	7.7	21.8	21.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	696	1899	847	823	2073	932	150	555	253	181	319	331
V/C Ratio(X)	0.08	0.04	0.14	0.34	0.04	0.18	0.39	0.82	0.34	0.57	0.79	0.79
Avail Cap(c_a), veh/h	904	1899	847	930	2073	932	342	952	435	331	476	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	18.3	19.4	13.4	14.2	15.5	54.7	65.2	60.0	53.3	62.6	62.6
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.2	0.0	0.4	1.6	3.1	0.8	2.8	5.2	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	1.1	4.3	8.1	1.1	5.3	3.6	14.2	5.6	6.5	15.5	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	18.3	19.7	13.7	14.2	15.9	56.4	68.3	60.7	56.1	67.8	67.8
LnGrp LOS	B	B	B	B	B	B	E	E	E	E	E	E
Approach Vol, veh/h		239			519			599			617	
Approach Delay, s/veh		18.6			14.5			66.1			65.8	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	91.0	12.7	35.8	11.3	100.1	16.6	32.0
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	* 23	* 43	* 23	* 43	* 23	* 43	* 23	* 43
Max Q Clear Time (g_c+I1), s	13.1	8.0	6.3	23.9	4.2	9.7	9.7	22.0
Green Ext Time (p_c), s	0.6	0.8	0.1	2.8	0.1	1.0	0.2	3.2

Intersection Summary	
HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D

Notes

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

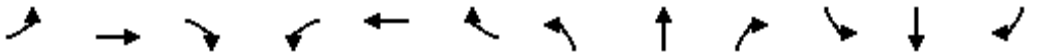
Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	36	507	21	0	686
Future Vol, veh/h	0	36	507	21	0	686
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	0	39	545	23	0	738

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	284	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	719	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	719	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	719	-
HCM Lane V/C Ratio	-	-	0.054	-
HCM Control Delay (s)	-	-	10.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	484	96	324	457	285	260	354	590	163	180	64
Future Volume (veh/h)	74	484	96	324	457	285	260	354	590	163	180	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1870	1900	1870	1885	1900	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	78	509	96	341	481	232	274	373	394	172	189	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	1	2	0	2	1	0	3	0	0	4	2
Cap, veh/h	423	1315	247	883	1567	704	382	495	430	246	279	90
Arrive On Green	0.07	0.44	0.44	0.07	0.44	0.44	0.13	0.27	0.27	0.07	0.21	0.21
Sat Flow, veh/h	1711	3009	565	3510	3554	1598	1810	1856	1610	1810	1333	430
Grp Volume(v), veh/h	78	302	303	341	481	232	274	373	394	172	0	250
Grp Sat Flow(s),veh/h/ln	1711	1791	1783	1755	1777	1598	1810	1856	1610	1810	0	1763
Q Serve(g_s), s	3.2	15.4	15.6	7.1	11.8	12.8	15.5	24.9	32.1	10.0	0.0	17.6
Cycle Q Clear(g_c), s	3.2	15.4	15.6	7.1	11.8	12.8	15.5	24.9	32.1	10.0	0.0	17.6
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	423	783	779	883	1567	704	382	495	430	246	0	369
V/C Ratio(X)	0.18	0.39	0.39	0.39	0.31	0.33	0.72	0.75	0.92	0.70	0.00	0.68
Avail Cap(c_a), veh/h	481	783	779	883	1567	704	425	550	477	246	0	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.7	25.7	25.8	19.0	24.4	24.7	34.9	45.4	48.0	40.0	0.0	49.2
Incr Delay (d2), s/veh	0.2	1.4	1.5	0.3	0.5	1.2	5.1	5.3	21.4	8.5	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	11.1	11.2	5.1	8.6	8.8	11.8	17.8	21.7	8.8	0.0	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	27.2	27.2	19.3	24.9	25.9	40.0	50.7	69.5	48.5	0.0	51.4
LnGrp LOS	B	C	C	B	C	C	D	D	E	D	A	D
Approach Vol, veh/h		683			1054			1041			422	
Approach Delay, s/veh		26.2			23.3			55.0			50.2	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	64.0	22.8	33.2	14.5	64.5	15.0	41.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	40.0	21.0	40.0	14.0	40.0	10.0	40.0
Max Q Clear Time (g_c+I1), s	9.1	17.6	17.5	19.6	5.2	14.8	12.0	34.1
Green Ext Time (p_c), s	0.1	3.6	0.3	1.3	0.1	3.8	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	9	23	0	8	44	824	7	6	539	16
Future Vol, veh/h	11	0	9	23	0	8	44	824	7	6	539	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	12	0	9	24	0	8	46	867	7	6	567	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1114	1554	292	1259	1559	437	584	0	0	874	0	0
Stage 1	588	588	-	963	963	-	-	-	-	-	-	-
Stage 2	526	966	-	296	596	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	165	114	710	129	113	573	1001	-	-	781	-	-
Stage 1	467	499	-	278	337	-	-	-	-	-	-	-
Stage 2	508	336	-	694	495	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	156	108	710	122	107	573	1001	-	-	781	-	-
Mov Cap-2 Maneuver	280	222	-	213	217	-	-	-	-	-	-	-
Stage 1	446	495	-	265	321	-	-	-	-	-	-	-
Stage 2	478	321	-	679	491	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.9	21.3	0.4	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1001	-	-	385	254	781	-	-
HCM Lane V/C Ratio	0.046	-	-	0.055	0.128	0.008	-	-
HCM Control Delay (s)	8.8	-	-	14.9	21.3	9.6	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.4	0	-	-

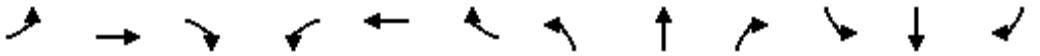
Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	78	0	28	1	1	1	25	807	3	44	534	44
Future Vol, veh/h	78	0	28	1	1	1	25	807	3	44	534	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	0	4	0	0	0	0	2	0	0	1	7
Mvmt Flow	85	0	30	1	1	1	27	877	3	48	580	48

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

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	964	-	-	303	262	777	-	-
HCM Lane V/C Ratio	0.028	-	-	0.38	0.012	0.062	-	-
HCM Control Delay (s)	8.8	-	-	24	18.9	9.9	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.7	0	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	90	123	111	92	195	61	580	281	124	447	34
Future Volume (veh/h)	43	90	123	111	92	195	61	580	281	124	447	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1870	1870	1870	1885	1900	1900	1885	1856
Adj Flow Rate, veh/h	46	96	82	118	98	147	65	617	210	132	476	34
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	0	0	0	2	2	2	1	0	0	1	3
Cap, veh/h	672	1842	822	735	1876	837	213	732	329	199	799	57
Arrive On Green	0.03	0.51	0.51	0.04	0.53	0.53	0.04	0.20	0.20	0.07	0.24	0.24
Sat Flow, veh/h	1781	3610	1610	1810	3554	1585	1781	3582	1610	1810	3391	242
Grp Volume(v), veh/h	46	96	82	118	98	147	65	617	210	132	251	259
Grp Sat Flow(s),veh/h/ln	1781	1805	1610	1810	1777	1585	1781	1791	1610	1810	1791	1842
Q Serve(g_s), s	2.0	2.1	4.2	5.0	2.1	7.7	4.6	26.5	19.1	9.1	19.9	20.0
Cycle Q Clear(g_c), s	2.0	2.1	4.2	5.0	2.1	7.7	4.6	26.5	19.1	9.1	19.9	20.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	672	1842	822	735	1876	837	213	732	329	199	422	434
V/C Ratio(X)	0.07	0.05	0.10	0.16	0.05	0.18	0.30	0.84	0.64	0.66	0.59	0.60
Avail Cap(c_a), veh/h	882	1842	822	916	1876	837	401	967	435	333	484	497
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	19.7	20.2	17.0	18.3	19.7	48.2	61.2	58.3	48.0	54.4	54.4
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.1	0.1	0.5	0.8	5.3	2.1	3.8	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	1.7	3.0	3.8	1.6	5.4	3.8	18.4	12.6	7.8	14.2	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	19.8	20.5	17.1	18.4	20.1	49.0	66.5	60.3	51.7	55.9	55.9
LnGrp LOS	B	B	C	B	B	C	D	E	E	D	E	E
Approach Vol, veh/h		224			363			892			642	
Approach Delay, s/veh		19.6			18.7			63.8			55.1	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	88.4	13.1	44.5	11.2	91.2	18.1	39.5
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	* 23	* 43	* 23	* 43	* 23	* 43	* 23	* 43
Max Q Clear Time (g_c+I1), s	7.0	6.2	6.6	22.0	4.0	9.7	11.1	28.5
Green Ext Time (p_c), s	0.2	0.8	0.1	2.9	0.1	1.1	0.2	4.2

Intersection Summary	
HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	22	861	33	0	596
Future Vol, veh/h	0	22	861	33	0	596
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	4	2	3	0	2
Mvmt Flow	0	23	916	35	0	634

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	476	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.98	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.34	-	-	-	-
Pot Cap-1 Maneuver	0	530	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	530	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	530	-
HCM Lane V/C Ratio	-	-	0.044	-
HCM Control Delay (s)	-	-	12.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

APPENDIX D

Committed Development

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

Sources:

Parkview at Brownwood TIA, TMC, 1/18/2021
Highfield at Twisted Oaks TIA. TMC, 1/6/2022
Powell Plaza, TEM, 10/2020
NE 81st Blvd Subdivision, MPH, 8/19/2021
Solamar at Wildwood (fka Wildwood Residential) Methodology, TMC, 2/15/2021
Townhomes at Powell Supplemental Traffic Analysis, VHB, 10/3/223

PARKVIEW AT BROWNWOOD
Project № 20034.2, v2.2
January 2021

TRAFFIC IMPACT ANALYSIS
SUMTER COUNTY
FLORIDA

Prepared by:

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

Prepared for:
Blount Standard LLC
609 E Pine Street
Orlando, Florida 32801

EXECUTIVE SUMMARY

Project Information

Name:	Parkview at Brownwood
Location:	West of the intersection of CR 44A and Powell Road, on the north side of CR 44A
Jurisdiction:	City of Wildwood, Sumter County, Florida
Description:	350 Multi-Family Apartments 185 Unit Assisted Living Facility 76,230 Square Feet of Medical Office 76,230 Square Feet of Commercial Space

Findings

Trip Generation:	8,258 Daily Trips / 376 AM Peak Hour Trips / 658 PM Peak Hour Trip
Roadway Capacity:	The roadway segment analysis reveals that the study roadway segments will operate at an acceptable LOS in the existing and buildout scenarios.
Intersection Capacity:	The signalized intersections of CR 466A & Powell Road and SR 44 & Powell Road are expected to operate below standard LOS due to background traffic. The project driveways will operate at an overall adequate LOS.
Access Plan:	Three (3) access driveways on CR 44A; one (1) full access and two (2) Right-In/Right-Out.
Alternative Transportation Modes:	Sidewalks are not available on CR 44A adjacent to the site. Powell Road is equipped with sidewalks. Bicycle lanes are not present on CR 44A, nor Powell Road. No fixed-route bus service in study area but Sumter County Connection offers a door to door service within the City.

Recommendations

Access Improvements:	Construct a 155-foot right turn deceleration lane westbound on CR 44A at the main project entrance. Construct a 215-foot left turn deceleration lane eastbound on CR 44A at the main project entrance. Add dual left turn lanes in the southbound approach at the intersection of CR 466A and Powell Road and in the eastbound approach at the intersection of SR 44 and Powell Road.
Proportionate Share:	The proportionate share of the cost of the intersection improvements at CR 466A & Powell Road is 8.6%. The proportionate share of the cost at SR 44 & Powell Road is 47%.

PROFESSIONAL ENGINEERING CERTIFICATION

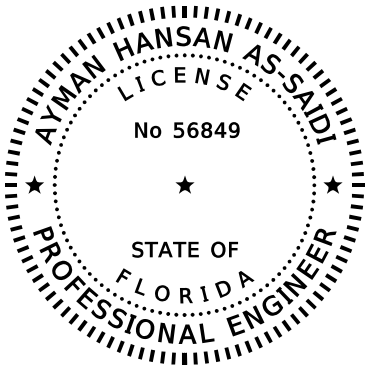
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional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

PROJECT: Parkview at Brownwood

LOCATION: City of Wildwood, Sumter County, Florida

CLIENT: Blount Standard LLC

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

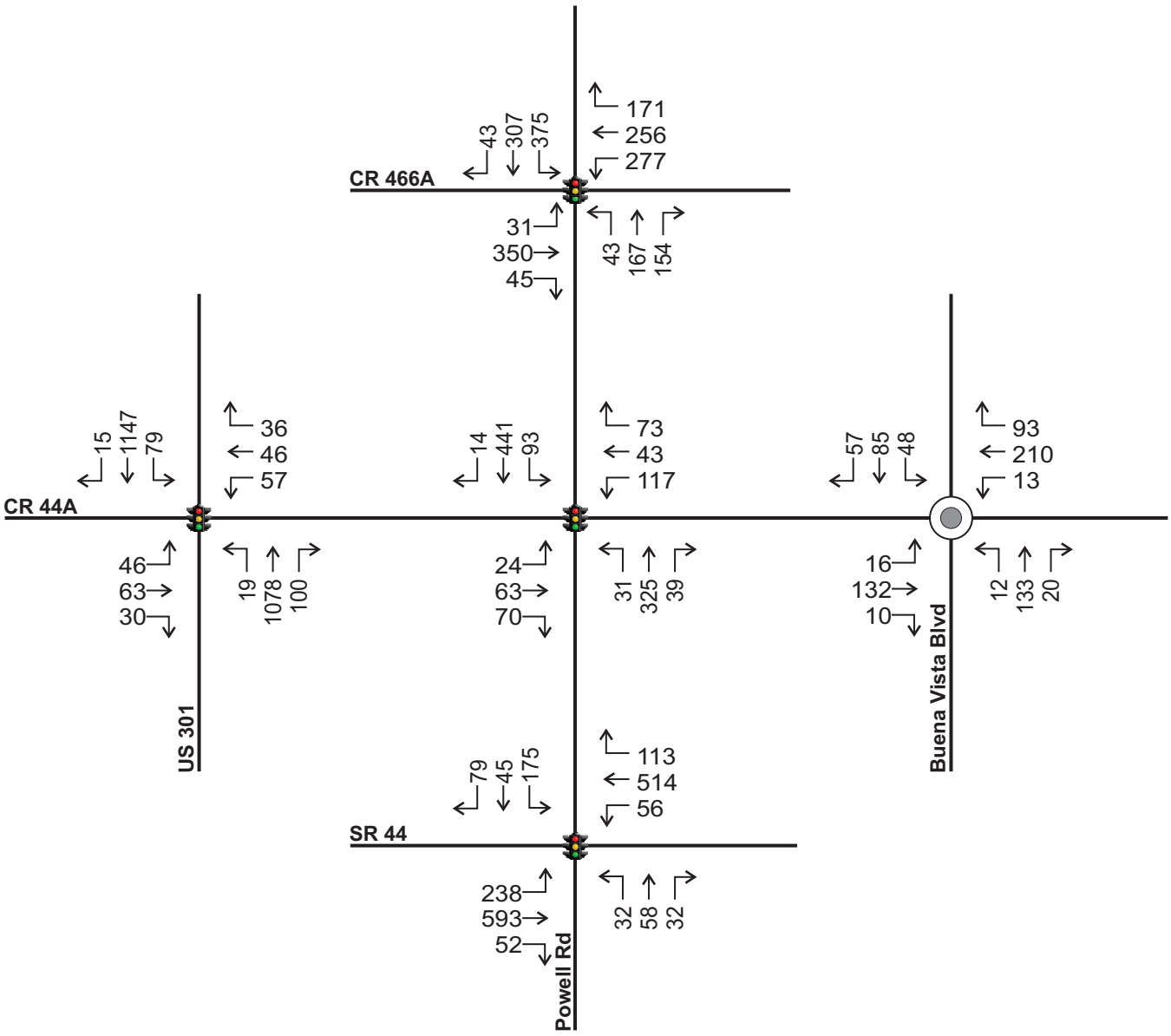


THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

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

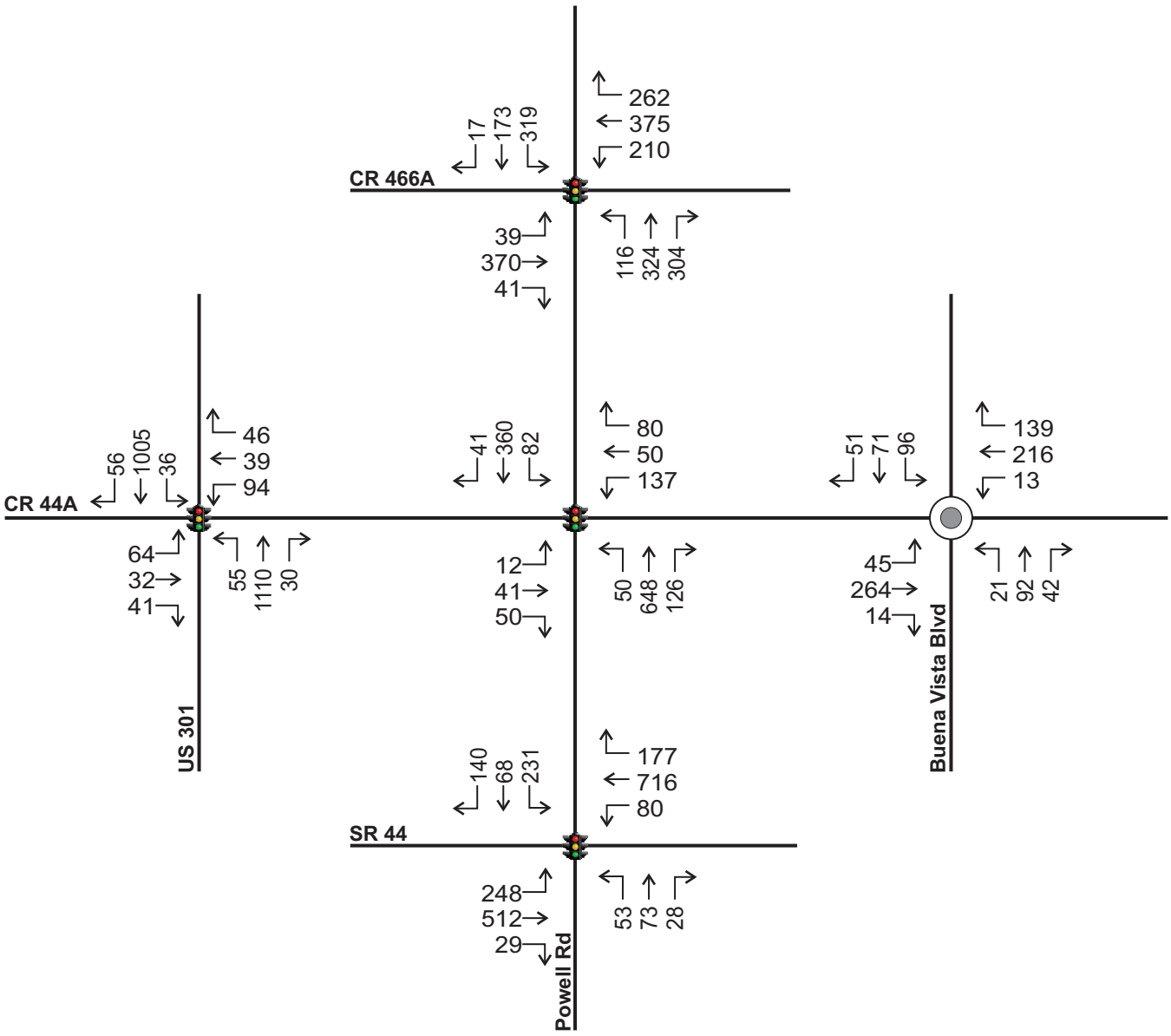
TRAFFIC & MOBILITY CONSULTANTS LLC
3101 MAGUIRE BOULEVARD, SUITE 265
ORLANDO, FLORIDA 32803
CERTIFICATE OF AUTHORIZATION CA-30024
AYMAN H. AS-SAIDI, P.E. NO 56849



Existing AM Peak Intersection Volumes
Parkview at Brownwood
20034.2, v2.2

Figure 2

N
Not to Scale



Existing PM Peak Intersection Volumes
Parkview at Brownwood
20034.2, v2.2

Figure 3

3.0 PROJECT TRAFFIC

3.1 Trip Generation

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

Table 3
Trip Generation Analysis

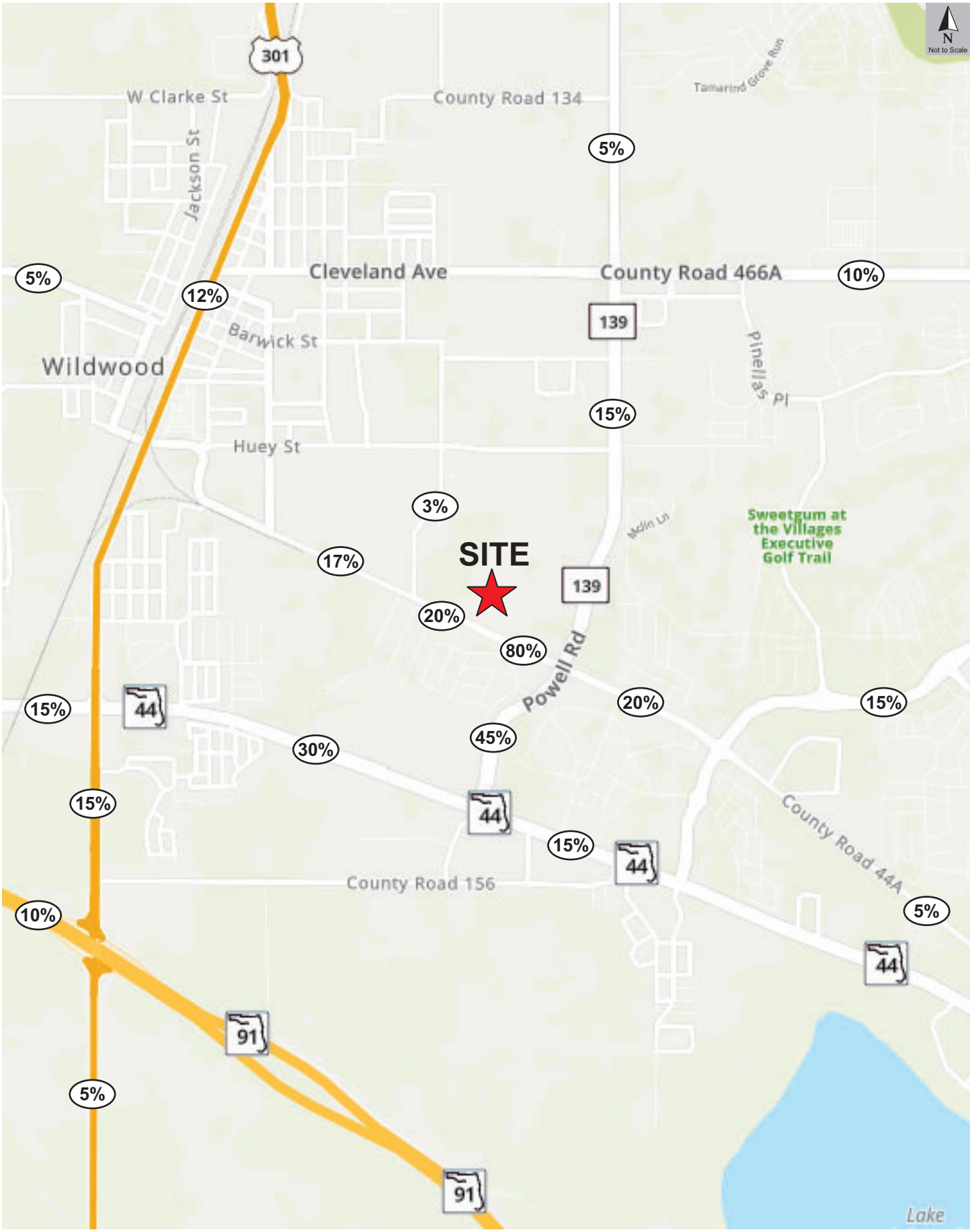
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
221	Multi-Family Apartments	350 DU	5.45	1,906	0.36	126	33	93	0.44	154	94	60
252	Senior Housing Attached	185 DU	3.70	685	0.20	37	13	24	0.26	48	26	22
720	Medical Office	76.23 KSF	37.27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

Trip Generation analysis based on ITE Trip Generation Manual, 10th Edition.
The ITE equations were used when R^2 was greater than 0.75 & has 20 or more studies
Internal Capture based on ITE Trip Generation Handbook, 3rd Edition
Pass-By rate based on ITE Trip Generation Handbook, 3rd Edition is 34%; however, per Sumter County guidelines it may not exceed 20%

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

3.2 Trip Distribution

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



Project Trip Distribution
Parkview at Brownwood
20034.2, v2.2

Figure 4

A

4.2 Projected Roadway Segment Capacity

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

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

Table 5
Projected Roadway Segment Capacity Analysis

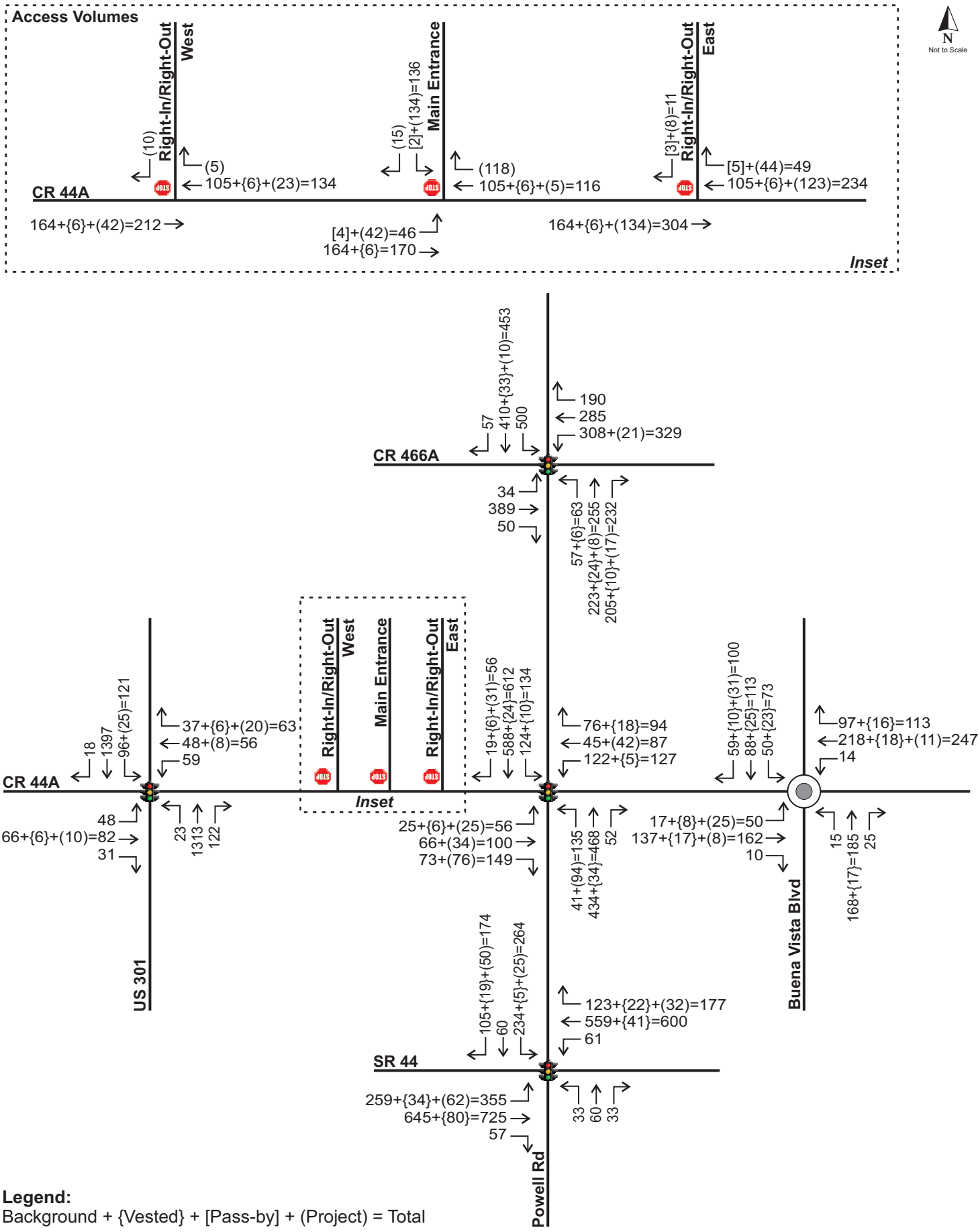
Road Name	# LNS	LOS Std	LOS Cap	AGR	Background 2024 NB/EB	Background 2024 SB/WB	Background 2024 LOS	Project Trips % Dist	Project Trips NB/EB	Project Trips SB/WB	Total Volume NB/EB	Total Volume SB/WB	Total Volume LOS
CR 139 / Powell Rd													
SR 44 to CR 44A	2	D	1,467	8.36%	991	783	D	45%	132	164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

AGR denotes Annual Growth Rate

4.3 Intersection Capacity Analysis

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

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



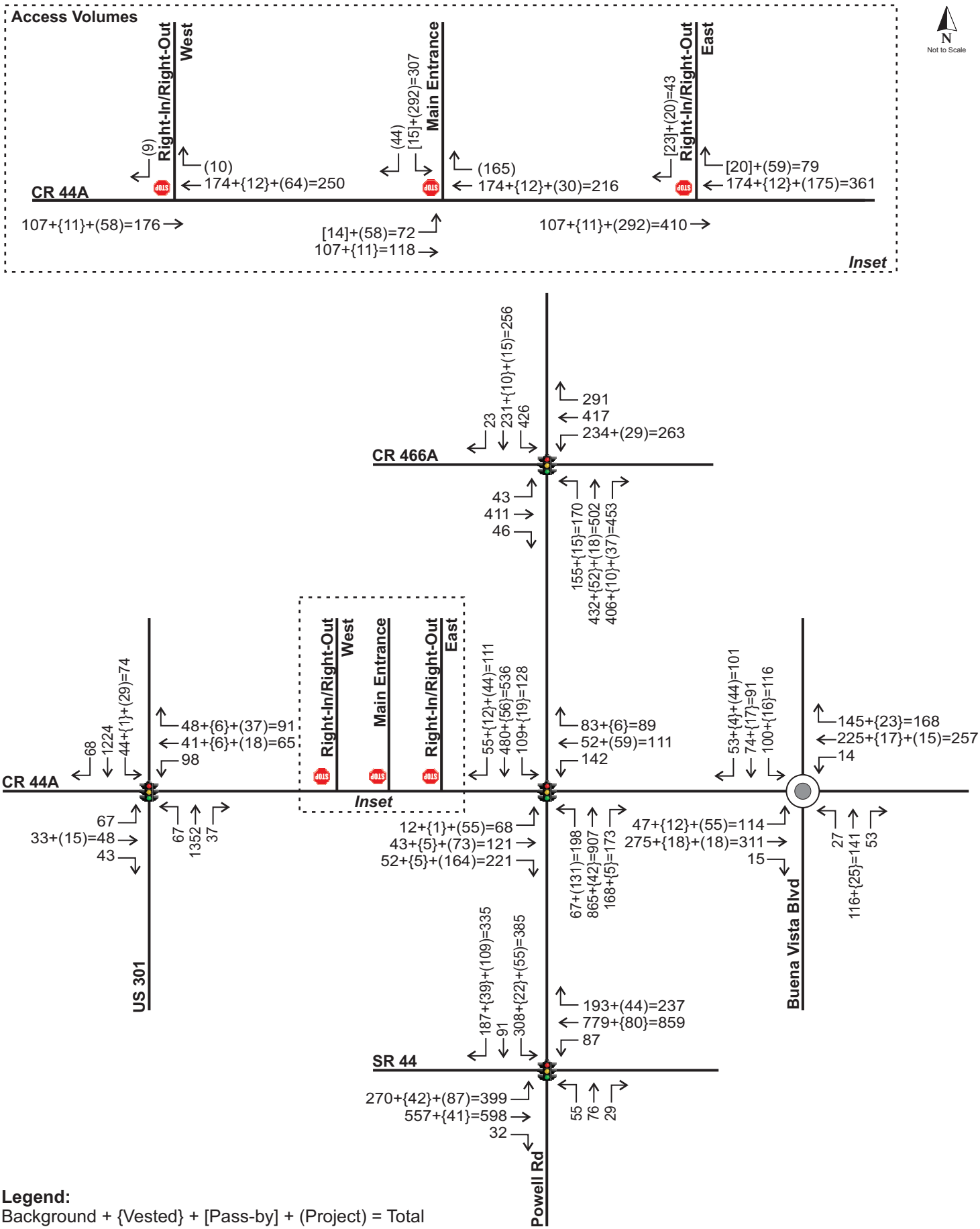
Legend:
Background + {Vested} + [Pass-by] + (Project) = Total

TMC Traffic & Mobility Consultants

Projected AM Peak Intersection Volumes

Parkview at Brownwood
20034.2, v2.2

Figure 5



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

TMC Traffic & Mobility Consultants

Projected PM Peak Intersection Volumes

Parkview at Brownwood
20034.2, v2.2

Figure 6

HIGHFIELD AT TWISTED OAKS

Project № 21184.1
January 2022

TRAFFIC IMPACT ANALYSIS
SUMTER COUNTY
FLORIDA

Prepared by:

Traffic & Mobility Consultants

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

Prepared for:

Kolter Land Partners
14025 Riveredge Drive, Suite 175
Tampa, Florida 33637

EXECUTIVE SUMMARY

Project Information

Name:	Highfield at Twisted Oaks
Location:	East of CR 209, west of US Highway 301, and north of CR 462
Jurisdiction:	Sumter County
Description:	300 single-family dwelling units

Findings

Trip Generation:	2,772 daily trips / 201 AM peak hour trips / 279 PM peak hour trips
Access Plan:	One (1) full access driveway on CR 462 One (1) full access driveway on CR 209
Roadway Capacity:	The study roadway segments currently operate within the and are projected to continue to do so at the project buildout.
Intersection Capacity:	The following signalized intersections are projected to operate below the adopted overall LOS at the project buildout: US 301 and CR 472/ CR 216 CR 466A and Buena Vista Boulevard The remaining study intersections currently operate at an adequate overall LOS and are projected to continue to do so at the project buildout.
Turn Lanes:	An auxiliary right turn lane is warranted on CR 462 at Access Driveway.

incorrectly identified on page 8.

Recommended Improvements:

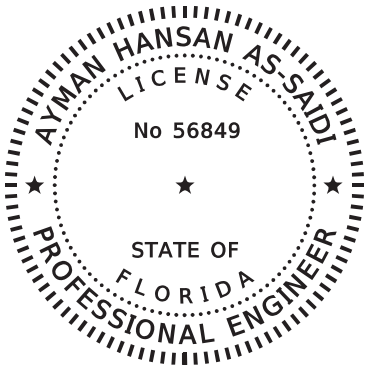
Auxiliary Turn Lanes:	CR 462 should be improved with a 405-foot westbound right turn lane at Access Driveway (including a 50-foot taper).
Off-site Improvements:	Re-time the traffic signal controller for the following intersections: US 301 and CR 472/ CR 216 CR 466A and Buena Vista Boulevard

PROFESSIONAL ENGINEERING CERTIFICATION

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

PROJECT: Highfield at Twisted Oaks Pointe
LOCATION: Sumter County, Florida
CLIENT: Kolter Land Partners

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



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY
AYMAN H AS-SAIDI
2022.01.06 10:20:19 -05'00'
ON THE DATE ADJACENT TO THE SEAL

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

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

reference the methodology email

3.0 PROJECT TRAFFIC

3.1 Trip Generation

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

Table 4
Trip Generation Analysis

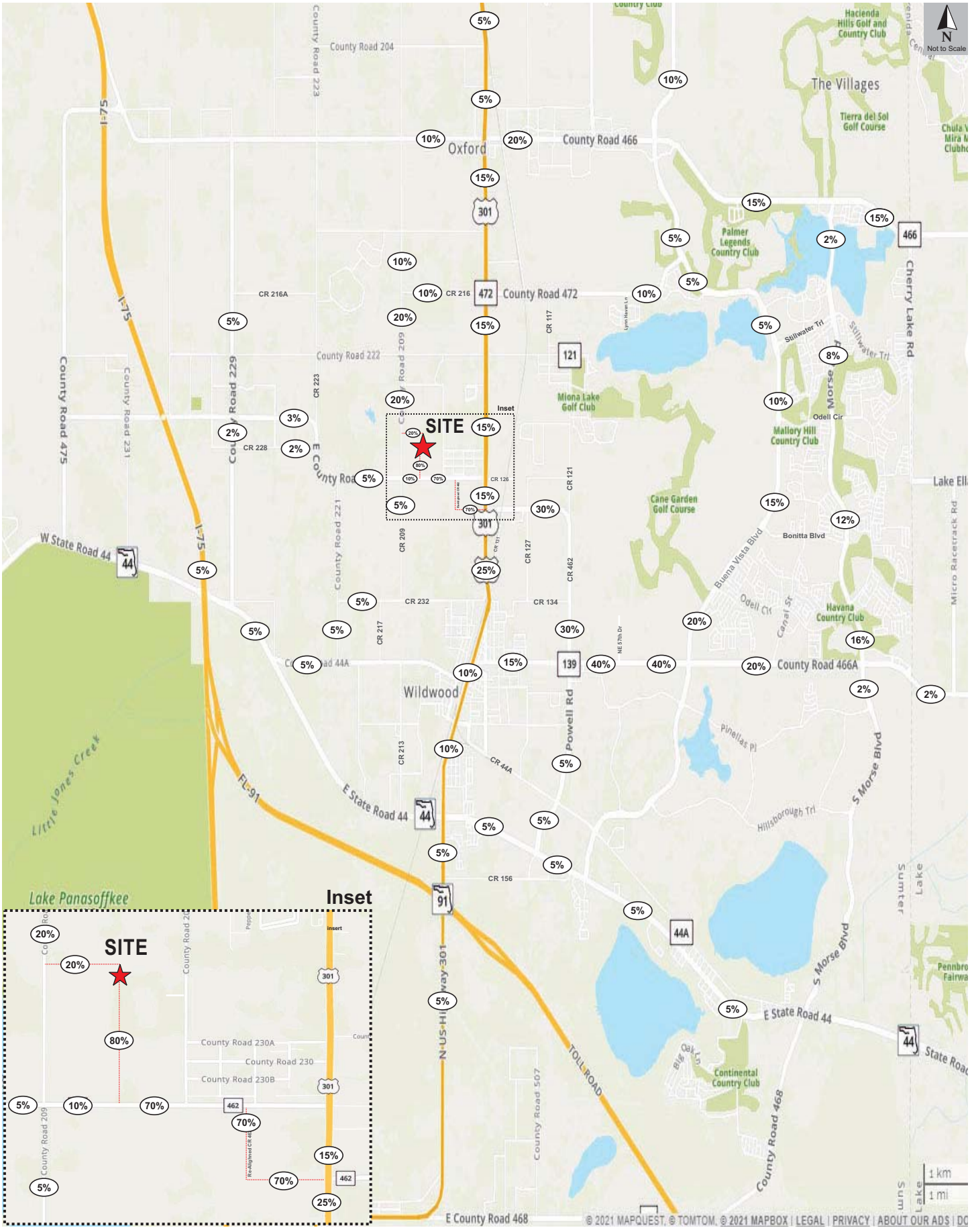
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single Family Residential (Detached)	300 DU	9.24	2,772	0.67	201	52	149	0.93	279	176	103

Source: Trip generation analysis is based on ITE Trip Generation Manual, 11th Edition
ITE regression equations are used as R-squared values are greater than 0.75 and number of studies ≥20

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

3.2 Trip Distribution

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



TMC Traffic & Mobility Consultants

Project Trips Distribution

Highfield at Twisted Oaks
21184.1

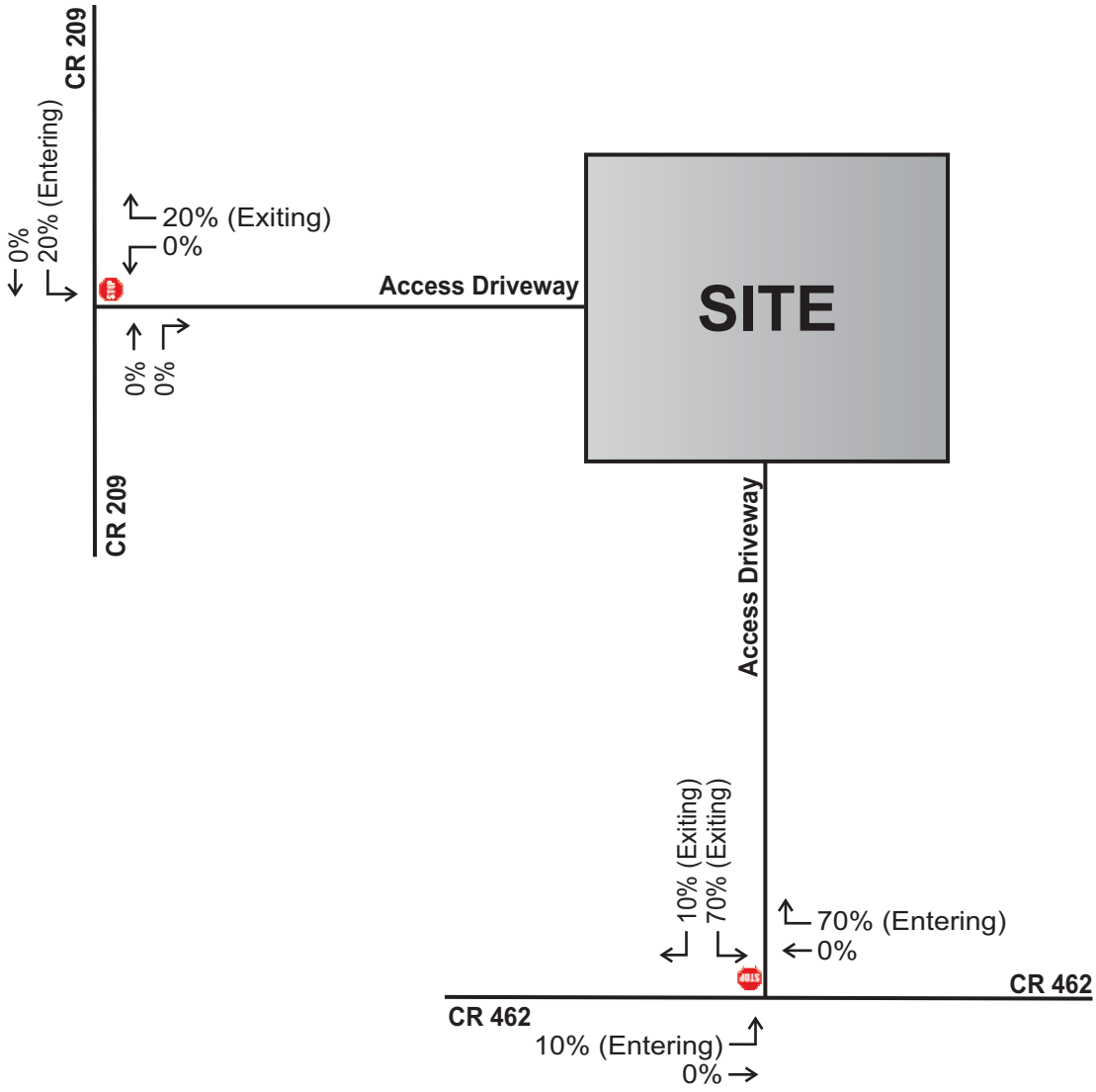
Figure 4

Table 6
Projected Roadway Segment Capacity Analysis- PM Peak Hour

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

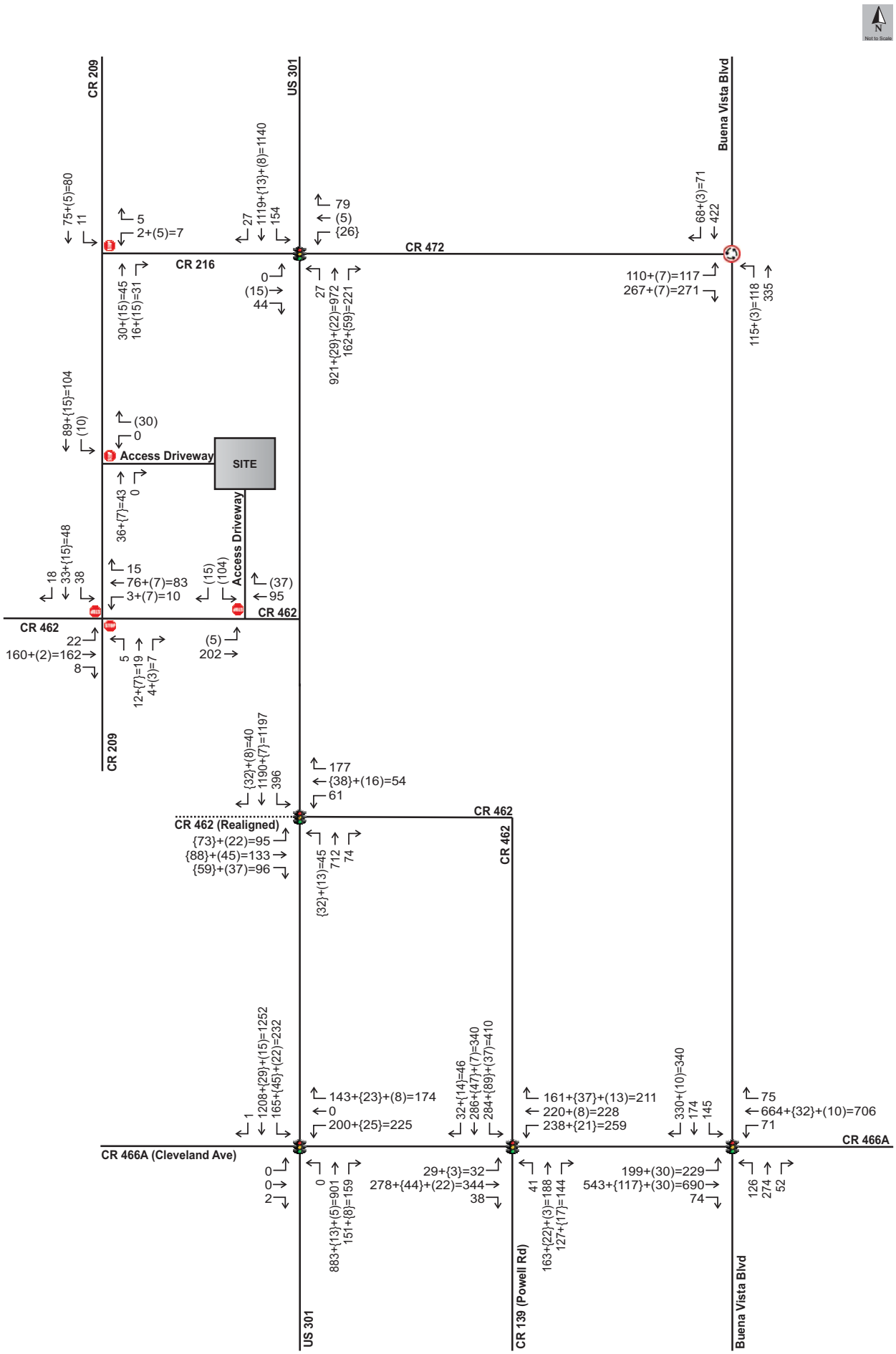
Source: 2014/2015 Sumter County TMS Report, Sumter County 2020 Annual Traffic Counts, and Sumter County 2019 CMP Database
Background traffic includes vested trips from seven (7) committed developments, as provided by Sumter County, and 50% of traffic generated by Twisted Oaks Pointe

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



Project Trip Distribution on the Access Driveways
Highfield at Twisted Oaks
21184.1

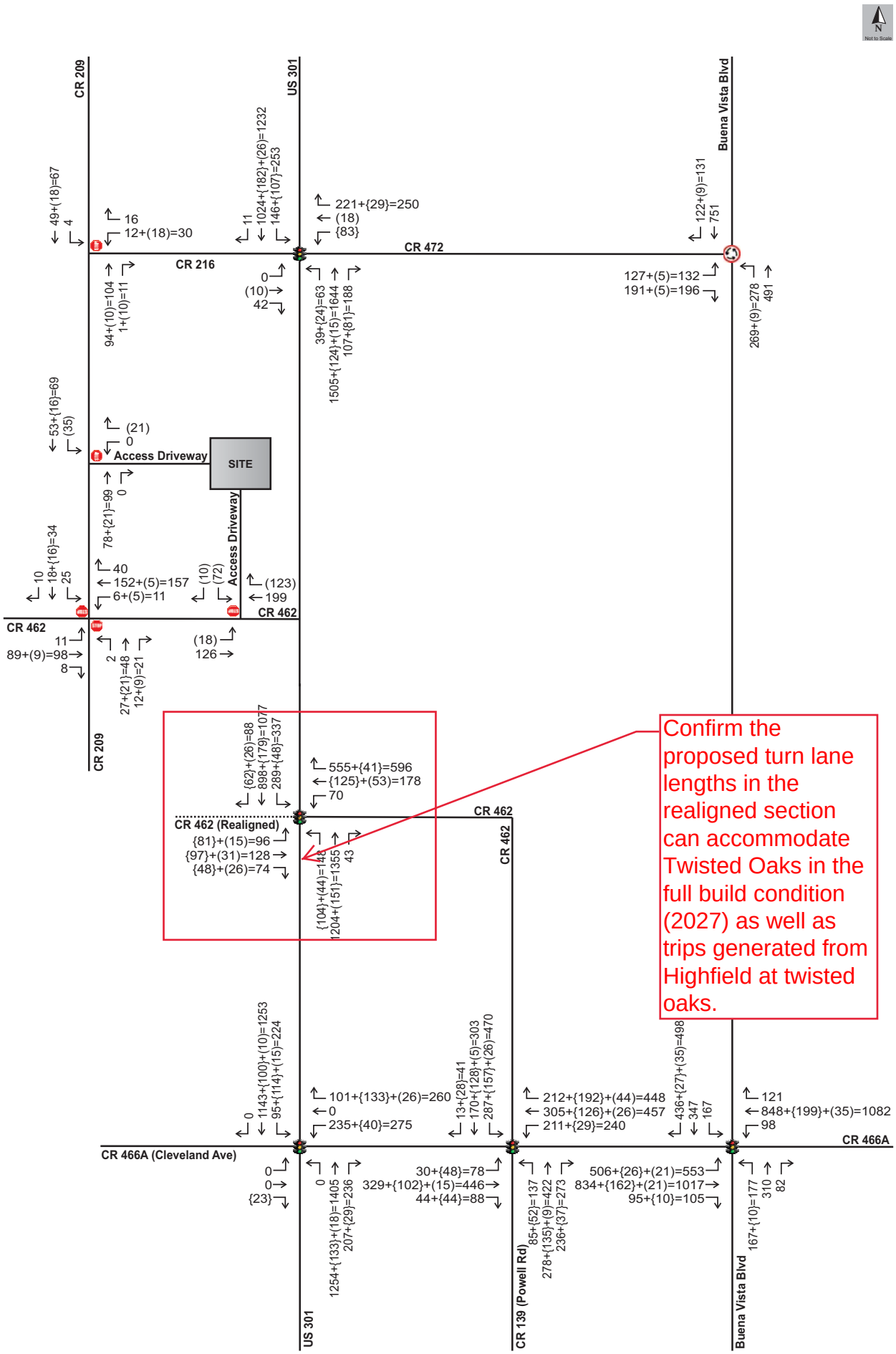
Figure 5



Background+{Committed}+(Project)=Total

Projected AM Peak Hour Intersection Volumes
Highfield at Twisted Oaks
21184.1

Figure 6



Background+{Committed}+(Project)=Total

Projected PM Peak Hour Intersection Volumes
Highfield at Twisted Oaks
21184.1

Figure 7

6.0 STUDY CONCLUSIONS

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

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

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

see previous comments

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

Traffic Impact Analysis

for

Powell Plaza

Parcel ID# G04-050

Prepared for:
Germana Engineering and Associates, LLC
Clermont, FL 34711

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

Submitted: Sept 2020
Revised: Oct 2020

PROFESSIONAL ENGINEER ENDORSEMENT

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

Project: Powell Plaza

Location: City of Wildwood, Sumter County, Florida

Client: AH Capstone, LLC

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

Name: Hatem A. Abou-Senna

P.E. Number: 64658

Date: October 28th, 2020

Signature: _____

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

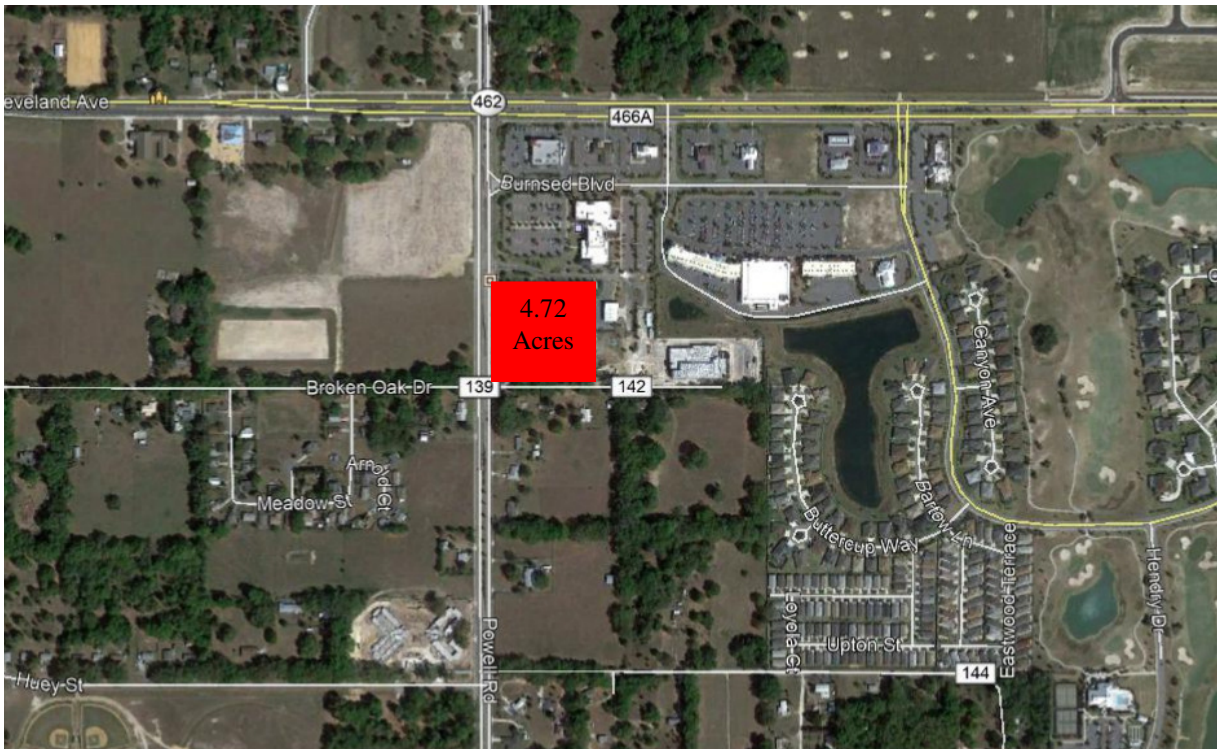


Figure 1: Project Location Map

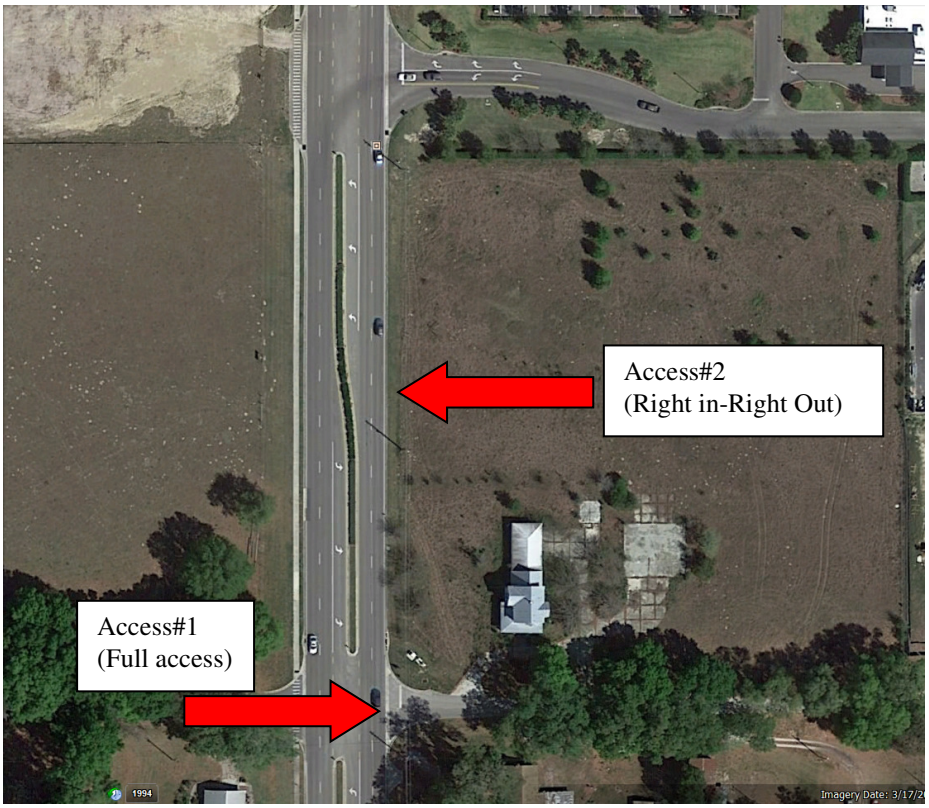


Figure 2: Project Access Locations

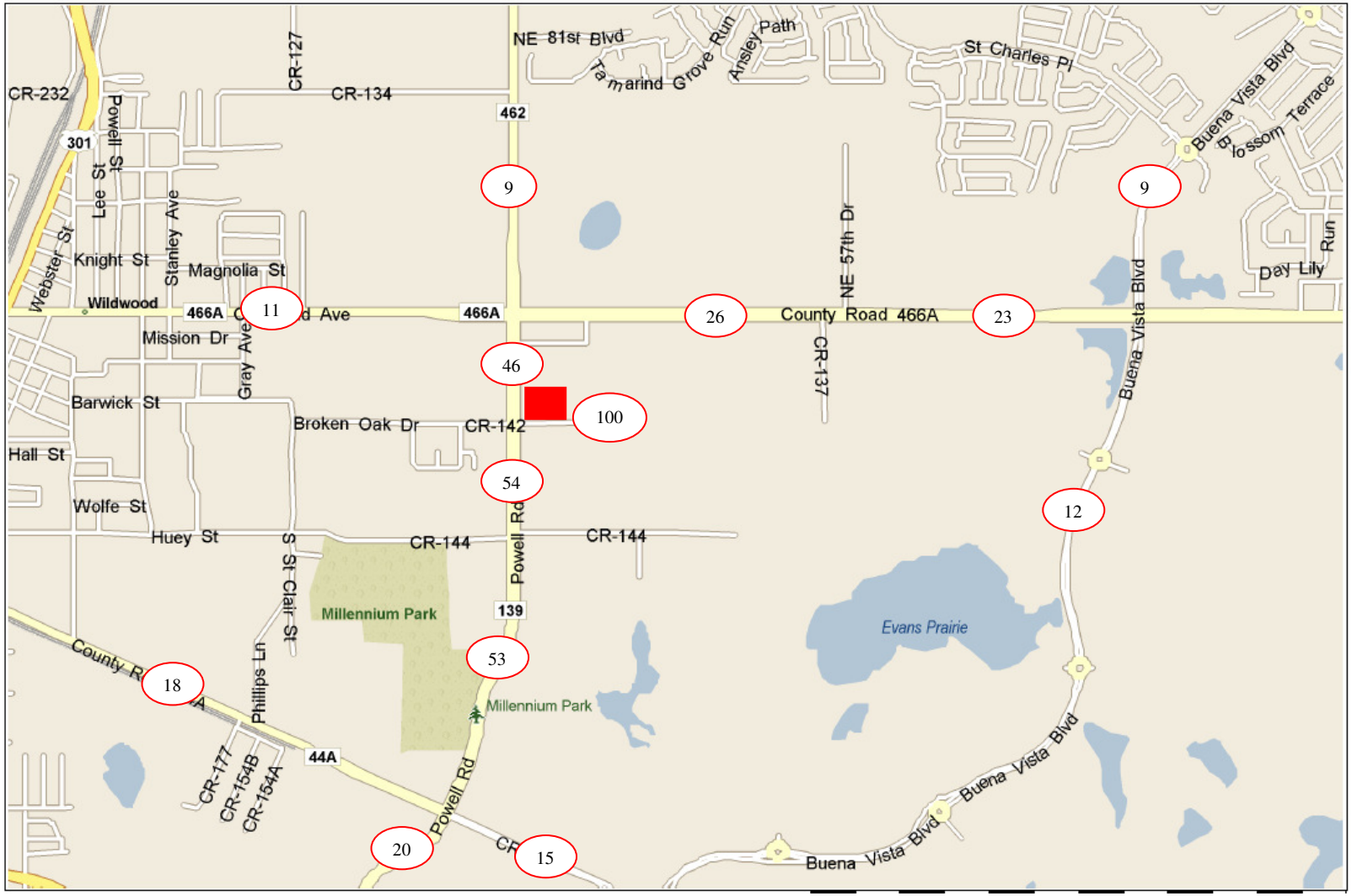
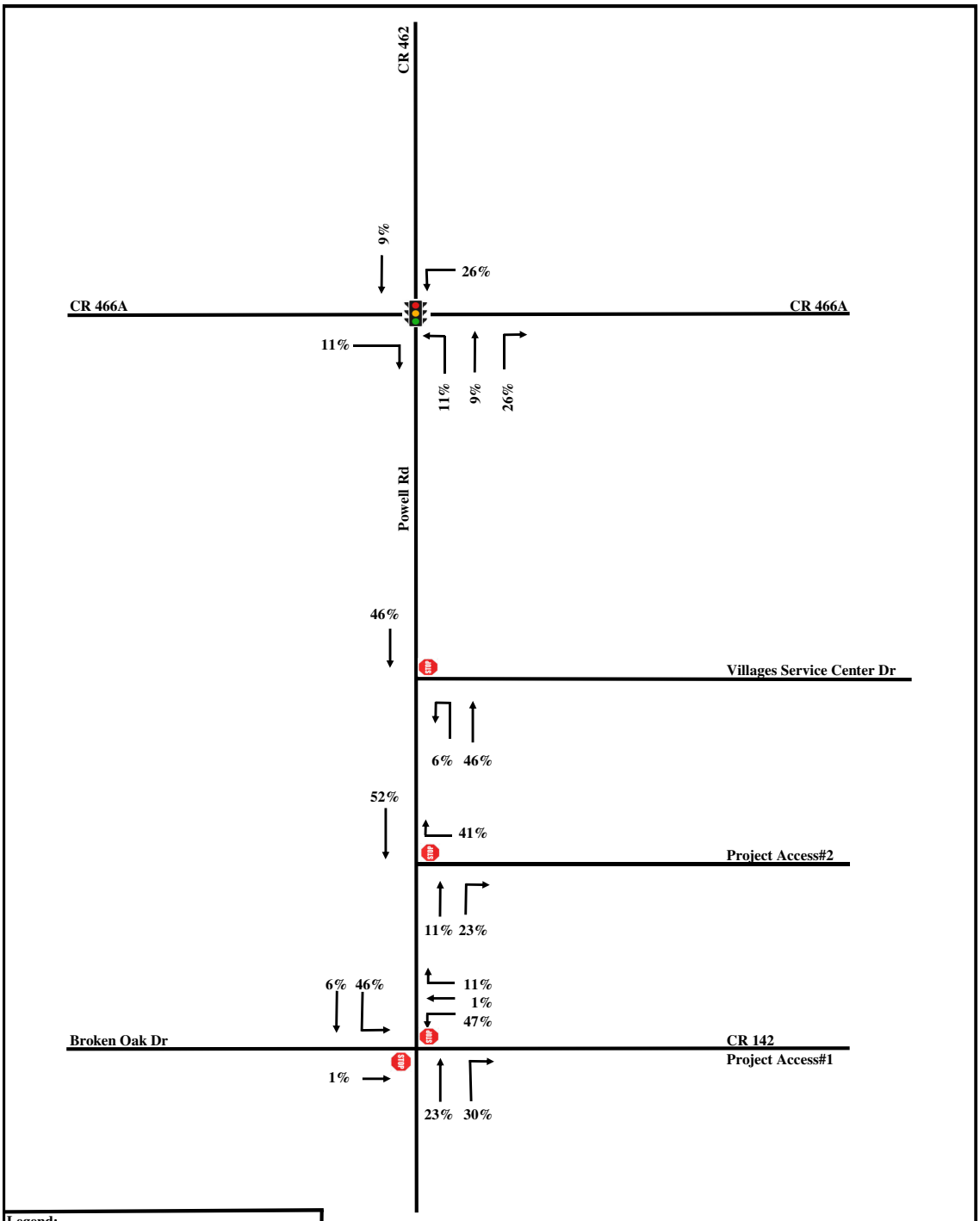
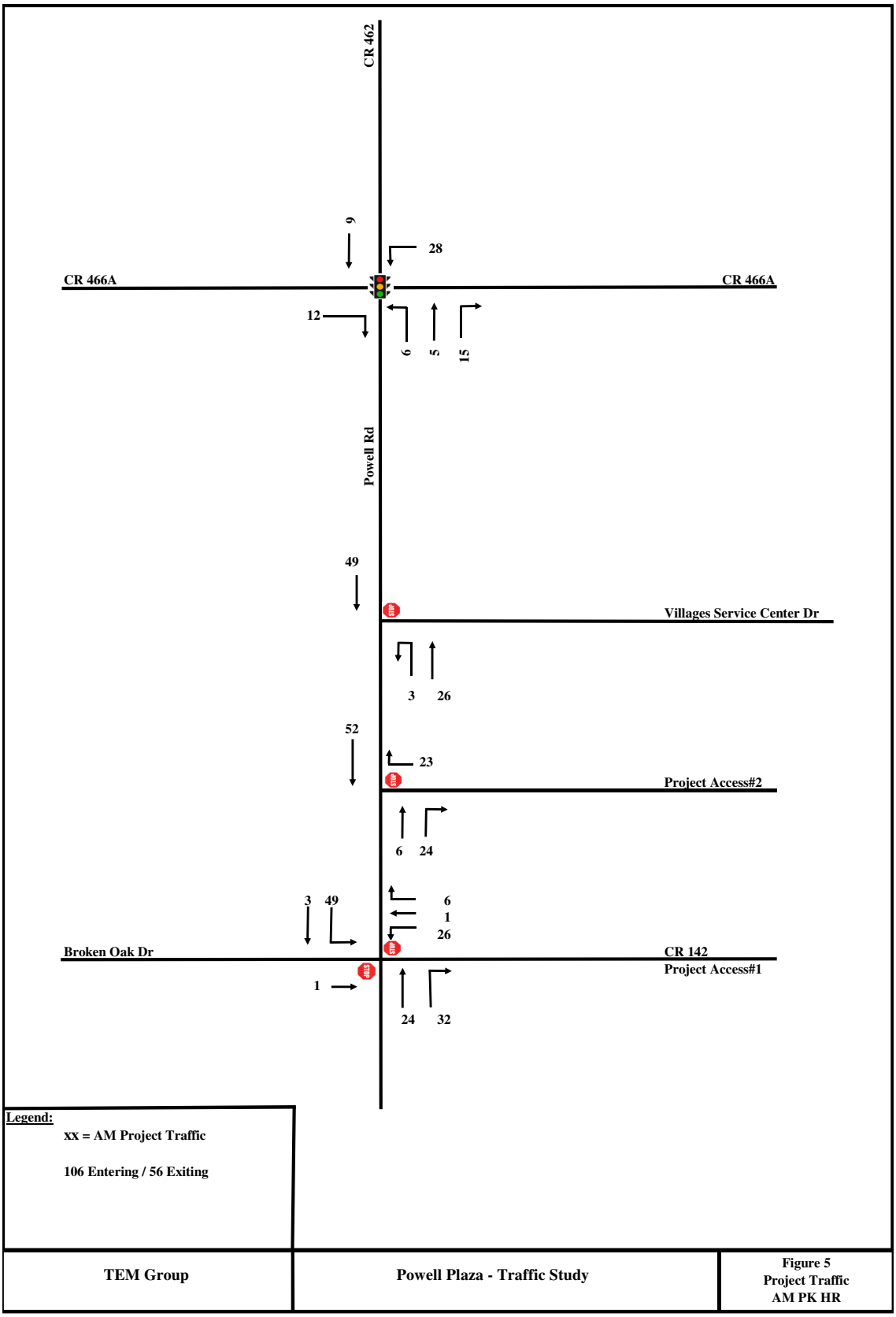


Figure 3: Project Trip Distribution – Roadway Segments



TEM Group	Powell Plaza - Traffic Study	Figure 4 Project Distribution


CR 462
9
28
CR 466A
CR 466A
12
6
5
15
Powell Rd
49
Villages Service Center Dr
3
26
52
23
Project Access#2
6
24
3
49
6
1
26
Broken Oak Dr
CR 142
Project Access#1
1
24
32
Legend:
xx = AM Project Traffic
106 Entering / 56 Exiting
TEM Group
Powell Plaza - Traffic Study
Figure 5
Project Traffic
AM PK HR

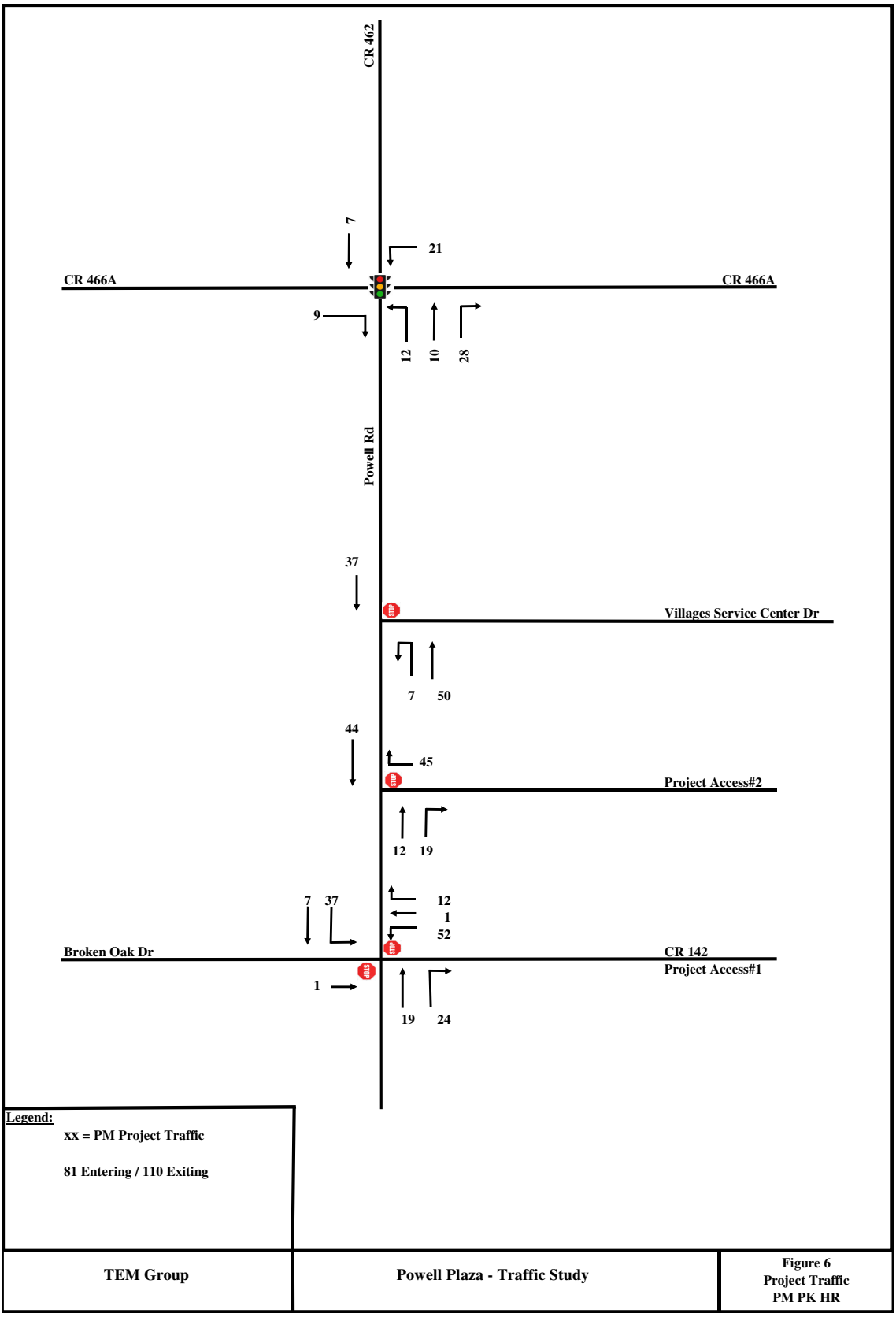

CR 462
CR 466A
CR 466A
Powell Rd
Villages Service Center Dr
Project Access#2
Broken Oak Dr
CR 142
Project Access#1
7
21
9
12
10
28
37
7
50
44
45
12
19
7
37
12
1
52
1
19
24
Legend:
xx = PM Project Traffic
81 Entering / 110 Exiting
TEM Group
Powell Plaza - Traffic Study
Figure 6
Project Traffic
PM PK HR

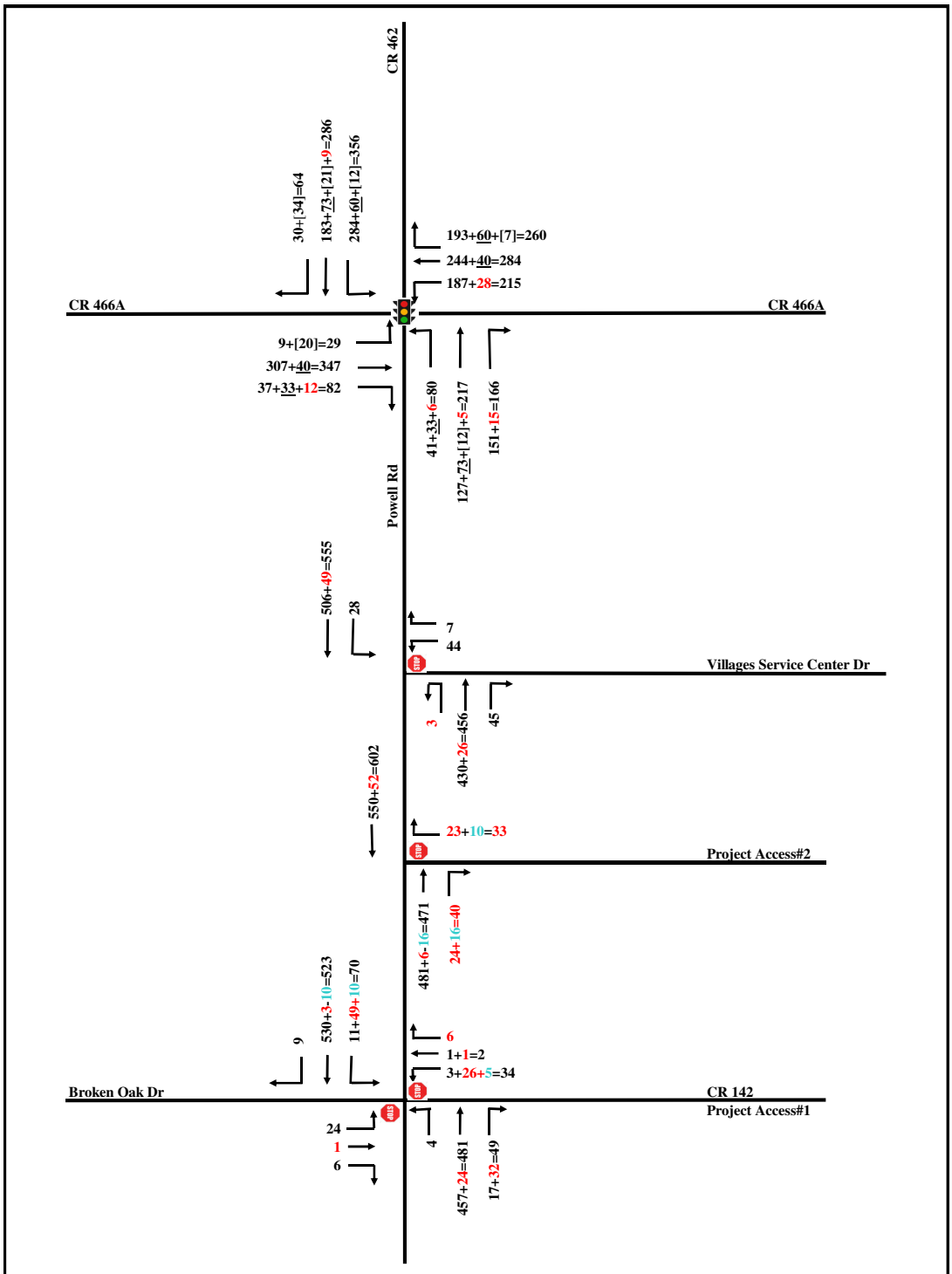
Table 7: Year 2022 Total Traffic – Roadway Capacity Analysis – PM PK HR

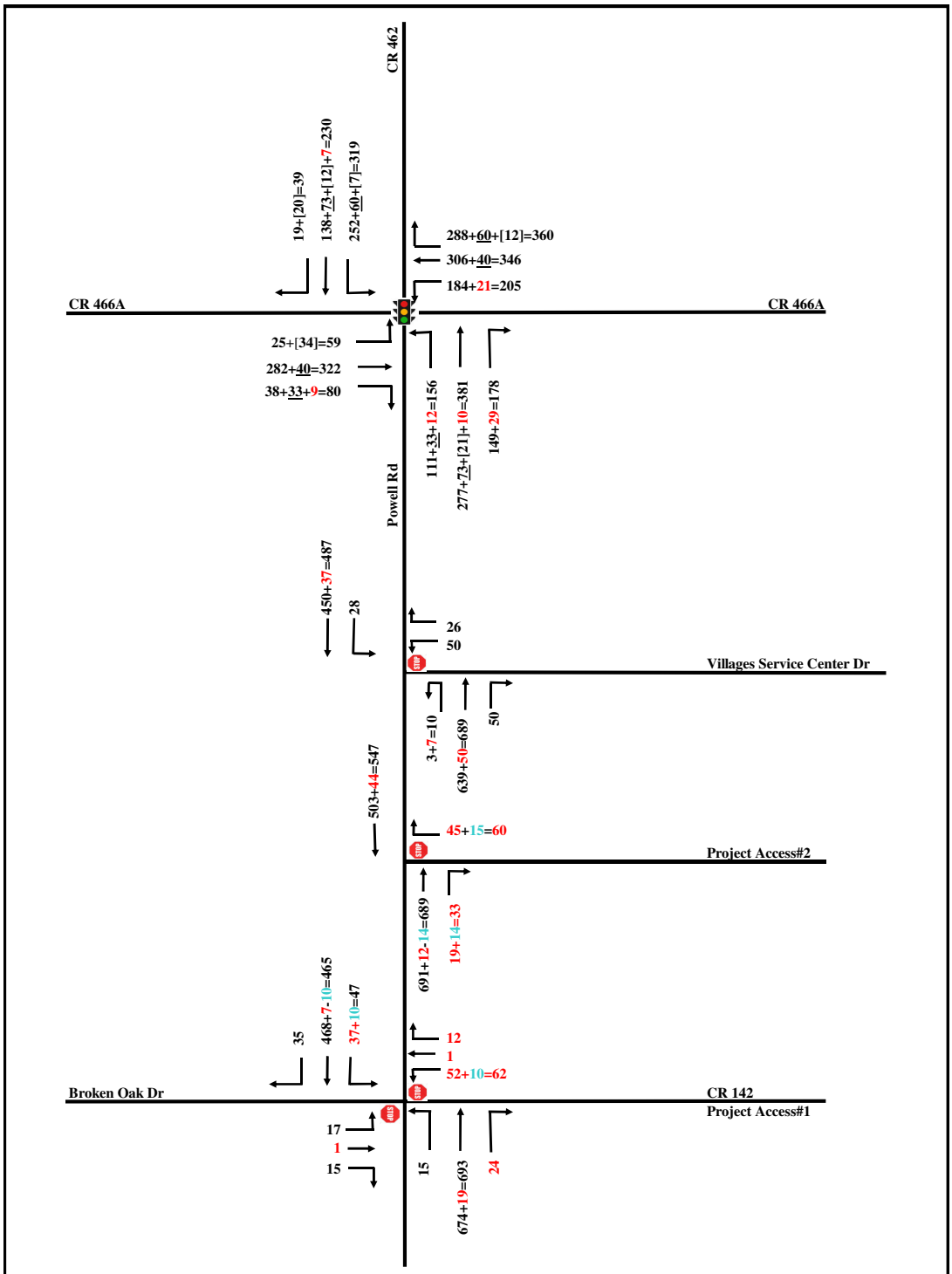
Roadway	Number of Lanes	LOS Standard	Background YR 2022 Traffic				Project Traffic					YR 2022 Total Traffic				Significant & Adverse
			Total Traffic	PM Peak Hour NB / EB	PM Peak Hour SB / WB	PM Peak Hour LOS	Project Dist(%)	Total Traffic	PM Peak Hour NB / EB	PM Peak Hour SB / WB	PM Peak Hour Significance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

Notes:

Source: TEM Group, LLC

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


CR 462
CR 466A
CR 466A
Powell Rd
Villages Service Center Dr
Project Access#2
Broken Oak Dr
CR 142
Project Access#1
30+[34]=64
183+73+[21]+9=286
284+60+[12]=356
193+60+[7]=260
244+40=284
187+28=215
9+[20]=29
307+40=347
37+33+12=82
41+33+6=80
127+73+[12]+5=217
151+15=166
506+49=555
28
7
44
3
430+26=456
45
550+52=602
23+10=33
481+6-16=471
24+16=40
9
530+3-10=523
11+49+10=70
6
1+1=2
3+26+5=34
24
1
6
4
457+24=481
17+32=49
Legend:
xx = Grown Traffic
xx = Turkey Run Traffic
[xx] = Triumph South Traffic
xx = Powell Plaza Project Traffic
xx = Powell Plaza Pass By Traffic
TEM Group
Powell Plaza - Traffic Study
Figure 7
Future YR 2022
AM PK HR Traffic


CR 462
CR 466A
CR 466A
Powell Rd
Villages Service Center Dr
Project Access#2
Broken Oak Dr
CR 142
Project Access#1
19+[20]=39
138+73+[12]+7=230
252+60+[7]=319
288+60+[12]=360
306+40=346
184+21=205
25+[34]=59
282+40=322
38+33+9=80
111+33+12=156
277+73+[21]+10=381
149+29=178
450+37=487
28
26
50
3+7=10
639+50=689
50
503+44=547
45+15=60
691+12-14=689
19+14=33
35
468+7-10=465
37+10=47
12
1
52+10=62
17
1
15
15
674+19=693
24
Legend:
xx = Grown Traffic
xx = Turkey Run Traffic
[xx] = Triumph South Traffic
xx = Powell Plaza Project Traffic
xx = Powell Plaza Pass By Traffic
TEM Group
Powell Plaza - Traffic Study
Figure 8
Future YR 2022
PM PK HR Traffic

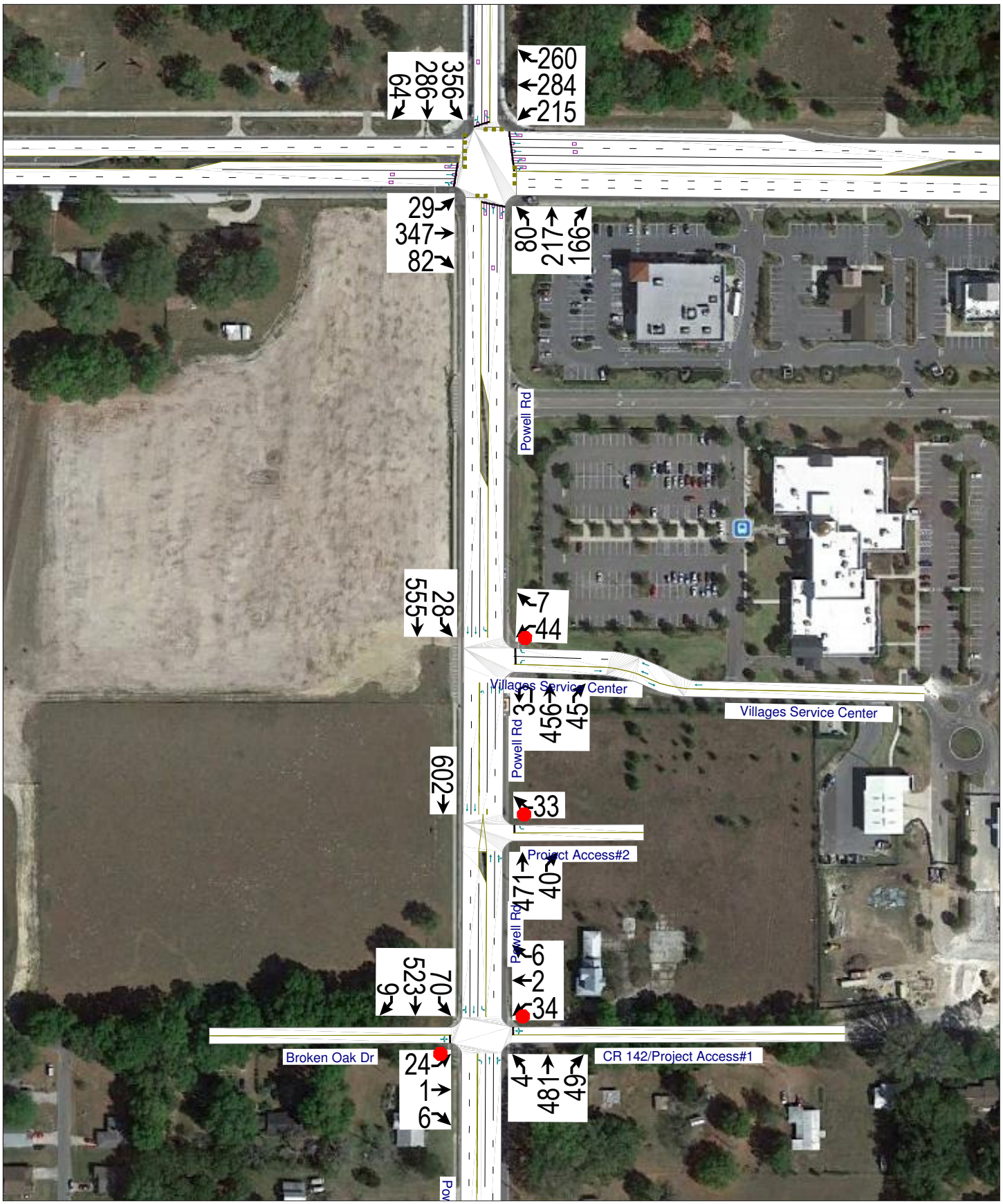


Figure 9 - Future YR 2022 AM PK HR Total Traffic

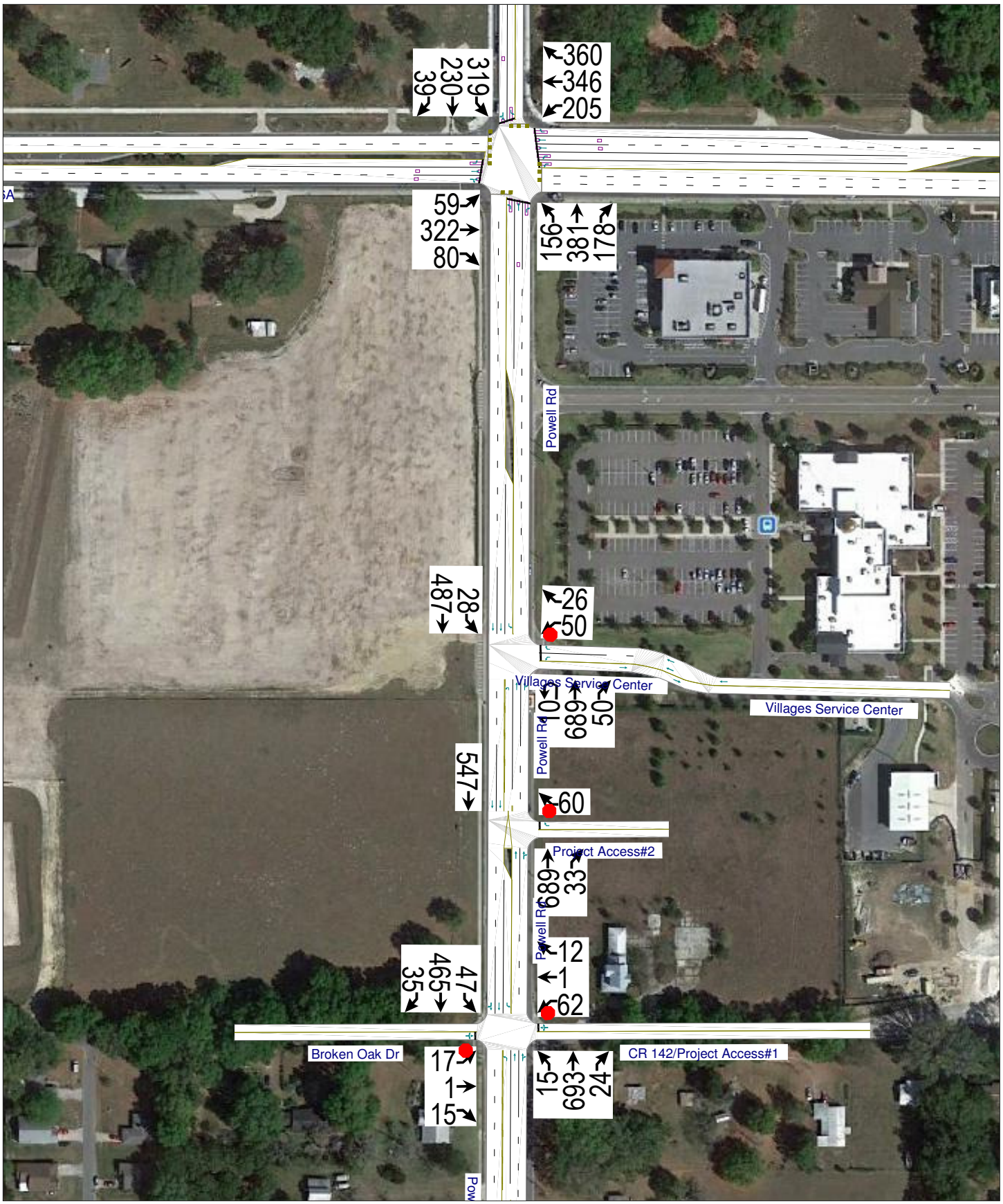


Figure 10 - Future YR 2022 PM PK HR Total Traffic

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

August 19, 2021
Revised January 11, 2022

prepared for:

SUMTER COUNTY
Public Works & Engineering Departments

submitted on behalf of:

Urban Habitats

prepared by:

MPH Transportation Planning, Inc. & Hagen Consulting Services

Signature of QA/QC Engineer:
Lawrence T. Hagen
Lawrence T. Hagen, P.E., P.T.O.E.
FLA License # 43968

Signature of Preparer:
Michael Hemmen
Michael Hemmen, AICP
Certificate # 012190

PROFESSIONAL ENGINEER ENDORSEMENT

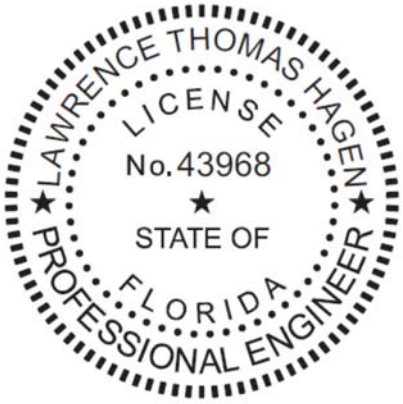
I hereby certify that I am a Registered Professional Engineer in the State of Florida and currently practicing as the principal of Hagen Consulting Services, LLC. Hagen Consulting Services, LLC is authorized via Registry No: 27955 to operate as an Engineering Business by the Florida State Board of Professional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

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

PROJECT: NE 81st Boulevard Subdivision (Residential Development)
LOCATION: Sumter County, Florida
CLIENT: Urban Habitats

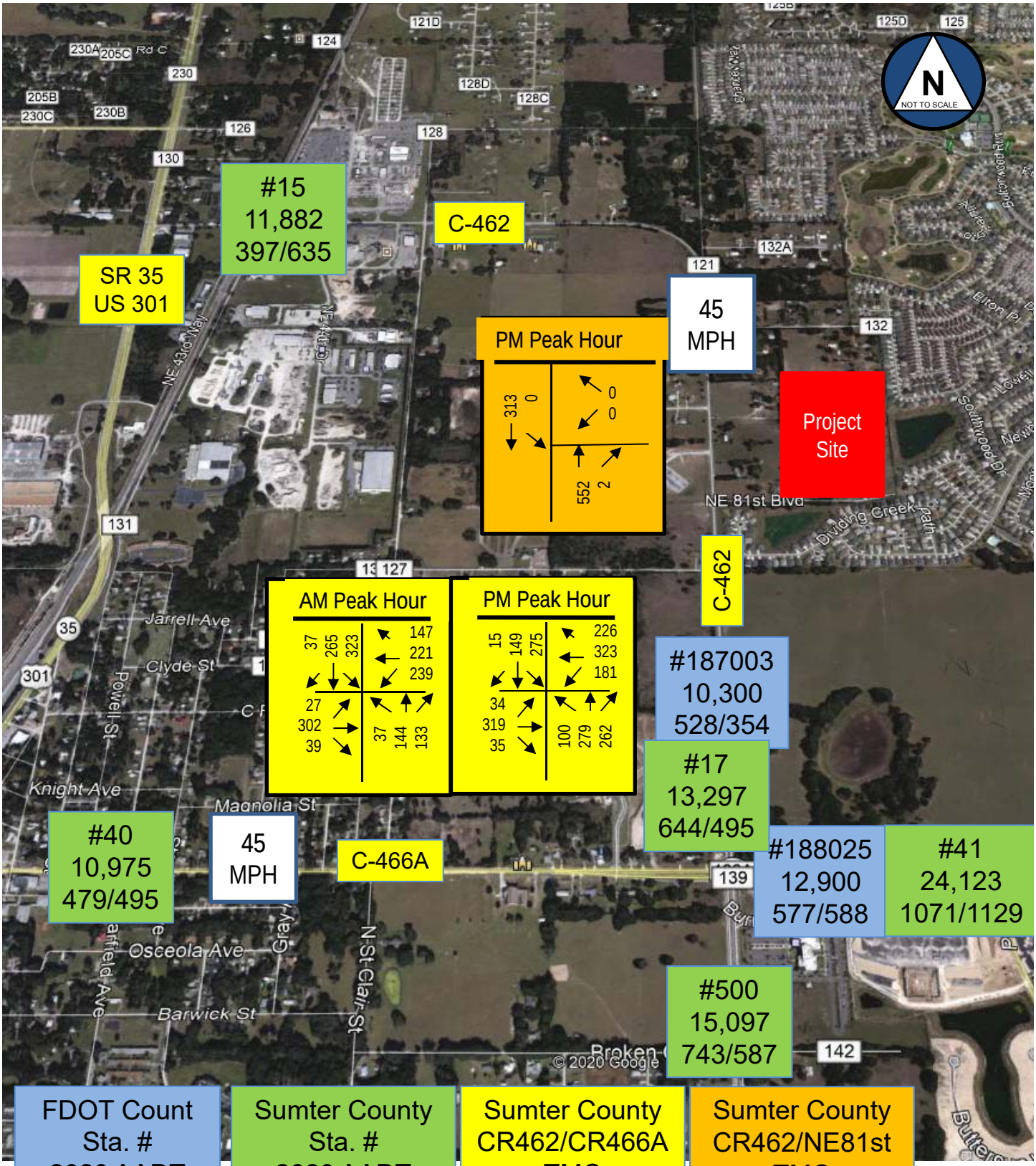
The results contained in this report were developed using procedures and references standard to the transportation engineering practice. These references and procedures were applied using professional judgment and experience.

Name: Lawrence T. Hagen, P.E., PTOE, RSP
Florida P.E. No.: 43968
Date: August 19, 2021



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

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



FDOT Count Sta. # 2020 AADT NB/SB p.m. pk	Sumter County Sta. # 2020 AADT NB/SB p.m. pk	Sumter County CR462/CR466A TMC 9/17/20	Sumter County CR462/NE81st TMC 8/4/21

MPH

Single-Family Residential – Sumter County, FL

Project Location & Existing Traffic

Figure 1
Page 5

MPH 21-16 8/10/21

TRIP GENERATION

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

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

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

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

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

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

TRIP DISTRIBUTION

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

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

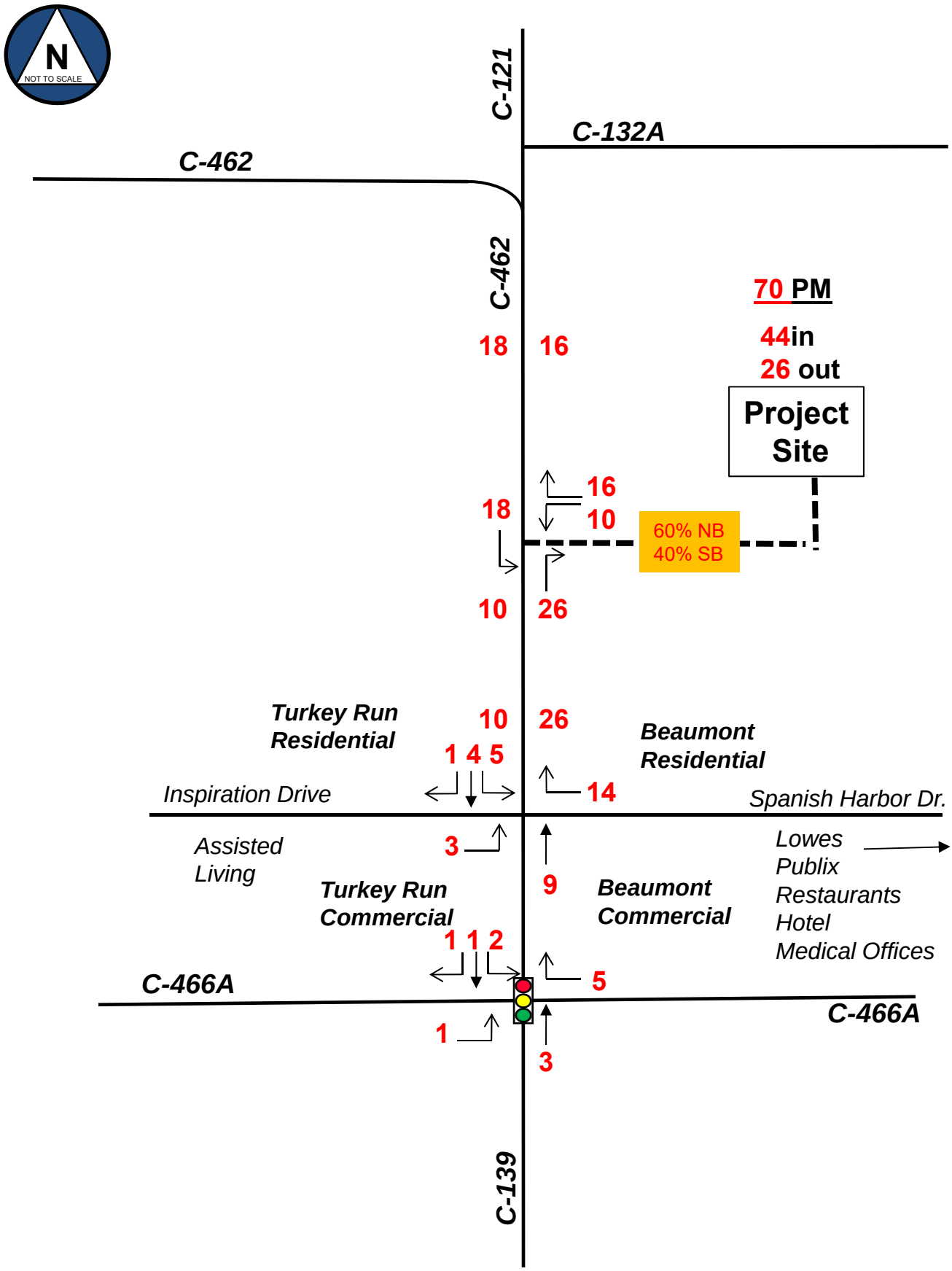
Daily Project Trips		**Enter**	**359**	**Exit**	**359**	**2-Way**
Roadway	**Segment**	**%**	**Trips**	**%**	**Trips**	**Total**
CR 462	North of NE 81st Blvd.	40%	144	40%	144	288
	South of NE 81st Blvd.	60%	215	60%	215	430
	Total	100%	359	100%	359	718

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

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

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

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



MPH ***Single-Family Residential – Sumter County, FL***

Project P.M. Peak Hour Traffic

Figure 2
Page 9

MPH 21-16 12/15/21

ROADWAY LEVEL OF SERVICE (LOS) ANALYSIS

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

Table 3: Roadway Level of Service (LOS)
NE 81st Blvd. Homes
Sumter County, Florida

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

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

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

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

Table 4 - Intersection Impacts

Stop Sign Controlled Intersection Impacts

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

Notes:

2021 traffic volumes from 8/4/21 TMC

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

Reserved trips from 3 project TIAs provided by Sumter County staff

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

Single Family homes at Wildwood buildout by 2023.

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

Table 5 – HCS Intersection Level of Service (LOS)

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

Delay expressed in AVERAGE seconds per vehicle.

2021 TMC Data from MPH 8/4/21

NB traffic is non-stop free flow.

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

CONCLUSIONS and RECOMMENDATIONS

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

Conclusions:

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

Recommendations:

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

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

TRAFFIC IMPACT ANALYSIS
CITY OF WILDWOOD
FLORIDA

Prepared by:

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

Prepared for:
1201 Cleveland Avenue, LLC
701 N Federal Highway, Suite 201 B
Hallandale, Florida 33009

EXECUTIVE SUMMARY

Project Information

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

Findings

Trip Generation:	1,647 Daily Trips / 98 AM Peak Hour Trips / 156 PM Peak Hour Trip
Roadway Capacity:	Study segments are projected to operate at acceptable LOS.
Intersection Capacity:	Study intersections are projected to operate at acceptable LOS in the existing and buildout scenarios. However, the intersection of C 466A and US 301 / SR 35 will operate with some delays in the westbound approach in the PM peak hour, due to the background traffic. The project adds 1.7% of traffic to the intersection.
Access Plan:	One (1) right-in/right-out access on C 466A and one (1) access connection via Rio Grande Boulevard to C 466A.
Alternative Transportation Modes:	Sidewalks and bicycle lanes are available on C 466A adjacent to the site. No fixed-route bus service in the study area but Sumter County Connection offers a door-to-door service within the City.

PROFESSIONAL ENGINEERING CERTIFICATION

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

PROJECT: Solamar at Wildwood

LOCATION: City of Wildwood, Florida

CLIENT: 1201 Cleveland Avenue, LLC

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

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

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

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

2.0 EXISTING CONDITIONS ANALYSIS

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

2.1 Roadway Segment Capacity

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

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

Table 1
Existing Roadway Segment Capacity Analysis

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

2020 Sumter County Annual Traffic Counts
Capacities obtained from 2014/2015 Sumter County TMS Tables

2.2 Intersection Capacity

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

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

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

Table 2
Existing Intersection Capacity Analysis

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

Delays expressed in sec/veh

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

3.0 PLANNED AND PROGRAMMED IMPROVEMENTS

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

Table 3
Planned and Programmed Improvements

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

4.0 PROJECT TRAFFIC

4.1 Trip Generation

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

Table 4
Trip Generation Analysis

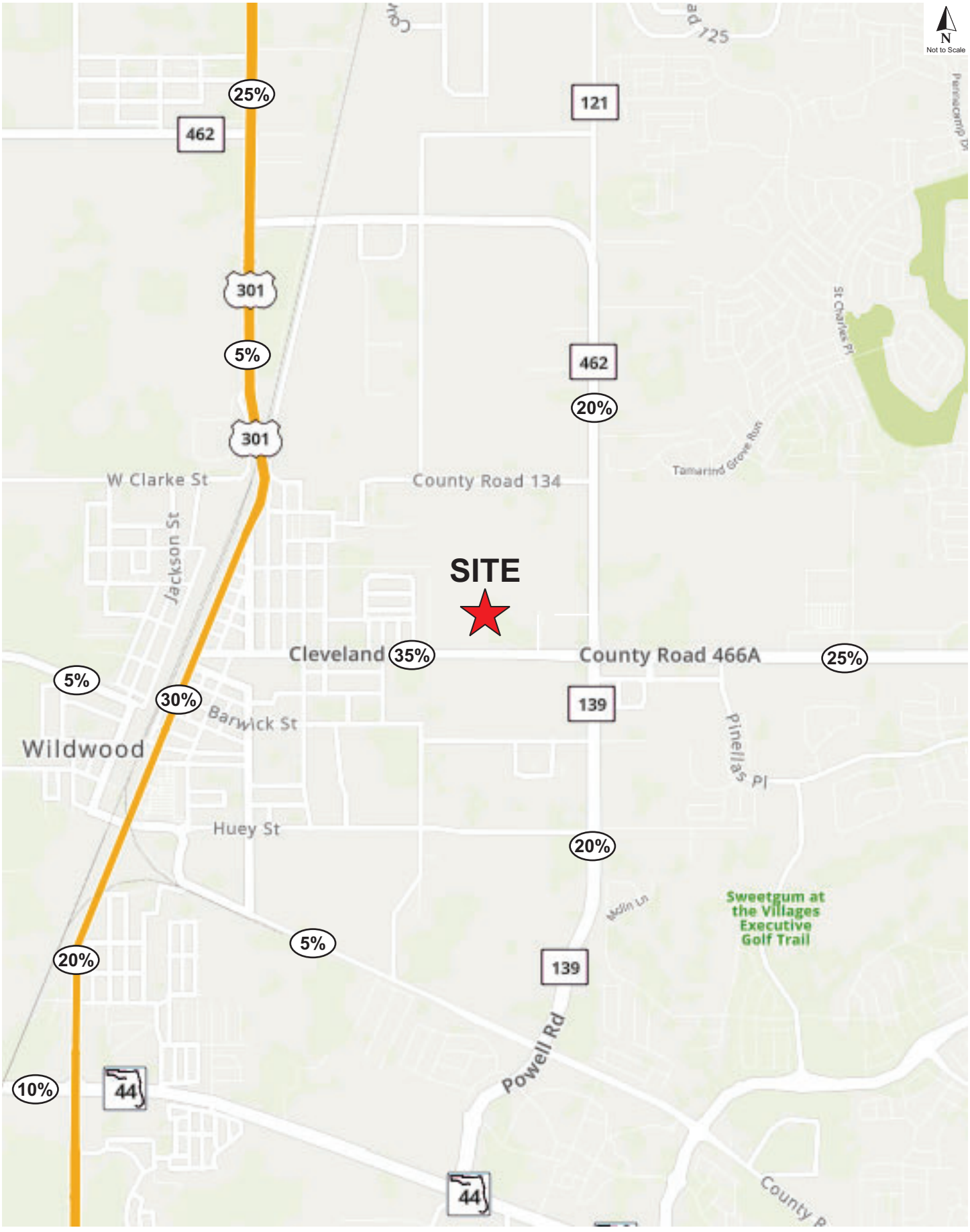
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
220	Multifamily Residential	244 DU	6.75	1,647	0.40	98	24	74	0.64	156	98	58

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

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

4.2 Trip Distribution

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



Project Trip Distribution
Solamar at Wildwood
20124.3, v2.2

Figure 3

5.0 PROJECTED CONDITIONS ANALYSIS

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

5.1 Background Traffic Projection

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

5.2 Projected Roadway Segment Capacity

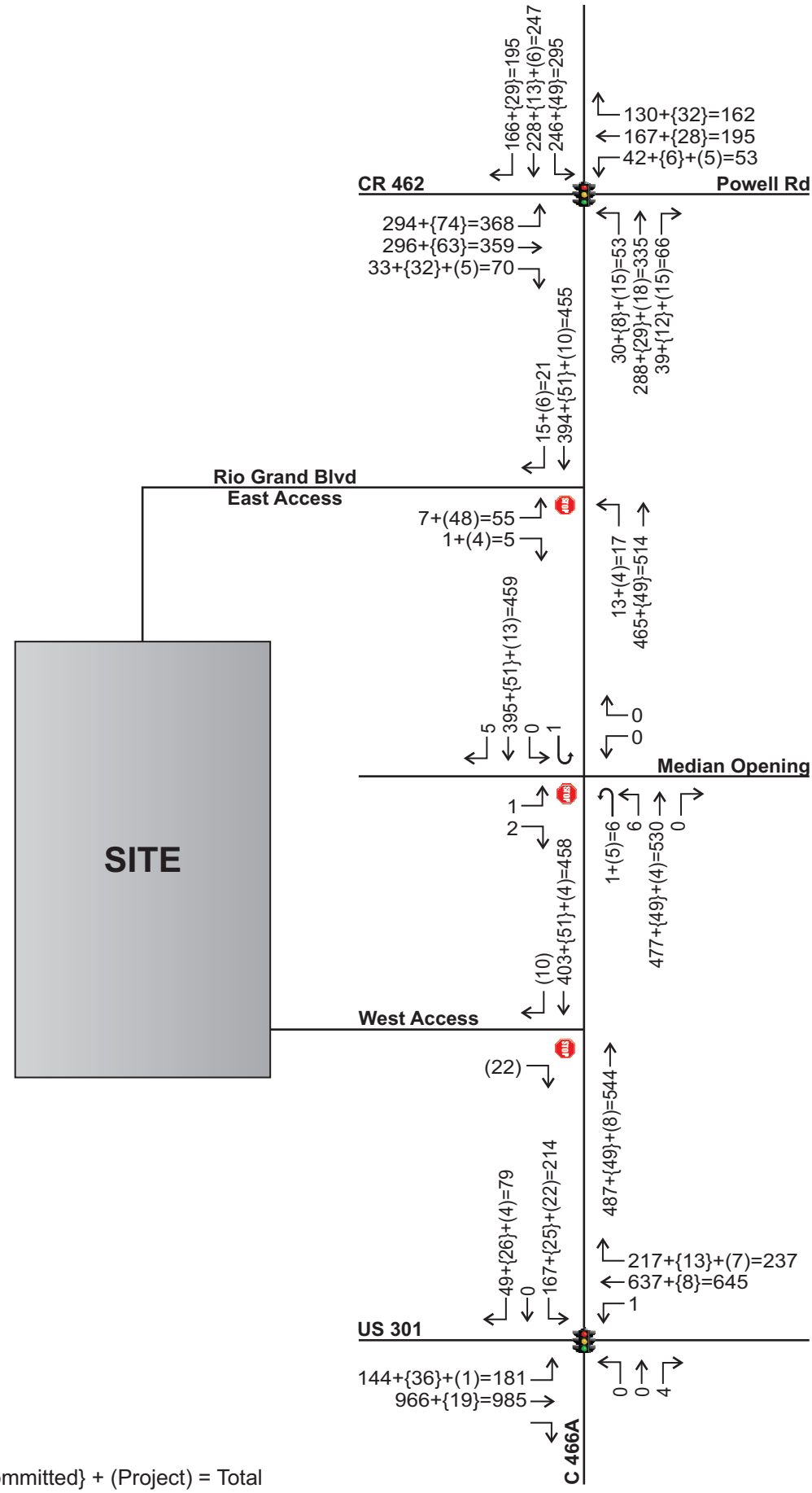
Projected roadway conditions were analyzed by comparing the projected traffic volumes on the study segments to their capacities. The total projected traffic volume is composed of background traffic and project trips.

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

Table 5
Projected Roadway Segment Capacity Analysis

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

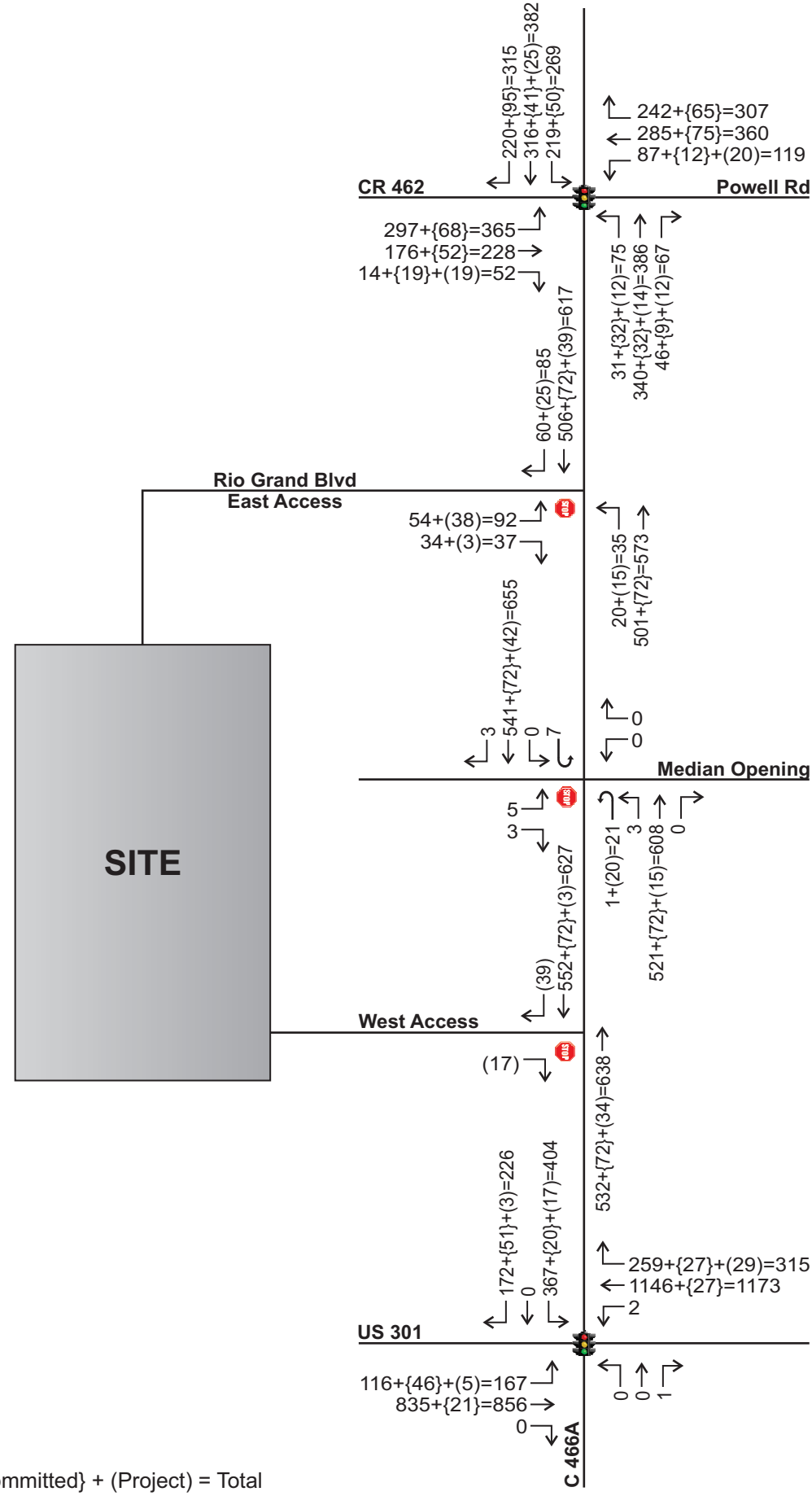
AGR denotes Annual Growth Rate



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

7.0 STUDY CONCLUSIONS

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

The results of the traffic analysis are summarized as follows:

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

Memorandum

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

Date: Oct. 3, 2022

Project #: 64081.01

From: Joedel Zaballero, PE, PTOE

Re: Townhome at Powell
Supplemental Traffic Analysis

Introduction

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

Project Description

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

Trip Generation

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

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

Memorandum

Table 1 Trip Generation Comparison

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

Source: ITE Trip Generation Manual, 11th Edition

Trip Distribution and Assignment

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

Roadway Capacity Analysis - Build

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

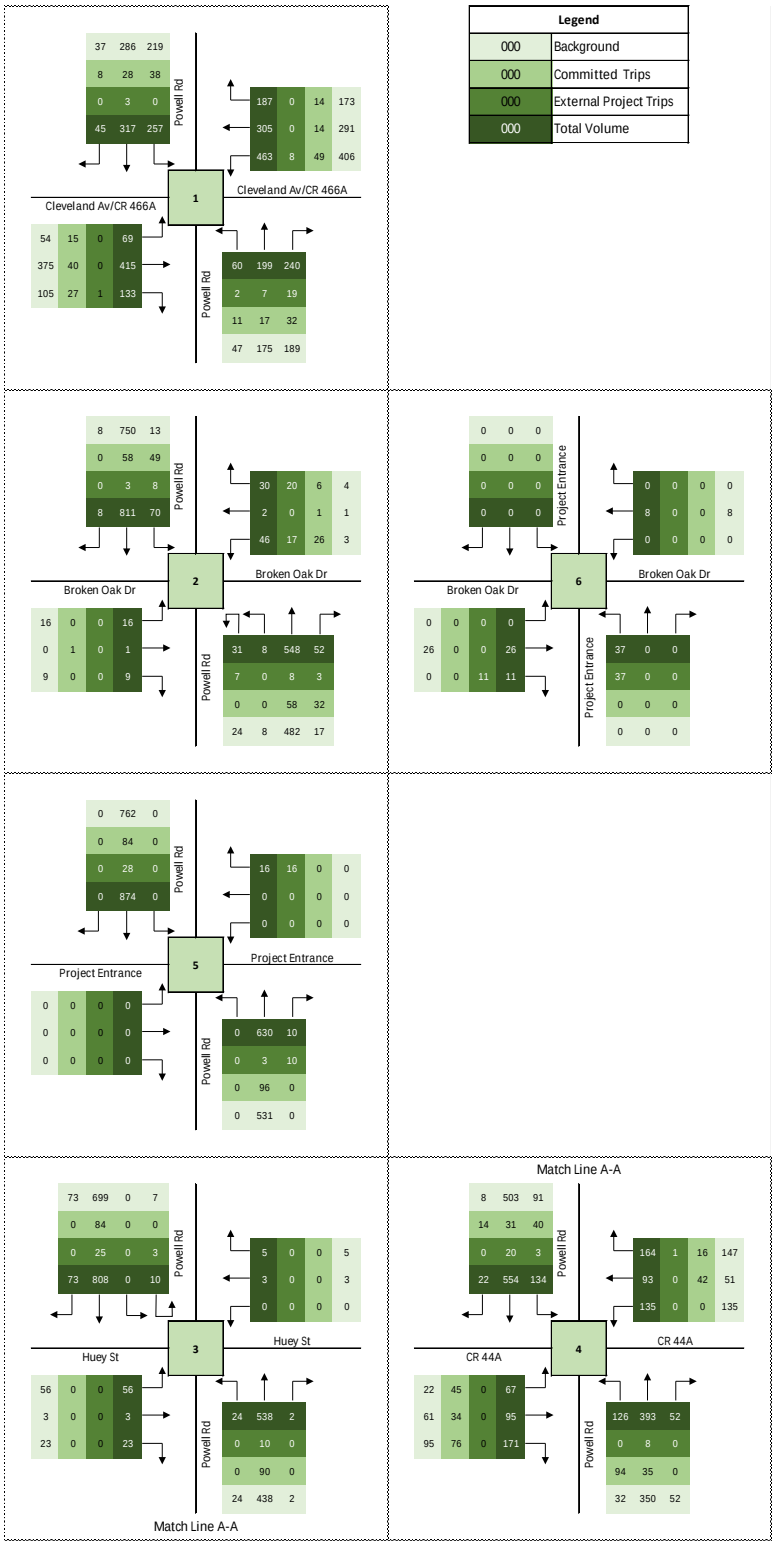
Intersection Capacity Analysis – Build

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

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

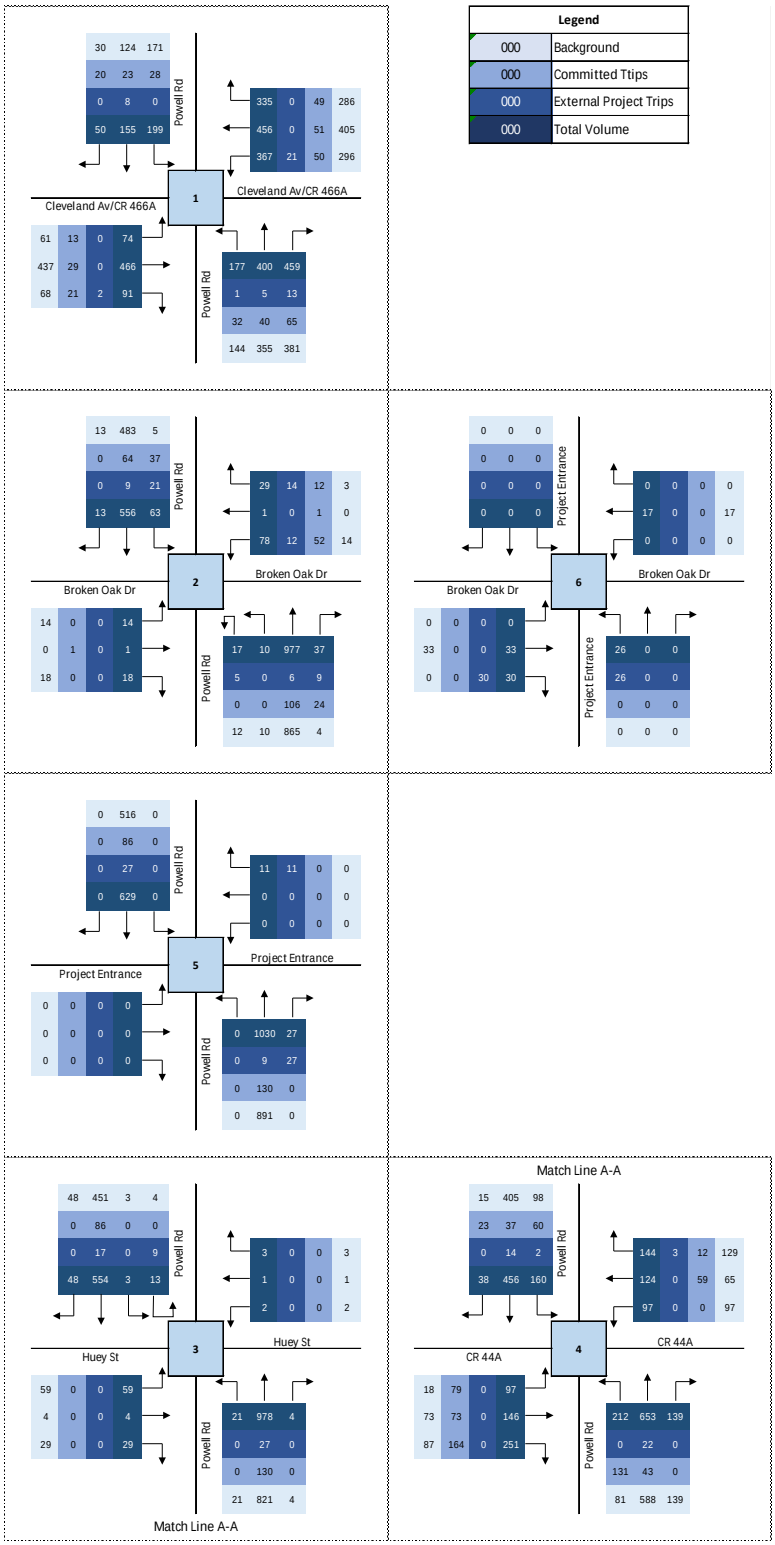
Memorandum

Figure 1 Future Turning Movement Volumes – AM Peak Hour



Memorandum

Figure 1 Future Turning Movement Volumes – AM Peak Hour



Memorandum

Table 1 Roadway Capacity Analysis - Future

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

Sources: Sumter County CMP Database 2019
VHB, Inc.

APPENDIX E

Intersection Derivation Sheets

PM Peak Hour Analysis

Inputs:	Analysis Years			Seasonal Factor		External Project Trips			Passby Project Trips			PM Peak
	Existing Year	Future Year	Total	Factor	Date	In	Out	Total	In	Out	Total	
	2023	2026	3	1.00	11/29/2023	24	14	38	0	0	0	
				1.06	12/19/2023							

Existing Turning Movement Counts

Location	Intersection		PHF	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM	245	334	557	154	170	60	70	457	91	306	431	269
2	Powell Rd	Broken Oak Dr	PM	44	824	7	6	539	16	11	0	9	23	0	8
3	Powell Rd	Huey St	PM	25	807	3	44	534	44	78	0	28	1	1	1
4	Powell Rd	CR 44A	PM	58	547	265	117	422	32	41	85	116	105	87	184
5	Powell Rd	Project Entrance	PM	0	861	33	0	596	0	0	0	0	0	0	22

Truck Factors

Location	Intersection		PHF	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	0.95	0.0%	3.0%	0.5%	0.0%	3.5%	1.7%	7.1%	0.9%	2.2%	0.3%	1.6%	1.1%
2	Powell Rd	Broken Oak Dr	0.97	0.0%	1.7%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
3	Powell Rd	Huey St	0.92	0.0%	2.0%	0.0%	0.0%	1.3%	6.8%	1.3%	0.0%	3.6%	0.0%	0.0%	0.0%
4	Powell Rd	CR 44A	0.94	1.7%	0.7%	0.0%	0.0%	0.7%	3.1%	2.4%	0.0%	0.0%	0.0%	2.3%	2.2%
5	Powell Rd	Project Entrance	0.94	0.0%	1.6%	3.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%

2023 TMC Adjusted

Location	Intersection		Seasonal Factor	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	1.06	260	354	590	163	180	64	74	484	96	324	457	285
2	Powell Rd	Broken Oak Dr	1.00	44	824	7	6	539	16	11	0	9	23	0	8
3	Powell Rd	Huey St	1.00	25	807	3	44	534	44	78	0	28	1	1	1
4	Powell Rd	CR 44A	1.06	61	580	281	124	447	34	43	90	123	111	92	195
5	Powell Rd	Project Entrance	1.00	0	861	33	0	596	0	0	0	0	0	0	22

Annual Growth Rates

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
2	Powell Rd	Broken Oak Dr	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
3	Powell Rd	Huey St	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
4	Powell Rd	CR 44A	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
5	Powell Rd	Project Entrance	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%

Future Background

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM	280	381	634	175	194	69	80	520	103	348	491	306
2	Powell Rd	Broken Oak Dr	PM	47	886	8	6	579	17	12	0	10	25	0	9
3	Powell Rd	Huey St	PM	27	868	3	47	574	47	84	0	30	1	1	1
4	Powell Rd	CR 44A	PM	66	624	302	133	481	37	46	97	132	119	99	210
5	Powell Rd	Project Entrance	PM	0	926	35	0	641	0	0	0	0	0	0	24

Future Trip Distribution Out (Movement)

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM	3.00%	14.00%	36.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	Powell Rd	Broken Oak Dr	PM	47.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	Powell Rd	Huey St	PM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	Powell Rd	CR 44A	PM	0.00%	0.00%	0.00%	5.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
5	Powell Rd	Project Entrance	PM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%

Future Trip Distribution In (Movement)

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM	0.00%	0.00%	0.00%	0.00%	14.00%	0.00%	0.00%	0.00%	3.00%	36.00%	0.00%	0.00%
2	Powell Rd	Broken Oak Dr	PM	0.00%	0.00%	0.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	Powell Rd	Huey St	PM	0.00%	47.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	Powell Rd	CR 44A	PM	0.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%
5	Powell Rd	Project Entrance	PM	0.00%	0.00%	100.00%	0.00%	53.00%	0.00%	95.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Trip Adjustment

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM												
2	Powell Rd	Broken Oak Dr	PM												
3	Powell Rd	Huey St	PM												
4	Powell Rd	CR 44A	PM												
5	Powell Rd	Project Entrance	PM												

External Project Trips

				External Trip Generation			Entering		24	Exiting		14	Total		38
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM	0	2	5	0	3	0	0	0	1	9	0	0
2	Powell Rd	Broken Oak Dr	PM	7	7	0	0	13	0	0	0	0	0	0	0
3	Powell Rd	Huey St	PM	0	11	0	13	7	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	0	9	0	1	5	0	0	0	0	0	0	1
5	Powell Rd	Project Entrance	PM	0	0	24	0	19	0	23	0	0	0	0	14

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

AM Peak Hour

Inputs:	Analysis Years			Seasonal Factor		External Project Trips			Passby Project Trips			AM Peak
	Existing Year	Future Year	Total	Factor	Date	In	Out	Total	In	Out	Total	
	2023	2026	3	1.00	11/29/2023	7	23	30	0	0	0	
				1.06	12/19/2023							

Existing Turning Movement Counts

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM	114	195	329	166	215	52	66	378	100	312	314	166
2	Powell Rd	Broken Oak Dr	AM	46	496	20	7	642	5	12	0	17	3	0	4
3	Powell Rd	Huey St	AM	30	478	1	21	581	86	56	1	40	1	3	1
4	Powell Rd	CR 44A	AM	49	383	103	87	412	21	45	57	147	235	62	182
5	Powell Rd	Project Entrance	AM	0	507	21	0	686	0	0	0	0	0	0	36

Truck Factors

Location	Intersection		PHF	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	0.92	3.5%	4.6%	3.0%	4.2%	7.0%	7.7%	18.2%	4.0%	3.0%	2.9%	2.9%	1.2%
2	Powell Rd	Broken Oak Dr	0.86	0.0%	3.4%	0.0%	0.0%	3.9%	0.0%	8.3%	0.0%	0.0%	66.7%	0.0%	0.0%
3	Powell Rd	Huey St	0.91	3.3%	2.9%	0.0%	0.0%	3.3%	5.8%	0.0%	0.0%	2.5%	0.0%	33.3%	0.0%
4	Powell Rd	CR 44A	0.89	2.0%	3.4%	0.0%	2.3%	3.4%	9.5%	2.2%	0.0%	0.0%	1.3%	1.6%	1.1%
5	Powell Rd	Project Entrance	0.93	0.0%	3.6%	0.0%	0.0%	3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

2023 TMC Projected

Location	Intersection		Seasonal Factor	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	1.06	121	207	349	176	228	55	70	401	106	331	333	176
2	Powell Rd	Broken Oak Dr	1.00	46	496	20	7	642	5	12	0	17	3	0	4
3	Powell Rd	Huey St	1.00	30	478	1	21	581	86	56	1	40	1	3	1
4	Powell Rd	CR 44A	1.06	52	406	109	92	437	22	48	60	156	249	66	193
5	Powell Rd	Project Entrance	1.00	0	507	21	0	686	0	0	0	0	0	0	36

Annual Growth Rates

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
2	Powell Rd	Broken Oak Dr	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
3	Powell Rd	Huey St	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
4	Powell Rd	CR 44A	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
5	Powell Rd	Project Entrance	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%

Future Background

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM	130	223	375	189	245	59	75	431	114	356	358	189
2	Powell Rd	Broken Oak Dr	AM	49	533	22	8	690	5	13	0	18	3	0	4
3	Powell Rd	Huey St	AM	32	514	1	23	625	92	60	1	43	1	3	1
4	Powell Rd	CR 44A	AM	56	436	117	99	470	24	52	65	168	268	71	207
5	Powell Rd	Project Entrance	AM	0	545	23	0	737	0	0	0	0	0	0	39

Future Trip Distribution Out (Movement)

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM	3.00%	14.00%	36.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	Powell Rd	Broken Oak Dr	AM	47.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	Powell Rd	Huey St	AM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	Powell Rd	CR 44A	AM	0.00%	0.00%	0.00%	5.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
5	Powell Rd	Project Entrance	AM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%

Future Trip Distribution In (Movement)

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM	0.00%	0.00%	0.00%	0.00%	14.00%	0.00%	0.00%	0.00%	3.00%	36.00%	0.00%	0.00%
2	Powell Rd	Broken Oak Dr	AM	0.00%	0.00%	0.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	Powell Rd	Huey St	AM	0.00%	47.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	Powell Rd	CR 44A	AM	0.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%
5	Powell Rd	Project Entrance	AM	0.00%	0.00%	100.00%	0.00%	53.00%	0.00%	95.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Adjustment

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM												
2	Powell Rd	Broken Oak Dr	AM												
3	Powell Rd	Huey St	AM												
4	Powell Rd	CR 44A	AM												
5	Powell Rd	Project Entrance	AM												

External Project Trips

				External Trip Generation			Entering		7	Exiting		23	Total		30
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM	1	3	8	0	1	0	0	0	0	3	0	0
2	Powell Rd	Broken Oak Dr	AM	11	12	0	0	4	0	0	0	0	0	0	0
3	Powell Rd	Huey St	AM	0	3	0	4	11	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	AM	0	3	0	1	9	0	0	0	0	0	0	0
5	Powell Rd	Project Entrance	AM	0	0	7	0	15	0	7	0	0	0	0	23

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

PM Peak Committed Development Summary

Parkview at Brownwood

Location	Intersection NB/SB	Intersection EB/WB	PHF	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM		18	37		10					29		
2	Powell Rd	Broken Oak Dr	PM		55			39							
3	Powell Rd	Huey St	PM		55			39							
4	Powell Rd	CR 44A	PM	131			44			55	73	164		59	
5	Powell Rd	Project Entrance	PM		55			39							

Highfields at Twisted Oaks

Location	Intersection NB/SB	Intersection EB/WB	PHF	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM		9		26	5			15			26	44
2	Powell Rd	Broken Oak Dr	PM		9			5							
3	Powell Rd	Huey St	PM		9			5							
4	Powell Rd	CR 44A	PM		9			5							
5	Powell Rd	Project Entrance	PM		9			5							

Powell Plaza

Location	Intersection NB/SB	Intersection EB/WB	Seasonal Factor	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	1.00	12	10	28		7				9	21		
2	Powell Rd	Broken Oak Dr	1.00		19	24	37	7			1		52	1	12
3	Powell Rd	Huey St	1.00		43			29							
4	Powell Rd	CR 44A	1.00		16		16	22	20	19					12
5	Powell Rd	Project Entrance	1.00		43			29							

NE 81st Blvd Subdivision

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM		3		2	1	1	1					5
2	Powell Rd	Broken Oak Dr	PM		3			1							
3	Powell Rd	Huey St	PM		3			1							
4	Powell Rd	CR 44A	PM		3			1							
5	Powell Rd	Project Entrance	PM		3			1							

Solamar at Wildwood (fka Wildwood Residential)

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	20					19	12	14	12		25	
2	Powell Rd	Broken Oak Dr	PM		20			12							
3	Powell Rd	Huey St	PM		20			12							
4	Powell Rd	CR 44A	PM		15			9	3	5					
5	Powell Rd	Project Entrance	PM		20			12							

Townhomes at Powell

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	1	5	13	0	8				2	21		
2	Powell Rd	Broken Oak Dr	PM	5	6	9	21	9					12		14
3	Powell Rd	Huey St	PM	0	27	0	9	17							
4	Powell Rd	CR 44A	PM	0	22	0	2	14							3
5	Powell Rd	Project Entrance	PM		27			26							

Total Committed Development

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	33	45	78	28	31	20	13	29	23	71	51	49
2	Powell Rd	Broken Oak Dr	PM	5	112	33	58	73	0	0	1	0	64	1	26
3	Powell Rd	Huey St	PM	0	157	0	9	103	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	131	65	0	62	51	23	79	73	164	0	59	15
5	Powell Rd	Project Entrance	PM	0	157	0	0	112	0	0	0	0	0	0	0

AM Peak Hour Committed Development Trips

Parkview at Brownwood

Location	Intersection NB/SB	Intersection EB/WB	PHF	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	0	8	17	0	10	0	0	0	0	21	0	0
2	Powell Rd	Broken Oak Dr	PM	0	25	0	0	31	0	0	0	0	0	0	0
3	Powell Rd	Huey St	PM	0	25	0	0	31	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	94	0	0	31	0	0	25	34	76	0	42	0
5	Powell Rd	Project Entrance	PM	0	25	0	0	31	0	0	0	0	0	0	0

Highfields at Twisted Oaks

Location	Intersection NB/SB	Intersection EB/WB	PHF	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	0	3	0	37	7	0	0	22	0	0	8	13
2	Powell Rd	Broken Oak Dr	PM	0	3	0	0	7	0	0	0	0	0	0	0
3	Powell Rd	Huey St	PM	0	3	0	0	7	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	0	9	0	0	7	0	0	0	0	0	0	0
5	Powell Rd	Project Entrance	PM	0	9	0	0	7	0	0	0	0	0	0	0

Powell Plaza

Location	Intersection NB/SB	Intersection EB/WB	Seasonal Factor	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	0.97	6	5	15	0	9	0	0	0	12	28	0	0
2	Powell Rd	Broken Oak Dr	0.97	0	24	32	49	3	0	0	1	0	26	1	6
3	Powell Rd	Huey St	0.97	0	56	0	0	29	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	0.97	0	21	0	9	11	10	19	0	0	0	0	16
5	Powell Rd	Project Entrance	0.97	0	56	0	0	29	0	0	0	0	0	0	0

NE 81st Blvd Subdivision

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	0	1	0	1	2	3	0	0	0	0	0	1
2	Powell Rd	Broken Oak Dr	PM	0	1	0	0	2	0	0	0	0	0	0	0
3	Powell Rd	Huey St	PM	0	1	0	0	2	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	0	1	0	0	2	0	0	0	0	0	0	0
5	Powell Rd	Project Entrance	PM	0	1	0	0	2	0	0	0	0	0	0	0

Solamar at Wildwood (fka Wildwood Residential)

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	5	0	0	0	0	5	15	18	15	0	6	0
2	Powell Rd	Broken Oak Dr	PM	0	5	0	0	15	0	0	0	0	0	0	0
3	Powell Rd	Huey St	PM	0	5	0	0	15	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	0	4	0	0	11	4	1	0	0	0	0	0
5	Powell Rd	Project Entrance	PM	0	5	0	0	15	0	0	0	0	0	0	0

Townhomes at Powell

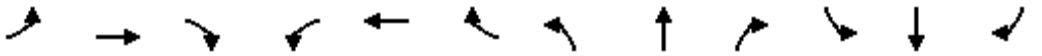
Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	2	7	19	0	3	0	0	0	1	8	0	0
2	Powell Rd	Broken Oak Dr	PM	7	8	3	8	3	0	0	0	0	17	0	20
3	Powell Rd	Huey St	PM	0	10	0	3	25	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	0	8	0	3	20	0	0	0	0	0	0	1
5	Powell Rd	Project Entrance	PM	0	10	0	0	28	0	0	0	0	0	0	0

Total Committed Development

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	13	24	51	38	31	8	15	40	28	57	14	14
2	Powell Rd	Broken Oak Dr	PM	7	66	35	57	61	0	0	1	0	43	1	26
3	Powell Rd	Huey St	PM	0	100	0	3	109	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	94	43	0	43	51	14	45	34	76	0	42	17
5	Powell Rd	Project Entrance	PM	0	106	0	0	112	0	0	0	0	0	0	0

APPENDIX F

Synchro – Future Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
Future Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1633	1841	1856	1856	1856	1885	1841	1826	1856	1841	1796	1781
Adj Flow Rate, veh/h	98	512	154	449	404	169	155	268	313	247	300	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	18	4	3	3	3	1	4	5	3	4	7	8
Cap, veh/h	117	1219	365	254	1615	732	224	446	384	277	329	80
Arrive On Green	0.08	0.46	0.46	0.07	0.46	0.46	0.08	0.24	0.24	0.07	0.24	0.24
Sat Flow, veh/h	1555	2653	794	3428	3526	1598	1753	1826	1572	1753	1396	340
Grp Volume(v), veh/h	98	337	329	449	404	169	155	268	313	247	0	373
Grp Sat Flow(s),veh/h/ln	1555	1749	1698	1714	1763	1598	1753	1826	1572	1753	0	1735
Q Serve(g_s), s	8.4	17.4	17.6	10.0	9.5	8.7	8.9	17.6	25.4	10.0	0.0	28.3
Cycle Q Clear(g_c), s	8.4	17.4	17.6	10.0	9.5	8.7	8.9	17.6	25.4	10.0	0.0	28.3
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	117	804	780	254	1615	732	224	446	384	277	0	409
V/C Ratio(X)	0.83	0.42	0.42	1.77	0.25	0.23	0.69	0.60	0.82	0.89	0.00	0.91
Avail Cap(c_a), veh/h	161	804	780	254	1615	732	352	541	466	277	0	514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.6	24.4	24.5	62.5	22.4	22.2	37.9	45.2	48.2	45.2	0.0	50.3
Incr Delay (d2), s/veh	22.8	1.6	1.7	361.2	0.4	0.7	3.8	1.3	9.1	28.3	0.0	18.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	12.0	11.8	27.6	7.0	6.1	7.3	12.8	16.2	9.8	0.0	20.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.4	26.0	26.1	423.7	22.8	22.9	41.6	46.5	57.2	73.6	0.0	68.3
LnGrp LOS	F	C	C	F	C	C	D	D	E	E	A	E
Approach Vol, veh/h		764			1022			736			620	
Approach Delay, s/veh		33.6			198.9			50.0			70.4	
Approach LOS		C			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	67.0	16.2	36.8	15.2	66.9	15.0	38.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	40.0	21.0	40.0	14.0	40.0	10.0	40.0
Max Q Clear Time (g_c+I1), s	12.0	19.6	10.9	30.3	10.4	11.5	12.0	27.4
Green Ext Time (p_c), s	0.0	4.0	0.3	1.5	0.1	3.0	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	98.5
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	1	18	46	1	30	56	599	57	65	751	5
Future Vol, veh/h	13	1	18	46	1	30	56	599	57	65	751	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	8	0	0	67	0	0	0	3	0	0	4	0
Mvmt Flow	15	1	21	53	1	35	65	697	66	76	873	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1507	1921	440	1449	1891	382	879	0	0	763	0	0
Stage 1	1028	1028	-	860	860	-	-	-	-	-	-	-
Stage 2	479	893	-	589	1031	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.5	6.9	8.84	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4	3.3	4.17	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	79	68	570	~ 51	71	622	777	-	-	859	-	-
Stage 1	240	314	-	210	376	-	-	-	-	-	-	-
Stage 2	521	363	-	330	313	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	65	57	570	~ 43	59	622	777	-	-	859	-	-
Mov Cap-2 Maneuver	153	149	-	114	148	-	-	-	-	-	-	-
Stage 1	220	286	-	192	344	-	-	-	-	-	-	-
Stage 2	449	333	-	289	285	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.1	48.6	0.8	0.8
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	777	-	-	260	168	859	-	-
HCM Lane V/C Ratio	0.084	-	-	0.143	0.533	0.088	-	-
HCM Control Delay (s)	10.1	-	-	21.1	48.6	9.6	-	-
HCM Lane LOS	B	-	-	C	E	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	2.7	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

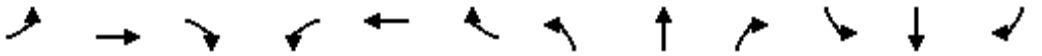
Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	1	43	1	3	1	32	614	1	26	734	92
Future Vol, veh/h	60	1	43	1	3	1	32	614	1	26	734	92
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	33	0	3	3	0	0	3	6
Mvmt Flow	66	1	47	1	3	1	35	675	1	29	807	101

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1325	1662	454	1208	1712	338	908	0	0	676	0	0
Stage 1	916	916	-	746	746	-	-	-	-	-	-	-
Stage 2	409	746	-	462	966	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.94	7.5	7.16	6.9	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.32	3.5	4.33	3.3	2.23	-	-	2.2	-	-
Pot Cap-1 Maneuver	116	98	553	141	65	664	739	-	-	925	-	-
Stage 1	297	354	-	376	351	-	-	-	-	-	-	-
Stage 2	596	424	-	554	269	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	107	90	553	121	60	664	739	-	-	925	-	-
Mov Cap-2 Maneuver	211	204	-	237	149	-	-	-	-	-	-	-
Stage 1	283	343	-	358	335	-	-	-	-	-	-	-
Stage 2	561	404	-	489	261	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.1	24.2	0.5	0.3
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	739	-	-	283	193	925	-	-
HCM Lane V/C Ratio	0.048	-	-	0.404	0.028	0.031	-	-
HCM Control Delay (s)	10.1	-	-	26.1	24.2	9	-	-
HCM Lane LOS	B	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.9	0.1	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	99	244	268	113	224	150	479	117	142	521	38
Future Volume (veh/h)	97	99	244	268	113	224	150	479	117	142	521	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1885	1870	1885	1870	1856	1900	1870	1856	1752
Adj Flow Rate, veh/h	109	111	212	301	127	197	169	538	91	160	585	43
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	1	2	1	2	3	0	2	3	10
Cap, veh/h	156	1193	532	330	1666	749	236	728	333	254	672	49
Arrive On Green	0.05	0.33	0.33	0.18	0.47	0.47	0.09	0.21	0.21	0.09	0.20	0.20
Sat Flow, veh/h	3456	3610	1610	1795	3554	1598	1781	3526	1610	1781	3330	244
Grp Volume(v), veh/h	109	111	212	301	127	197	169	538	91	160	309	319
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1795	1777	1598	1781	1763	1610	1781	1763	1812
Q Serve(g_s), s	4.4	3.0	14.2	23.0	2.8	10.5	10.4	20.0	6.7	9.9	23.8	23.9
Cycle Q Clear(g_c), s	4.4	3.0	14.2	23.0	2.8	10.5	10.4	20.0	6.7	9.9	23.8	23.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	156	1193	532	330	1666	749	236	728	333	254	356	366
V/C Ratio(X)	0.70	0.09	0.40	0.91	0.08	0.26	0.71	0.74	0.27	0.63	0.87	0.87
Avail Cap(c_a), veh/h	220	1193	532	464	1666	749	298	952	435	280	433	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.9	32.4	36.1	56.1	20.5	22.5	41.3	52.0	46.7	40.8	54.1	54.1
Incr Delay (d2), s/veh	5.5	0.2	2.2	17.8	0.1	0.9	5.9	2.2	0.4	3.9	14.8	14.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	2.4	9.9	17.7	2.1	7.4	8.6	13.9	4.9	8.1	17.6	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	32.5	38.4	73.8	20.6	23.4	47.2	54.2	47.1	44.6	68.8	68.8
LnGrp LOS	E	C	D	E	C	C	D	D	D	D	E	E
Approach Vol, veh/h		432			625			798			788	
Approach Delay, s/veh		45.2			47.1			51.9			63.9	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.5	53.1	19.4	35.1	13.1	72.4	18.7	35.7
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	* 36	* 25	* 17	* 34	* 8.9	* 52	* 14	* 38
Max Q Clear Time (g_c+I1), s	25.0	16.2	12.4	25.9	6.4	12.5	11.9	22.0
Green Ext Time (p_c), s	0.7	0.9	0.2	2.4	0.1	1.5	0.1	3.4

Intersection Summary	
HCM 6th Ctrl Delay	53.3
HCM 6th LOS	D

Notes

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

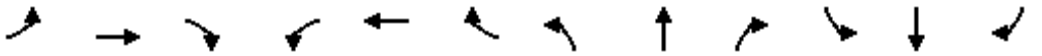
Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	39	651	23	0	849
Future Vol, veh/h	0	39	651	23	0	849
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	0	42	700	25	0	913

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	363	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	640	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	640	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	640	-
HCM Lane V/C Ratio	-	-	0.066	-
HCM Control Delay (s)	-	-	11	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
Future Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1870	1900	1870	1885	1900	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	98	578	133	441	571	300	329	448	505	214	237	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	1	2	0	2	1	0	3	0	0	4	2
Cap, veh/h	358	1179	270	744	1454	654	367	550	477	231	274	109
Arrive On Green	0.07	0.41	0.41	0.07	0.41	0.41	0.15	0.30	0.30	0.07	0.22	0.22
Sat Flow, veh/h	1711	2893	664	3510	3554	1598	1810	1856	1610	1810	1254	497
Grp Volume(v), veh/h	98	357	354	441	571	300	329	448	505	214	0	331
Grp Sat Flow(s),veh/h/ln	1711	1791	1766	1755	1777	1598	1810	1856	1610	1810	0	1751
Q Serve(g_s), s	4.3	19.9	20.0	10.0	15.3	18.4	18.4	30.2	40.0	10.0	0.0	24.6
Cycle Q Clear(g_c), s	4.3	19.9	20.0	10.0	15.3	18.4	18.4	30.2	40.0	10.0	0.0	24.6
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	358	730	719	744	1454	654	367	550	477	231	0	383
V/C Ratio(X)	0.27	0.49	0.49	0.59	0.39	0.46	0.90	0.81	1.06	0.93	0.00	0.87
Avail Cap(c_a), veh/h	412	730	719	744	1454	654	373	550	477	231	0	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.4	29.6	29.6	23.0	28.1	29.0	34.6	44.1	47.5	44.9	0.0	50.8
Incr Delay (d2), s/veh	0.4	2.3	2.4	1.3	0.8	2.3	23.1	9.2	57.6	39.9	0.0	11.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	13.9	13.8	7.4	10.7	11.9	15.6	21.5	32.5	8.5	0.0	17.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	32.0	32.0	24.2	28.9	31.3	57.7	53.3	105.1	84.8	0.0	61.9
LnGrp LOS	C	C	C	C	C	C	E	D	F	F	A	E
Approach Vol, veh/h		809			1312			1282			545	
Approach Delay, s/veh		30.6			27.9			74.8			70.9	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	60.0	25.5	34.5	14.7	60.3	15.0	45.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	40.0	21.0	40.0	14.0	40.0	10.0	40.0
Max Q Clear Time (g_c+I1), s	12.0	22.0	20.4	26.6	6.3	20.4	12.0	42.0
Green Ext Time (p_c), s	0.0	4.1	0.1	1.6	0.1	4.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.6
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	1	10	89	1	35	52	998	41	64	652	17
Future Vol, veh/h	12	1	10	89	1	35	52	998	41	64	652	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	13	1	11	94	1	37	55	1051	43	67	686	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1465	2033	352	1661	2021	547	704	0	0	1094	0	0
Stage 1	829	829	-	1183	1183	-	-	-	-	-	-	-
Stage 2	636	1204	-	478	838	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	91	58	650	~ 65	59	486	903	-	-	645	-	-
Stage 1	335	388	-	204	265	-	-	-	-	-	-	-
Stage 2	437	259	-	543	384	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	73	49	650	~ 56	50	486	903	-	-	645	-	-
Mov Cap-2 Maneuver	176	126	-	142	145	-	-	-	-	-	-	-
Stage 1	315	348	-	192	249	-	-	-	-	-	-	-
Stage 2	378	243	-	477	344	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.9	68.3	0.4	1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	903	-	-	251	177	645	-	-
HCM Lane V/C Ratio	0.061	-	-	0.096	0.743	0.104	-	-
HCM Control Delay (s)	9.2	-	-	20.9	68.3	11.2	-	-
HCM Lane LOS	A	-	-	C	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	4.7	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.7

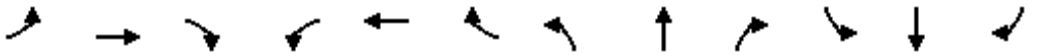
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	0	30	1	1	1	27	1025	3	56	677	47
Future Vol, veh/h	84	0	30	1	1	1	27	1025	3	56	677	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	0	4	0	0	0	0	2	0	0	1	7
Mvmt Flow	91	0	33	1	1	1	29	1114	3	61	736	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1500	2059	394	1664	2083	559	787	0	0	1117	0	0
Stage 1	884	884	-	1174	1174	-	-	-	-	-	-	-
Stage 2	616	1175	-	490	909	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.5	6.98	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4	3.34	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 85	56	599	65	54	478	841	-	-	633	-	-
Stage 1	309	366	-	207	268	-	-	-	-	-	-	-
Stage 2	447	268	-	534	357	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 76	49	599	55	47	478	841	-	-	633	-	-
Mov Cap-2 Maneuver	184	134	-	145	147	-	-	-	-	-	-	-
Stage 1	298	331	-	200	259	-	-	-	-	-	-	-
Stage 2	429	259	-	456	323	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	39	24.3	0.2	0.8
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	841	-	-	225	190	633	-	-
HCM Lane V/C Ratio	0.035	-	-	0.551	0.017	0.096	-	-
HCM Control Delay (s)	9.4	-	-	39	24.3	11.3	-	-
HCM Lane LOS	A	-	-	E	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3	0.1	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	170	296	119	158	225	197	689	302	195	532	60
Future Volume (veh/h)	125	170	296	119	158	225	197	689	302	195	532	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1870	1870	1870	1885	1900	1900	1885	1856
Adj Flow Rate, veh/h	133	181	263	127	168	175	210	733	225	207	566	64
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	0	0	0	2	2	2	1	0	0	1	3
Cap, veh/h	177	1469	655	150	1558	695	288	861	387	253	772	87
Arrive On Green	0.05	0.41	0.41	0.08	0.44	0.44	0.10	0.24	0.24	0.10	0.24	0.24
Sat Flow, veh/h	3456	3610	1610	1810	3554	1585	1781	3582	1610	1810	3244	366
Grp Volume(v), veh/h	133	181	263	127	168	175	210	733	225	207	312	318
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1810	1777	1585	1781	1791	1610	1810	1791	1819
Q Serve(g_s), s	6.1	5.0	18.5	11.1	4.5	11.2	14.1	31.3	19.7	13.7	25.7	25.8
Cycle Q Clear(g_c), s	6.1	5.0	18.5	11.1	4.5	11.2	14.1	31.3	19.7	13.7	25.7	25.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	177	1469	655	150	1558	695	288	861	387	253	426	433
V/C Ratio(X)	0.75	0.12	0.40	0.85	0.11	0.25	0.73	0.85	0.58	0.82	0.73	0.74
Avail Cap(c_a), veh/h	285	1469	655	262	1558	695	353	1101	495	334	562	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.9	29.6	33.6	72.4	26.5	28.4	42.3	58.1	53.7	43.7	56.3	56.3
Incr Delay (d2), s/veh	6.2	0.2	1.8	12.3	0.1	0.9	5.8	5.3	1.4	11.4	3.4	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	4.0	12.2	9.6	3.5	7.9	10.9	21.1	12.9	11.3	17.7	18.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	29.8	35.5	84.7	26.6	29.2	48.1	63.3	55.1	55.1	59.7	59.7
LnGrp LOS	F	C	D	F	C	C	D	E	E	E	E	E
Approach Vol, veh/h		577			470			1168			837	
Approach Delay, s/veh		44.2			43.3			59.0			58.6	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	71.9	23.2	44.9	15.0	76.9	22.8	45.2
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	* 23	* 37	* 22	* 50	* 13	* 47	* 23	* 49
Max Q Clear Time (g_c+I1), s	13.1	20.5	16.1	27.8	8.1	13.2	15.7	33.3
Green Ext Time (p_c), s	0.2	1.8	0.3	3.8	0.2	1.7	0.3	5.2

Intersection Summary	
HCM 6th Ctrl Delay	53.7
HCM 6th LOS	D

Notes

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

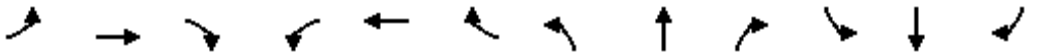
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	24	1083	35	0	753
Future Vol, veh/h	0	24	1083	35	0	753
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	4	2	3	0	2
Mvmt Flow	0	26	1152	37	0	801

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	595	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.98	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.34	-	-	-	-
Pot Cap-1 Maneuver	0	442	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	442	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0
HCM LOS	B		

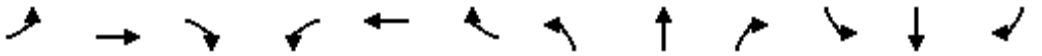
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	442	-
HCM Lane V/C Ratio	-	-	0.058	-
HCM Control Delay (s)	-	-	13.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
Future Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1633	1841	1856	1856	1856	1885	1841	1826	1856	1841	1796	1781
Adj Flow Rate, veh/h	98	512	154	449	404	169	155	268	313	247	300	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	18	4	3	3	3	1	4	5	3	4	7	8
Cap, veh/h	118	1022	306	503	1609	729	226	408	351	296	332	81
Arrive On Green	0.08	0.39	0.39	0.15	0.46	0.46	0.08	0.22	0.22	0.10	0.24	0.24
Sat Flow, veh/h	1555	2653	794	3428	3526	1598	1753	1826	1572	1753	1396	340
Grp Volume(v), veh/h	98	337	329	449	404	169	155	268	313	247	0	373
Grp Sat Flow(s),veh/h/ln	1555	1749	1698	1714	1763	1598	1753	1826	1572	1753	0	1735
Q Serve(g_s), s	8.4	19.8	20.0	17.4	9.5	8.7	9.1	18.0	26.1	13.0	0.0	28.2
Cycle Q Clear(g_c), s	8.4	19.8	20.0	17.4	9.5	8.7	9.1	18.0	26.1	13.0	0.0	28.2
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	118	674	654	503	1609	729	226	408	351	296	0	412
V/C Ratio(X)	0.83	0.50	0.50	0.89	0.25	0.23	0.69	0.66	0.89	0.83	0.00	0.90
Avail Cap(c_a), veh/h	196	674	654	559	1609	729	238	541	466	296	0	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.5	31.6	31.7	56.5	22.5	22.3	38.7	47.7	50.8	40.6	0.0	50.0
Incr Delay (d2), s/veh	13.8	2.6	2.8	15.5	0.4	0.7	7.5	1.8	15.4	18.3	0.0	16.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	13.7	13.5	13.2	7.1	6.1	7.8	13.1	17.3	6.1	0.0	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	34.2	34.4	72.0	22.9	23.1	46.2	49.5	66.2	58.9	0.0	66.2
LnGrp LOS	E	C	C	E	C	C	D	D	E	E	A	E
Approach Vol, veh/h		764			1022			736			620	
Approach Delay, s/veh		39.6			44.5			55.9			63.3	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.8	57.0	16.1	37.1	15.2	66.6	18.0	35.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	22.0	40.0	12.0	41.0	17.0	45.0	13.0	40.0
Max Q Clear Time (g_c+I1), s	19.4	22.0	11.1	30.2	10.4	11.5	15.0	28.1
Green Ext Time (p_c), s	0.5	3.8	0.0	1.6	0.1	3.1	0.0	2.1

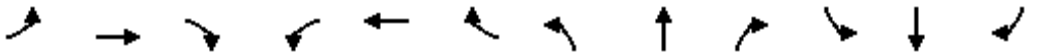
Intersection Summary	
HCM 6th Ctrl Delay	49.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
Future Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1870	1900	1870	1885	1900	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	98	578	133	441	571	300	329	448	505	214	237	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	1	2	0	2	1	0	3	0	0	4	2
Cap, veh/h	324	1023	235	672	1290	580	424	636	552	267	341	135
Arrive On Green	0.07	0.35	0.35	0.08	0.36	0.36	0.14	0.34	0.34	0.07	0.27	0.27
Sat Flow, veh/h	1711	2893	664	3510	3554	1598	1810	1856	1610	1810	1254	497
Grp Volume(v), veh/h	98	357	354	441	571	300	329	448	505	214	0	331
Grp Sat Flow(s),veh/h/ln	1711	1791	1766	1755	1777	1598	1810	1856	1610	1810	0	1751
Q Serve(g_s), s	4.7	21.7	21.9	11.0	16.5	19.9	17.1	28.2	40.6	10.0	0.0	22.9
Cycle Q Clear(g_c), s	4.7	21.7	21.9	11.0	16.5	19.9	17.1	28.2	40.6	10.0	0.0	22.9
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	324	633	625	672	1290	580	424	636	552	267	0	477
V/C Ratio(X)	0.30	0.56	0.57	0.66	0.44	0.52	0.78	0.70	0.92	0.80	0.00	0.69
Avail Cap(c_a), veh/h	327	633	625	672	1290	580	484	742	644	267	0	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.6	35.2	35.3	27.2	32.6	33.7	30.0	38.5	42.5	38.0	0.0	44.1
Incr Delay (d2), s/veh	0.5	3.6	3.7	2.3	1.1	3.3	6.8	2.5	16.3	15.9	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	15.3	15.2	8.2	11.5	12.9	12.8	19.1	25.4	5.7	0.0	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	38.8	39.0	29.5	33.7	37.0	36.8	41.0	58.9	53.9	0.0	47.7
LnGrp LOS	C	D	D	C	C	D	D	D	E	D	A	D
Approach Vol, veh/h		809			1312			1282			545	
Approach Delay, s/veh		37.2			33.1			46.9			50.1	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	52.8	24.5	41.7	14.7	54.0	15.0	51.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	40.0	24.0	40.0	10.0	41.0	10.0	54.0
Max Q Clear Time (g_c+I1), s	13.0	23.9	19.1	24.9	6.7	21.9	12.0	42.6
Green Ext Time (p_c), s	0.0	3.9	0.5	1.7	0.1	4.4	0.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	471	142	416	372	203	144	250	434	227	277	67
Future Volume (veh/h)	90	471	142	416	372	203	144	250	434	227	277	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1633	1841	1856	1856	1856	1885	1841	1826	1856	1841	1796	1781
Adj Flow Rate, veh/h	98	512	154	452	404	169	157	272	322	247	301	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	18	4	3	3	3	1	4	5	3	4	7	8
Cap, veh/h	118	1005	301	506	1589	720	232	418	360	298	339	82
Arrive On Green	0.08	0.38	0.38	0.15	0.45	0.45	0.08	0.23	0.23	0.10	0.24	0.24
Sat Flow, veh/h	1555	2653	794	3428	3526	1598	1753	1826	1572	1753	1397	339
Grp Volume(v), veh/h	98	337	329	452	404	169	157	272	322	247	0	374
Grp Sat Flow(s),veh/h/ln	1555	1749	1698	1714	1763	1598	1753	1826	1572	1753	0	1735
Q Serve(g_s), s	8.4	20.0	20.2	17.5	9.6	8.8	9.1	18.2	26.8	13.0	0.0	28.1
Cycle Q Clear(g_c), s	8.4	20.0	20.2	17.5	9.6	8.8	9.1	18.2	26.8	13.0	0.0	28.1
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	118	663	643	506	1589	720	232	418	360	298	0	421
V/C Ratio(X)	0.83	0.51	0.51	0.89	0.25	0.23	0.68	0.65	0.89	0.83	0.00	0.89
Avail Cap(c_a), veh/h	196	663	643	559	1589	720	244	541	466	298	0	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.5	32.2	32.3	56.5	23.0	22.8	38.2	47.2	50.5	40.0	0.0	49.3
Incr Delay (d2), s/veh	13.8	2.8	2.9	15.7	0.4	0.8	6.8	1.7	16.3	17.3	0.0	14.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	13.8	13.6	13.3	7.1	6.2	7.8	13.2	17.8	5.9	0.0	19.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	35.0	35.2	72.2	23.4	23.5	45.0	48.9	66.7	57.3	0.0	63.7
LnGrp LOS	E	D	D	E	C	C	D	D	E	E	A	E
Approach Vol, veh/h		764			1025			751			621	
Approach Delay, s/veh		40.3			44.9			55.7			61.2	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.9	56.2	16.1	37.8	15.2	65.9	18.0	35.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	22.0	40.0	12.0	41.0	17.0	45.0	13.0	40.0
Max Q Clear Time (g_c+I1), s	19.5	22.2	11.1	30.1	10.4	11.6	15.0	28.8
Green Ext Time (p_c), s	0.4	3.8	0.0	1.6	0.1	3.1	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	49.6
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	1	18	46	1	30	67	611	57	65	755	5
Future Vol, veh/h	13	1	18	46	1	30	67	611	57	65	755	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	8	0	0	67	0	0	0	3	0	0	4	0
Mvmt Flow	15	1	21	53	1	35	78	710	66	76	878	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1545	1965	442	1491	1935	388	884	0	0	776	0	0
Stage 1	1033	1033	-	899	899	-	-	-	-	-	-	-
Stage 2	512	932	-	592	1036	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.5	6.9	8.84	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4	3.3	4.17	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	74	64	569	~ 47	67	616	774	-	-	849	-	-
Stage 1	238	312	-	196	360	-	-	-	-	-	-	-
Stage 2	498	348	-	329	311	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	60	52	569	~ 39	55	616	774	-	-	849	-	-
Mov Cap-2 Maneuver	146	141	-	105	138	-	-	-	-	-	-	-
Stage 1	214	284	-	176	324	-	-	-	-	-	-	-
Stage 2	421	313	-	287	283	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.9	55.3	0.9	0.8
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	774	-	-	250	156	849	-	-
HCM Lane V/C Ratio	0.101	-	-	0.149	0.574	0.089	-	-
HCM Control Delay (s)	10.2	-	-	21.9	55.3	9.7	-	-
HCM Lane LOS	B	-	-	C	F	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	3	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

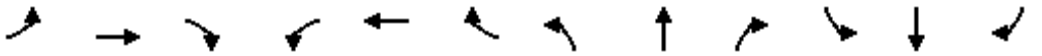
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	1	43	1	3	1	32	617	1	30	745	92
Future Vol, veh/h	60	1	43	1	3	1	32	617	1	30	745	92
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	33	0	3	3	0	0	3	6
Mvmt Flow	66	1	47	1	3	1	35	678	1	33	819	101

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1347	1685	460	1225	1735	340	920	0	0	679	0	0
Stage 1	936	936	-	749	749	-	-	-	-	-	-	-
Stage 2	411	749	-	476	986	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.94	7.5	7.16	6.9	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.32	3.5	4.33	3.3	2.23	-	-	2.2	-	-
Pot Cap-1 Maneuver	111	95	548	137	63	662	731	-	-	923	-	-
Stage 1	289	346	-	375	350	-	-	-	-	-	-	-
Stage 2	594	422	-	544	263	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	102	87	548	117	58	662	731	-	-	923	-	-
Mov Cap-2 Maneuver	205	200	-	233	146	-	-	-	-	-	-	-
Stage 1	275	334	-	357	333	-	-	-	-	-	-	-
Stage 2	559	402	-	478	254	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27	24.5	0.5	0.3
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	731	-	-	276	190	923	-	-
HCM Lane V/C Ratio	0.048	-	-	0.414	0.029	0.036	-	-
HCM Control Delay (s)	10.2	-	-	27	24.5	9	-	-
HCM Lane LOS	B	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.9	0.1	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	99	244	268	113	224	150	482	117	143	530	38
Future Volume (veh/h)	97	99	244	268	113	224	150	482	117	143	530	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1885	1870	1885	1870	1856	1900	1870	1856	1752
Adj Flow Rate, veh/h	109	111	212	301	127	197	169	542	91	161	596	43
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	1	2	1	2	3	0	2	3	10
Cap, veh/h	156	1181	527	330	1655	744	236	739	338	256	686	49
Arrive On Green	0.05	0.33	0.33	0.18	0.47	0.47	0.09	0.21	0.21	0.09	0.21	0.21
Sat Flow, veh/h	3456	3610	1610	1795	3554	1598	1781	3526	1610	1781	3335	240
Grp Volume(v), veh/h	109	111	212	301	127	197	169	542	91	161	315	324
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1795	1777	1598	1781	1763	1610	1781	1763	1812
Q Serve(g_s), s	4.4	3.0	14.3	23.0	2.8	10.5	10.3	20.1	6.6	9.9	24.2	24.2
Cycle Q Clear(g_c), s	4.4	3.0	14.3	23.0	2.8	10.5	10.3	20.1	6.6	9.9	24.2	24.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	156	1181	527	330	1655	744	236	739	338	256	362	373
V/C Ratio(X)	0.70	0.09	0.40	0.91	0.08	0.26	0.72	0.73	0.27	0.63	0.87	0.87
Avail Cap(c_a), veh/h	220	1181	527	464	1655	744	298	967	442	285	443	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.9	32.7	36.5	56.1	20.7	22.8	41.1	51.7	46.3	40.4	53.8	53.8
Incr Delay (d2), s/veh	5.5	0.2	2.3	17.8	0.1	0.9	5.9	2.0	0.4	3.7	14.4	14.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	2.4	10.0	17.7	2.1	7.5	8.6	14.0	4.9	8.1	17.8	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	32.8	38.8	73.8	20.8	23.7	46.9	53.7	46.8	44.1	68.1	68.1
LnGrp LOS	E	C	D	E	C	C	D	D	D	D	E	E
Approach Vol, veh/h		432			625			802			800	
Approach Delay, s/veh		45.5			47.2			51.5			63.3	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.5	52.6	19.3	35.6	13.1	72.0	18.7	36.2
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	* 36	* 24	* 17	* 35	* 8.9	* 51	* 14	* 38
Max Q Clear Time (g_c+I1), s	25.0	16.3	12.3	26.2	6.4	12.5	11.9	22.1
Green Ext Time (p_c), s	0.7	0.8	0.2	2.5	0.1	1.5	0.1	3.5

Intersection Summary	
HCM 6th Ctrl Delay	53.1
HCM 6th LOS	D

Notes

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

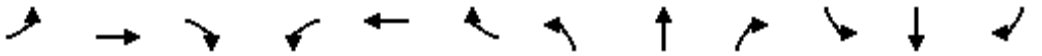
Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	62	663	30	0	864
Future Vol, veh/h	0	62	663	30	0	864
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	0	67	713	32	0	929

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

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	630	-
HCM Lane V/C Ratio	-	-	0.106	-
HCM Control Delay (s)	-	-	11.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	549	127	428	542	355	313	428	717	203	228	89
Future Volume (veh/h)	93	549	127	428	542	355	313	428	717	203	228	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1870	1900	1870	1885	1900	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	98	578	134	451	571	300	329	451	511	214	240	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	1	2	0	2	1	0	3	0	0	4	2
Cap, veh/h	322	1012	234	665	1278	575	426	642	557	268	348	136
Arrive On Green	0.07	0.35	0.35	0.08	0.36	0.36	0.14	0.35	0.35	0.07	0.28	0.28
Sat Flow, veh/h	1711	2888	668	3510	3554	1598	1810	1856	1610	1810	1259	493
Grp Volume(v), veh/h	98	358	354	451	571	300	329	451	511	214	0	334
Grp Sat Flow(s),veh/h/ln	1711	1791	1765	1755	1777	1598	1810	1856	1610	1810	0	1752
Q Serve(g_s), s	4.7	21.9	22.0	11.0	16.5	20.0	17.0	28.4	41.1	10.0	0.0	23.0
Cycle Q Clear(g_c), s	4.7	21.9	22.0	11.0	16.5	20.0	17.0	28.4	41.1	10.0	0.0	23.0
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	322	628	618	665	1278	575	426	642	557	268	0	484
V/C Ratio(X)	0.30	0.57	0.57	0.68	0.45	0.52	0.77	0.70	0.92	0.80	0.00	0.69
Avail Cap(c_a), veh/h	325	628	618	665	1278	575	487	742	644	268	0	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.9	35.6	35.6	28.1	33.0	34.1	29.7	38.2	42.3	37.6	0.0	43.7
Incr Delay (d2), s/veh	0.5	3.7	3.8	2.8	1.1	3.4	6.6	2.5	16.7	15.6	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	15.4	15.3	8.4	11.6	13.0	12.7	19.2	25.7	5.6	0.0	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	39.3	39.5	30.9	34.1	37.4	36.3	40.7	59.0	53.1	0.0	47.3
LnGrp LOS	C	D	D	C	C	D	D	D	E	D	A	D
Approach Vol, veh/h		810			1322			1291			548	
Approach Delay, s/veh		37.7			33.8			46.8			49.6	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	52.3	24.4	42.3	14.7	53.6	15.0	51.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	40.0	24.0	40.0	10.0	41.0	10.0	54.0
Max Q Clear Time (g_c+I1), s	13.0	24.0	19.0	25.0	6.7	22.0	12.0	43.1
Green Ext Time (p_c), s	0.0	3.9	0.5	1.7	0.1	4.4	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	41.0
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	1	10	89	1	35	59	1005	41	64	665	17
Future Vol, veh/h	12	1	10	89	1	35	59	1005	41	64	665	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	13	1	11	94	1	37	62	1058	43	67	700	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1497	2068	359	1689	2056	551	718	0	0	1101	0	0
Stage 1	843	843	-	1204	1204	-	-	-	-	-	-	-
Stage 2	654	1225	-	485	852	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	86	55	643	~ 62	56	483	892	-	-	642	-	-
Stage 1	329	382	-	199	259	-	-	-	-	-	-	-
Stage 2	427	254	-	537	379	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	69	46	643	~ 53	47	483	892	-	-	642	-	-
Mov Cap-2 Maneuver	169	121	-	136	139	-	-	-	-	-	-	-
Stage 1	306	342	-	185	241	-	-	-	-	-	-	-
Stage 2	365	236	-	472	340	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.4	75.1	0.5	1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	892	-	-	243	170	642	-	-
HCM Lane V/C Ratio	0.07	-	-	0.1	0.774	0.105	-	-
HCM Control Delay (s)	9.3	-	-	21.4	75.1	11.3	-	-
HCM Lane LOS	A	-	-	C	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	5	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3

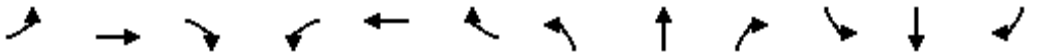
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑↑↱		↰	↑↑↱	
Traffic Vol, veh/h	84	0	30	1	1	1	27	1036	3	69	684	47
Future Vol, veh/h	84	0	30	1	1	1	27	1036	3	69	684	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	0	4	0	0	0	0	2	0	0	1	7
Mvmt Flow	91	0	33	1	1	1	29	1126	3	75	743	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1541	2106	397	1708	2130	565	794	0	0	1129	0	0
Stage 1	919	919	-	1186	1186	-	-	-	-	-	-	-
Stage 2	622	1187	-	522	944	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.5	6.98	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4	3.34	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 79	52	597	60	50	473	836	-	-	626	-	-
Stage 1	294	353	-	204	265	-	-	-	-	-	-	-
Stage 2	443	264	-	511	344	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 69	44	597	50	42	473	836	-	-	626	-	-
Mov Cap-2 Maneuver	174	122	-	140	140	-	-	-	-	-	-	-
Stage 1	284	311	-	197	256	-	-	-	-	-	-	-
Stage 2	425	255	-	425	303	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	42.7	25	0.2	1
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	836	-	-	214	183	626	-	-
HCM Lane V/C Ratio	0.035	-	-	0.579	0.018	0.12	-	-
HCM Control Delay (s)	9.5	-	-	42.7	25	11.5	-	-
HCM Lane LOS	A	-	-	E	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	0.1	0.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	170	296	119	158	226	197	698	302	196	537	60
Future Volume (veh/h)	125	170	296	119	158	226	197	698	302	196	537	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1870	1870	1870	1885	1900	1900	1885	1856
Adj Flow Rate, veh/h	133	181	263	127	168	176	210	743	225	209	571	64
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	0	0	0	2	2	2	1	0	0	1	3
Cap, veh/h	177	1458	650	150	1547	690	289	870	391	253	784	88
Arrive On Green	0.05	0.40	0.40	0.08	0.44	0.44	0.10	0.24	0.24	0.10	0.24	0.24
Sat Flow, veh/h	3456	3610	1610	1810	3554	1585	1781	3582	1610	1810	3248	363
Grp Volume(v), veh/h	133	181	263	127	168	176	210	743	225	209	314	321
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1810	1777	1585	1781	1791	1610	1810	1791	1820
Q Serve(g_s), s	6.1	5.0	18.6	11.1	4.5	11.3	14.0	31.7	19.7	13.8	25.8	26.0
Cycle Q Clear(g_c), s	6.1	5.0	18.6	11.1	4.5	11.3	14.0	31.7	19.7	13.8	25.8	26.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	177	1458	650	150	1547	690	289	870	391	253	432	439
V/C Ratio(X)	0.75	0.12	0.40	0.85	0.11	0.26	0.73	0.85	0.58	0.83	0.73	0.73
Avail Cap(c_a), veh/h	285	1458	650	262	1547	690	355	1101	495	334	562	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.9	29.9	34.0	72.4	26.8	28.7	42.0	57.8	53.3	43.4	55.8	55.9
Incr Delay (d2), s/veh	6.2	0.2	1.9	12.3	0.1	0.9	5.7	5.5	1.3	12.0	3.3	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	4.1	12.2	9.6	3.5	8.0	10.9	21.3	12.8	11.4	17.8	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	30.1	35.8	84.7	26.9	29.6	47.6	63.3	54.6	55.4	59.2	59.3
LnGrp LOS	F	C	D	F	C	C	D	E	D	E	E	E
Approach Vol, veh/h		577			471			1178			844	
Approach Delay, s/veh		44.5			43.5			58.9			58.3	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	71.4	23.1	45.4	15.0	76.4	22.9	45.7
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	* 23	* 37	* 22	* 50	* 13	* 47	* 23	* 49
Max Q Clear Time (g_c+I1), s	13.1	20.6	16.0	28.0	8.1	13.3	15.8	33.7
Green Ext Time (p_c), s	0.2	1.8	0.3	3.8	0.2	1.7	0.3	5.2

Intersection Summary	
HCM 6th Ctrl Delay	53.6
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	38	1090	59	0	772
Future Vol, veh/h	0	38	1090	59	0	772
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	4	2	3	0	2
Mvmt Flow	0	40	1160	63	0	821

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	612	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.98	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.34	-	-	-	-
Pot Cap-1 Maneuver	0	431	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	431	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	431	-
HCM Lane V/C Ratio	-	-	0.094	-
HCM Control Delay (s)	-	-	14.2	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.3	-

APPENDIX G

NCHRP Report 457 – Right Turn Lane Analysis

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

INPUT

Roadway geometry:	4-lane roadway

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

OUTPUT

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

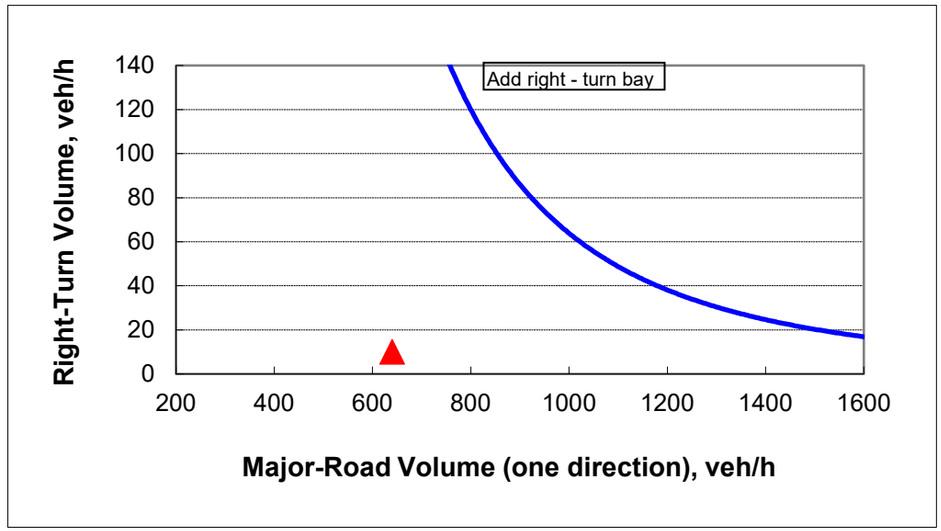


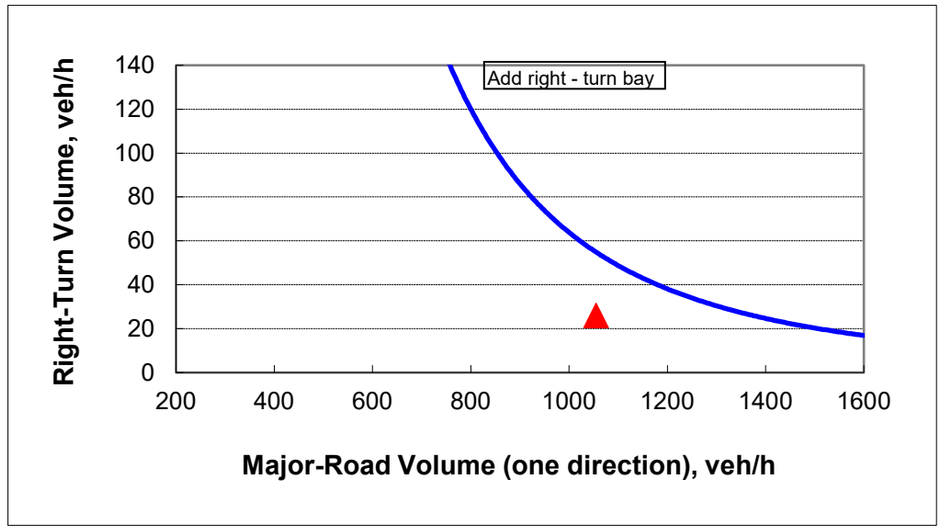
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

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

OUTPUT

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



CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **CP 2405-002 Michael DeMers**

REQUESTED ACTION: Staff recommends approval

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

CASE NUMBER	CP 2405-002 Michael DeMers
ORDINANCE NUMBER	O2024-42
APPLICANT(S)	Michael Rankin w/ LPG Urban and Regional Planners, LLC
OWNER	Michael C. DeMers
PROPERTY LOCATION	The property is generally located approximately 0.33 miles east of N US 301, at 702 Clay Drain Road, Wildwood, FL 34785
PARCEL NUMBER(S)	G18-023, G18-024, G18-025, G18-026
DATE	August 2, 2024

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

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

(1) Justification of the proposed amendment has been adequately presented;
The applicant has submitted adequate justification to the City of Wildwood for the proposed request to change the Future Land Use from Mobile Home Park (City) to Industrial (City). The applicant states that they intend to use the parcels as industrial and combine them with the adjacent industrial parcel owned by the applicant to create a unified industrial development. Justification has been presented to the city to support the proposed development. The proposed land use amendment is consistent with the proposed land use category on the JPA Map, as supported in the 2050 Comprehensive Plan Amendment.

(2) The proposed amendment is not inconsistent with the goals, objectives and policies of the comprehensive plan;
The proposed amendment is not inconsistent with the goals, objectives and policies of the comprehensive plan, with the proposed land use change from Mobile Home Park (City) to

Industrial (City).

The applicant stated that the subject property is located approximately ½ mile east of US 301 and is located within the Neighborhood Design District. Comprehensive Plan FLU Policy 1.1.1(c) outlines standards for industrial development which limits intensity of a FAR of 0.5. FLU Policy 1.2.1 states that the City shall encourage growth and development in areas where public infrastructure, services, and utilities are already present or planned to be within 3 to 5 years. The subject site is located within an area of existing development where public infrastructure, services and utilities are already present.

(3) The proposed amendment should not be considered urban sprawl or exemplify an energy inefficient land use pattern;
According to Section 163.3177(6)(a)(9)(b), Florida Statute, the future land use element or plan amendment shall be determined to discourage the proliferation of urban sprawl if it incorporates a development pattern or urban form that achieves four or more of the following:

1. Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.
a. *The proposed development is located along Clay Drain Road (CR 156) within the City of Wildwood's MSA. The proposed development abuts existing City of Wildwood industrial land use and zoning.*

2. Promotes the efficient and cost-effective provision or extension of public infrastructure and services.
a. *The proposed development is located in an area where existing public infrastructure and services are available.*

3. Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.
a. *The proposed development will provide connectivity consistent with the land development regulations.*

4. Promotes conservation of water and energy.
a. *The proposed development will utilize utilities that are available from the City of Wildwood.*

5. Preserves agricultural areas and activities, including silviculture, and dormant, unique, and prime farmlands and soils.
a. *The proposed site has no agricultural operations nor do the adjacent properties, or even the immediate vicinity have agricultural operations or uses.*

6. Preserves open space and natural lands and provides for public open space and recreation needs.
a. *The proposed development will provide open space requirements of the City of Wildwood.*

7. Creates a balance of land uses based upon demands of the residential population for the nonresidential needs of an area.

a. *The proposed development is industrial and would assist the city in meeting the nonresidential needs of the area.*

8. Provides uses, densities, and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl or if it provides for an innovative development pattern such as transit-oriented developments or new towns as defined in f.s. 163.3164.
a. *The proposed development is infill development and has been demonstrated above to not constitute urban sprawl.*

(4) The proposed amendment will not have an adverse effect on environmentally sensitive systems;
The proposed amendment will not have an adverse effect on environmentally sensitive systems. The site has been active and in operation since 2021. Should protected species occur, appropriate regulatory permits will be secured prior to development.

(5) The proposed amendment will not adversely affect transportation, potable water, sewer, schools or other public facilities without providing remedies to correct the system or facility.
Transportation: Primary access to the property will be from Clay Drain Road (CR 156). Approximate access easements will be secured prior to development. The trip generation analysis indicates that the proposed amendment will result in an additional 31 PM Peak Hour trips. The development is expected to generate eight new PM peak hour trips, which is less than the County's threshold for a Minor TIA. The amendment is not expected to degrade the LOS of area roadways. There are five existing businesses currently operating at the site.

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

As it refers to potable water, the applicant stated that the City has a current available capacity of 3.433 mgpd. An analysis was conducted of the proposed amendment based on land use and the City’s Level of Service (LOS) standards (Table 3). The estimated water demand is .006 mgpd. The analysis concludes that the proposed amendment will not cause a deficiency and the City will have a remaining available capacity of 3.42 mgpd.

In relation to wastewater facilities, the applicant stated that the City has a current available capacity of 1.144 mgpd. An analysis was conducted of the proposed amendment based on land use and the City’s Level of Service (LOS) standards. Wastewater demand was calculated at 250 gallons per ERU pursuant to City’s LOS standard. The estimated wastewater demand is .004 mgpd. The analysis concludes that the proposed amendment will not cause a deficiency and the City will have a remaining available capacity of 1.374 mgpd.

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

Table 1 – Maximum Development Analysis

Ordinance	Acres	Existing Land Use	Existing Intensity of Development	Proposed City Land Use	Proposed Maximum Development	Net Change in Development Potential
DeMers	0.913	Mobile Home Parks	30 Units (10 units/acre)	Industrial (0.50 FAR)	19,885 SF	- 9 Units
TOTAL	**0.913**		**9 Units**	**19,885 SF**	**19,885 SF**	**- 9 Units + 19,885 SF industrial**

Existing City of Wildwood Mobile Home Park – Max Density 10 units/per acre per Flu Policy 1.1.1

Proposed City of Wildwood Industrial – Max Density – 0.5 FAR per FLU Policy 1.1.1(c)

Conclusion:
The proposed land use amendment is consistent with objective 1.2 stating “the City shall strive to create a sustainable community by discouraging the proliferation of urban sprawl, promoting the efficient utilization of public infrastructure, services, and utilities, and implanting a compact land use pattern.” Objective 1.2 is being met specifically from Policy 1.2.7 and Policy 1.2.8, indicating that upon annexation of properties within the JPA, the City shall amend the FLUM to include the annexed properties within the City's Joint Planning Area. It also highlights that the City shall encourage all new development and redevelopment projects to cultivate a more sustainable land development pattern.

The amendment would allow for direct growth towards areas planned for urban development, thus preventing the spread of urban sprawl and maintaining compatibility with adjacent land uses. The proposal aims to address future land use discrepancies for current operations at the site. This is the second and final reading for Ordinance O2024-42.

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

Dated: 8/2/2024

Wendy Then, AICP, CFM
Assistant Director Development Services

ORDINANCE NO. O2024-42

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A SMALL-SCALE FUTURE LAND USE MAP AMENDMENT TO THE ADOPTED COMPREHENSIVE PLAN AND FUTURE LAND USE MAP IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, AS AMENDED; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Wildwood, Florida, is proposing to amend the local Comprehensive Plan and Future Land Use Map of said City, to include a land use amendment described as follows, to-wit:

Parcels G18-023, G18-024, G18-025, and G18-026
Michael C. DeMers
0.913 +/-

LEGAL DESCRIPTION:

Parcel 1:

Begin 770.88 feet West and 7 feet North of the SE Corner of NE ¼ of NE ¼ of Section 18, Township 19 South, Range 23 East, Sumter County, Florida, Run West 75 feet, North 138 feet, East 75 feet and South 138 feet to the Point of Beginning.

Parcel 2:

Begin 620.88 feet West and 7 feet North of the SE Corner of NE ¼ of NE ¼ of Section 18, Township 19 South, Range 23 East, Sumter County, Florida, Run West 75 feet, North 138 feet, East 75 feet and South 138 feet to Point of Beginning.

Parcel 3:

Begin 383.99 feet West and 7 feet North of the SE Corner of NE ¼ of NE ¼ of Section 18, Township 19 South, Range 23 East, Sumter County, Florida, Run West 78.5 feet, North 138 feet, East 78.5 feet and South 138 feet to Point of Beginning, Less Road Right of Way.

Parcel 4:

Begin 462.38 feet West and 7 feet North of the SE Corner of NE ¼ of NE ¼ of Section 18, Township 19 South, Range 23 East, Sumter County, Florida, Run West 78.5 feet, North 138.04 feet, East 78.5 feet and South 138.04 feet to Point of Beginning.

These properties are to be reclassified from Mobile Home Park (City) to Industrial (City).

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

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

SECTION 1. The adopted local Comprehensive Plan and Future Land Use Map for the City of Wildwood, Florida, are hereby amended to include the above-referenced property and proposed land use amendment as indicated above. The amendment to the Future Land Use Map of the local comprehensive plan is attached hereto as “Exhibit A” and incorporated herein by reference.

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

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

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

DONE AND ORDAINED this _____ day of _____, 2024, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

_____
Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

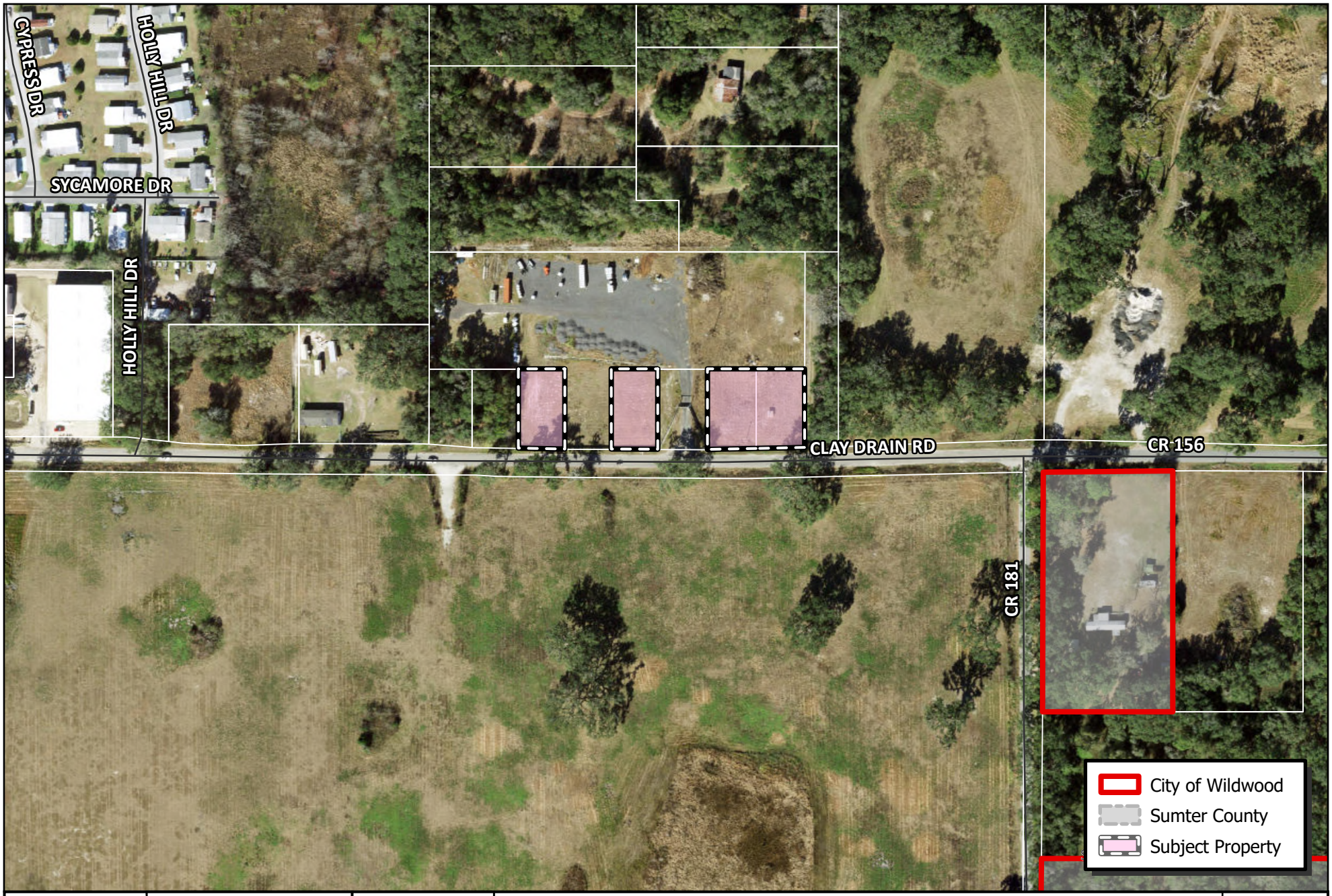
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

EXHIBIT A



WILDWOOD FLORIDA EST. 1877

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

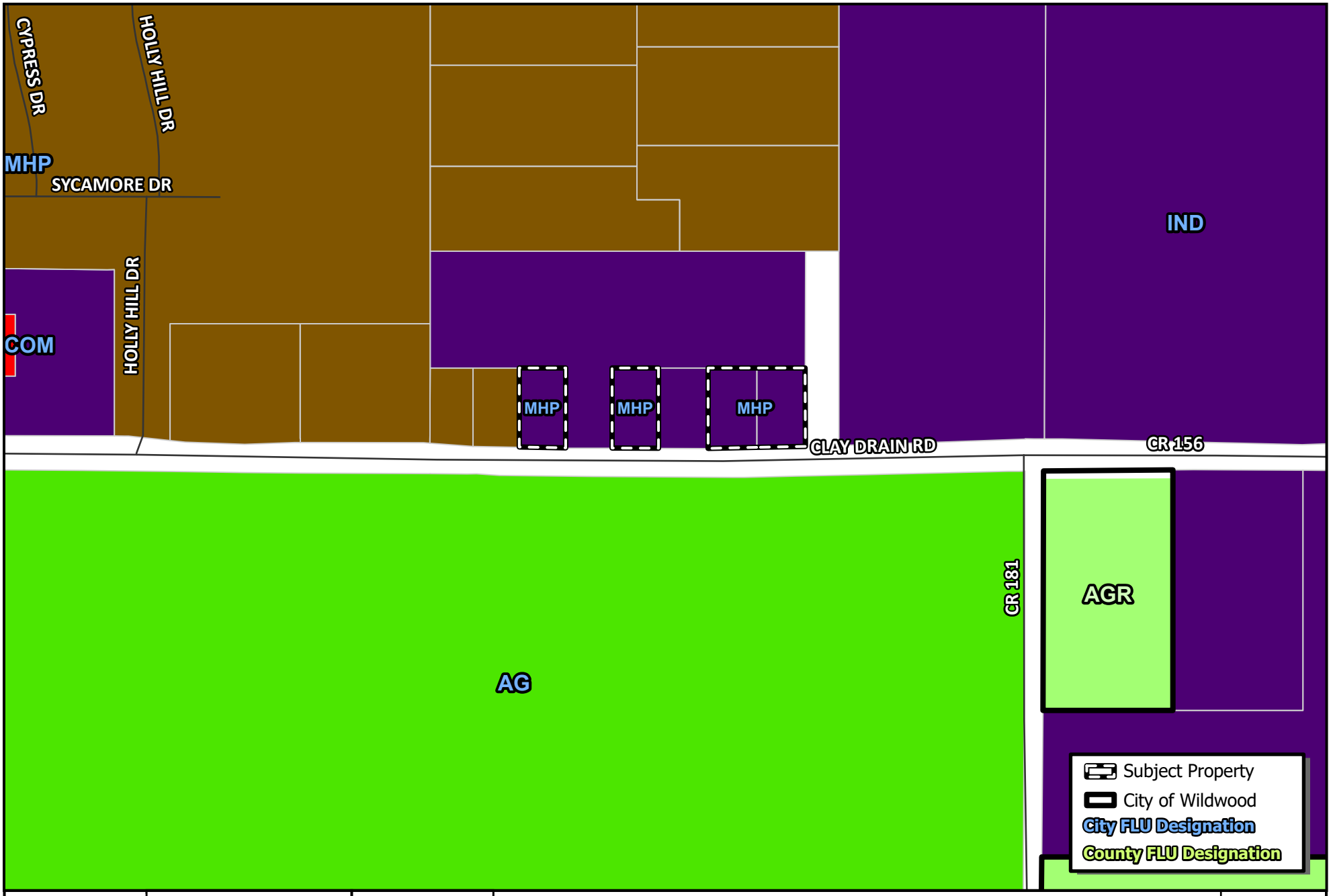
N
US Feet
0 35 70 140

CP 2405-002

MICHAEL DEMERS SSCPA

PARCELS G18-023, G18-024, G18-025 & G18-026

MAP 1B
LOCATION MAP
MAY 2024



WILDWOOD FLORIDA EST. 1877

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

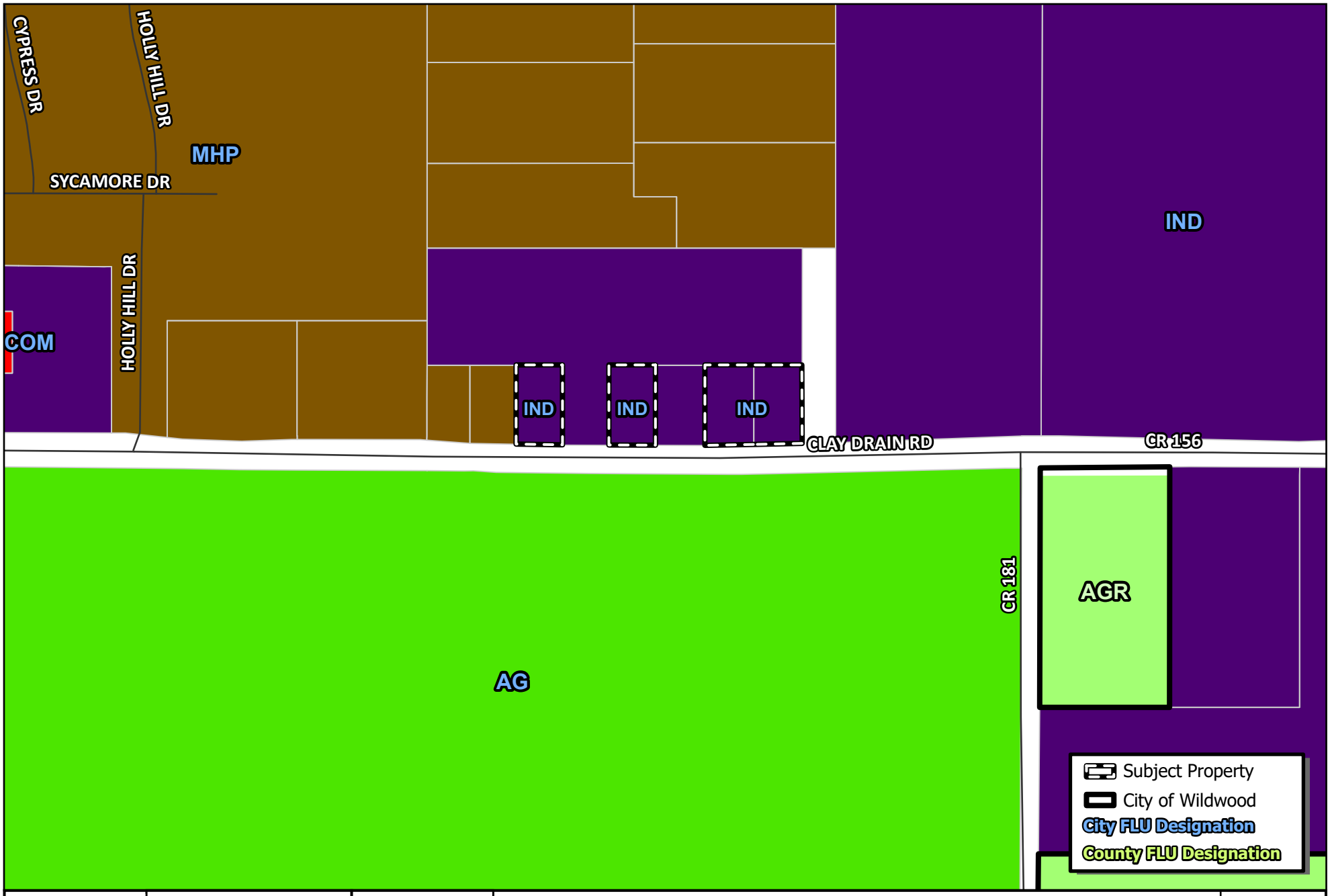
N
US Feet
0 45 90 180

CP 2405-002

MICHAEL DEMERS SSCPA

PARCELS G18-023, G18-024, G18-025 & G18-026

MAP 2A
EXISTING LAND USE
MAY 2024



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 45 90 180

CP 2405-002

MICHAEL DEMERS SSCPA

PARCELS G18-023, G18-024, G18-025 & G18-026

MAP 2B

PROPOSED LAND USE

MAY 2024

TRAFFIC IMPACT GROUP, LLC

TO: Wendy Then, City of Wildwood

FROM: Scott Israelson

DATE: 4 June 2024

RE: Traffic Impact Statement
Number Two Storage Facility
Wildwood, FL

Introduction

The Number Two Storage Facility is seeking to sub-lease area for truck storage parking in Wildwood, Florida. The site is located on the north side of Clay Drain Road (CR 156) west of Signature Drive. The 4.14-acre site has no buildings. The project would include constructing a 360 SF office building (basically toilet facilities) plus outdoor storage for 24 tractor-trailers.

Sumter County requires a Minor TIA for developments that generate 50 or more peak hour trips. This REVISED statement includes an estimate of existing operations.

Trip Generation

The site currently has existing operations that generate trips. According to the owner, there are five current operators:

- A gutter repair business that has two trucks generating four trips per day.
- Two landscaping businesses that have five trucks generating ten trips per day.
- Storage for concrete fiber optic vaults that sees two to four trips per month.
- The Log House has a driver that enters and exits three to four times per week.

According to the owner, the trucking company will have fifteen to twenty trucks entering and leaving each day. Trucks would leave between 4 and 5 AM and return between 1 and 2 PM.

A trip generation analysis has been prepared in accordance with the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. Table 1 summarizes the trip generation estimates for current conditions and the proposed addition. It should be noted that the storage is outdoor and not precisely defined, this estimate assumes 10,000 SF for existing uses and 50,000 SF for truck storage to be conservative.

Table 1 - ITE Trip Generation								
Average Weekday Driveway Volumes					AM Peak Hour		PM Peak Hour	
Land Use	ITE Code	Size		Daily Trips	Enter	Exit	Enter	Exit
Existing Conditions								
Mini-Warehouse	151	10	Th.Sq.Ft. GFA	15	1	0	1	1
New Development								
Mini-Warehouse	151	50	Th.Sq.Ft. GFA	73	3	2	4	4
Total New Peak Hour Trips to Adjacent Network					**3**	**2**	**4**	**4**

The development is expected to generate eight new PM peak hour trips, which is less than the County's threshold for a Minor TIA.

Please contact me at scott@traffic-impact.com or by phone at 407.607.6985 with any questions.

DEMERS
SMALL SCALE COMPREHENSIVE PLAN AMENDMENT
MAY 2024

Prepared By:

LPG Urban & Regional Planners, Inc.
1162 Camp Avenue
Mt. Dora, Florida 32757
(352) 385-1940

Small Scale Comprehensive Plan Amendment
DEMERS

Executive Summary

The proposed small scale comprehensive plan amendment consists of 0.913 ± acres and is located north of Clay Drain Rd (CR 156), east of S Main St/N US 301, and south of E SR 44 (Figures 1 and 2). The subject property is located within the municipal limits of the City of Wildwood and is identified by Parcel ID numbers G18-023, G18-024, G18-025, and G18-026. The site is designated as Mobile Home Park (MHP) on the City of Wildwood Future Land Use Map (Figure 3). It is proposed to designate the site as Industrial (Figure 4).

The existing Mobile Home Park (MHP) land use designation allows for mobile home parks with a maximum residential density of 10 units per acre (FLU Policy 1.1.13) and 50 percent lot coverage (LDR table 3-4). The proposed Industrial land use designation allows a maximum Impervious Surface Ratio of 70% (27,839 square feet) and a maximum Floor Area Ratio of 0.5 (19,885 square feet) (FLU Policy 1.1.15) whichever is less. The net result is a decrease of 9 mobile home units and an increase of 19,885 square feet of industrial uses. The site is located along a collector roadway, in close proximity to an arterial roadway, which would support industrial development. The proposed amendment is compatible with the existing adjacent future land uses as the subject site is located within a transitional area between existing commercial and industrial land use districts. The amendment would assist in meeting industrial needs and would result in a logical development pattern.

Potable Water Analysis

The subject property is within the City of Wildwood Utility Service Area. The City currently owns, operates and maintains a central potable water treatment and distribution system. The maximum pumping capacity of these facilities is limited by the City's Water Use Permit (permit no. 8135.012) as issued by the Southwest Florida Water Management District (SWFWMD). This permit, which expires in March 31, 2035, allows for a combined annual withdrawal from the Floridian Aquifer of 6.44 mgpd (annual average).

The City has a current available capacity of 3.433 mgpd. An analysis was conducted of the proposed amendment based on land use and the City's Level of Service (LOS) standards (Table 3). The estimated water demand is .006 mgpd. The analysis concludes that the proposed amendment will not cause a deficiency and the City will have a remaining available capacity of 3.42 mgpd.

Sanitary Sewer Analysis

The subject property is within the City of Wildwood Utility Service Area. The City of Wildwood currently owns, operates, and maintains a central sanitary sewer system. The City has a current available capacity of 1.144 mgpd. An analysis was conducted of the proposed amendment based on land use and the City's Level of Service (LOS) standards (Table 2). Wastewater demand was

calculated at 250 gallons per ERU pursuant to City's LOS standard. The estimated wastewater demand is .004 mgpd. The analysis concludes that the proposed amendment will not cause a deficiency and the City will have a remaining available capacity of 1.374 mgpd.

Solid Waste Analysis

The City of Wildwood's solid waste level of service is 2.4 lbs per day per capita. It is estimated that the industrial land use would generate 32 jobs; therefore, the proposed amendment is estimated to generate 77 lbs per day. The proposed amendment will not cause a deficiency in the LOS.

Transportation Impact Analysis

A trip generation analysis was conducted on the maximum development potential and the results of the analysis indicate that the proposed amendment's impact results in a slight increase of traffic and is considered de minimis.

TRIP GENERATION ANALYSIS

Proposed Land Use Program

Land Use	Size/Unit	ITE Code	Daily Trips	PM Peak Hour Trips	PM Trips Enter	PM Trips Exit
Business Park	19,885	770	247	8	4	5
TOTAL GROSS TRIPS (PROPOSED)			247	8	4	5

Existing Land Use Program

Land Use	Size/Unit	ITE Code	Daily Trips	PM Peak Hour Trips	PM Trips Enter	PM Trips Exit
Mobile Home Park	9 Units	240	45	4	3	2
TOTAL GROSS TRIPS (EXISTING)			45	4	3	2

Net Difference (Proposed Net Trip Generation Minus Existing Net Trip Generation)

Land Use	PM Peak Hour Trips	PM Trips Enter	PM Trips Exit
TOTAL NET TRIPS (PROPOSED – EXISTING)	4	1	3

Environmental Analysis

Habitats classified as wetlands or surface waters do not exist on the property and the site is not located within the 100-year flood zone. (Figure 5). Soils consist of Sumterville fine sand (Figure 6) which is an upland soil type. The site is relatively flat with an elevation of 60' NGVD (Figure 7). Should protected species occur, appropriate regulatory permits will be secured.

Comprehensive Plan Compliance

The proposed amendment changing the Future Land Use designation of the subject property from Mobile Home Park (MHP) to Industrial would specifically comply with the following policies, among others of the City of Wildwood Comprehensive Plan.

Future Land Use

FLU Policy 1.1.1(c) Industrial (IND) Land Use. Intended to accommodate a wide range of industrial uses including mining after approval as a conditional use. Maximum Intensity is 0.5 FAR or 70% ISR, whichever is less.

FLU 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.

FLU Policy 1.2.4 The timing and location of public facilities shall be coordinated through the Concurrency Management System (CMS) and Capital Improvement Program to ensure that development occurs in an orderly and timely manner consistent with the availability of public infrastructure, services, and utilities.

FLU Policy 1.2.6 The City shall maintain its Urban Service Area (USA), which encompasses lands that are currently, or expected (as shown in the Capital Improvements Element) to be served by public facilities and services as defined in Section 163.3164, and includes the areas comprising the JPA and MSA.

JUSTIFICATION CRITERIA PER LDR 1.7(D)

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

The applicant intends to use the parcels as industrial and combine them with the adjacent industrial parcel owned by the applicant to create a unified industrial development. Justification has been presented to the city to support the proposed development.

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

The proposed amendment is not inconsistent with the goals, objectives and policies of the comprehensive plan. The subject property is located approximately ½ mile east of US

301 and is located within the Neighborhood Design District. Comprehensive Plan FLU Policy 1.1.1(c) outlines standards for industrial development which limits intensity of a FAR of 0.5.

FLU Policy 1.2.1 states that the City shall encourage growth and development in areas where public infrastructure, services, and utilities are already present or planned to be within 3 to 5 years. The subject site is located within an area of existing development where public infrastructure, services and utilities are already present.

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

According to Section 163.3177(6)(a)(9)(b), Florida Statute, the future land use element or plan amendment shall be determined to discourage the proliferation of urban sprawl if it incorporates a development pattern or urban form that achieves four or more of the following:

1. Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.
    a. *The proposed development is located along Clay Drain Road (CR 156) within the City of Wildwood's MSA. The proposed development abuts existing City of Wildwood industrial land use and zoning.*

2. Promotes the efficient and cost-effective provision or extension of public infrastructure and services.
    a. *The proposed development is located in an area where existing public infrastructure and services are available.*

3. Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.
    a. *The proposed development will provide connectivity consistent with the land development regulations.*

4. Promotes conservation of water and energy.
    a. *The proposed development will utilize utilities that are available from the City of Wildwood.*

5. Preserves agricultural areas and activities, including silviculture, and dormant, unique, and prime farmlands and soils.
    a. *The proposed site has no agricultural operations nor do the adjacent properties, or even the immediate vicinity have agricultural operations or uses.*

6. Preserves open space and natural lands and provides for public open space and recreation needs.

a. *The proposed development will provide open space requirements of the City of Wildwood.*

7. Creates a balance of land uses based upon demands of the residential population for the nonresidential needs of an area.
    a. *The proposed development is industrial and would assist the city in meeting the nonresidential needs of the area.*

8. Provides uses, densities, and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl or if it provides for an innovative development pattern such as transit-oriented developments or new towns as defined in s. 163.3164.
    a. *The proposed development is infill development and has been demonstrated above to not constitute urban sprawl.*

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

The proposed amendment will not have an adverse effect on environmentally sensitive systems. Should protected species occur, appropriate regulatory permits will be secured prior to development.

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

Transportation: Primary access to the property will be from Clay Drain Road (CR 156). Approximate access easements will be secured prior to development. The trip generation analysis indicates that the proposed amendment will result in an additional 31 PM Peak Hour trips. The amendment will not degrade the LOS of area roadways.

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

Schools: The proposed development will have no impact to public schools as the proposed use is industrial.

Table 1 – Maximum Development Analysis

Ordinance #	Acres	Existing Land Use	Existing Intensity of Development	Proposed City Land Use	Proposed Maximum Development	Net Change in Development Potential
DeMers	0.913	Mobile Home Parks	30 Units (10 units/acre)	Industrial (0.50 FAR)	19,885 SF	- 9 Units
TOTAL	**0.913**		**9 Units**	**19,885 SF**	**19,885 SF**	**- 9 Units + 19,885 SF industrial**

Existing City of Wildwood Mobile Home Parks - Max Density 10 units/acre per FLU Policy 1.1.1
Proposed City of Wildwood Industrial - Max Density - 0.5 FAR per FLU Policy 1.1.1(c)

Table 2 – Water Analysis

Ordinance #	Acres	Existing County Land Use	Proposed City Land Use	Maximum Development	Water Demand (gross) (mgpd)	Capacity or Deficit (mgpd)
Current Capacity						3.43*
DeMers	0.913	Mobile Home Parks	Industrial	19,885 SF (0.50 FAR)	.006	3.42

* Includes Southwinds Commercial LTD amendment

Water demand was calculated at 300 gallons per ERC pursuant to City's LOS standard (CIE Policy 8.3.1).
Warehouse – Per 1,000 SF Floor Area x 0.200 = Total ERUs

Table 3 – Wastewater Analysis

Ordinance #	Acres	Existing City Land Use	Proposed City Land Use	Maximum Development	WasteWater Demand (gross) (mgpd)	Capacity or Deficit (mgpd)
Current Capacity						1.378*
DeMers	0.913	Mobile Home Parks	Industrial	19,885 SF	.004	1.374

* Includes Southwinds Commercial LTD amendment

Wastewater demand calculated at 250 gallons per ERU pursuant to the City's LOS standard (CIE Policy 8.3.1).
Per 1,000 SF Floor Area x 0.200 = Total ERUs

Figure 1
Location Map

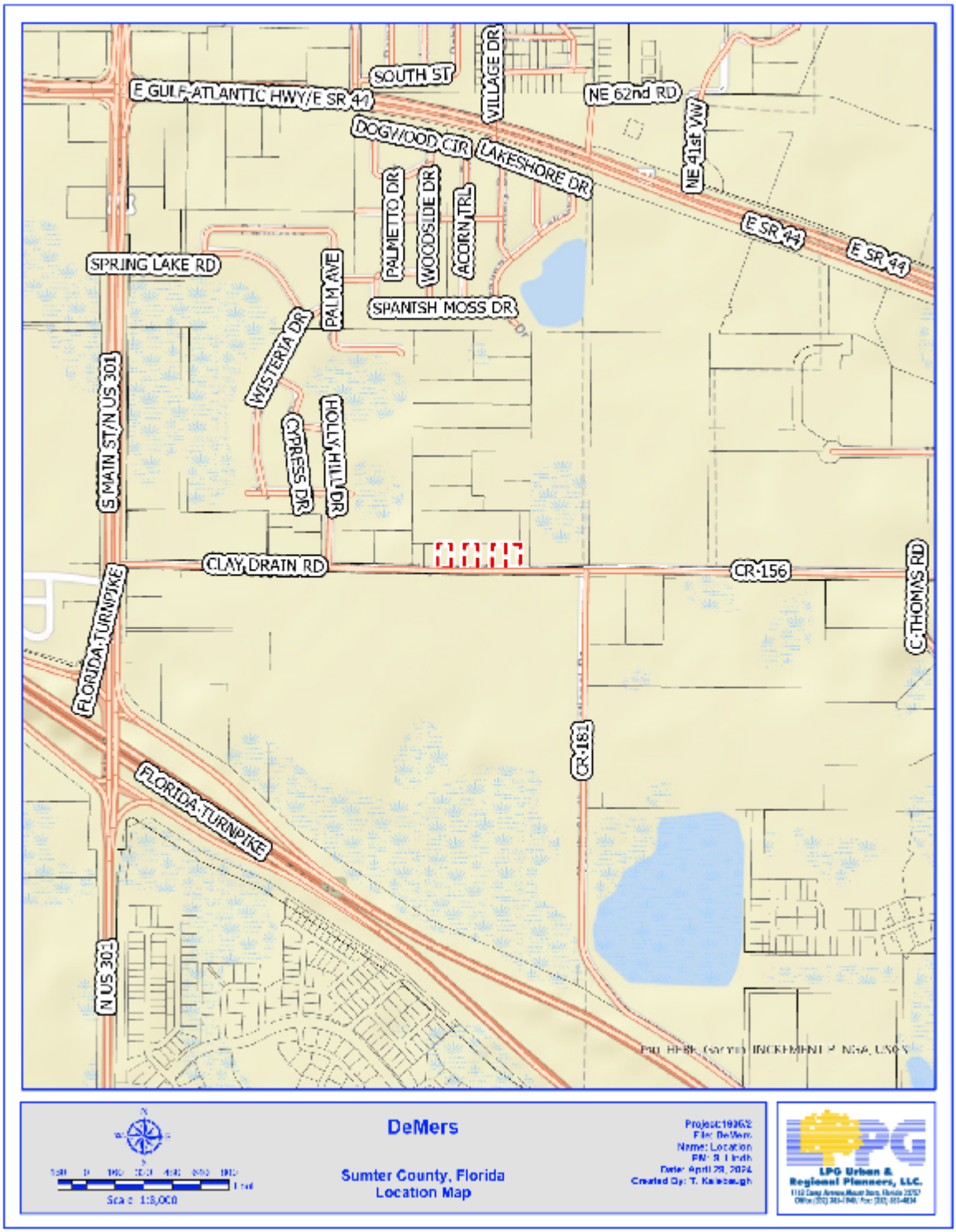


Figure 2
Aerial Map



Figure 3
Existing Future Land Use Map

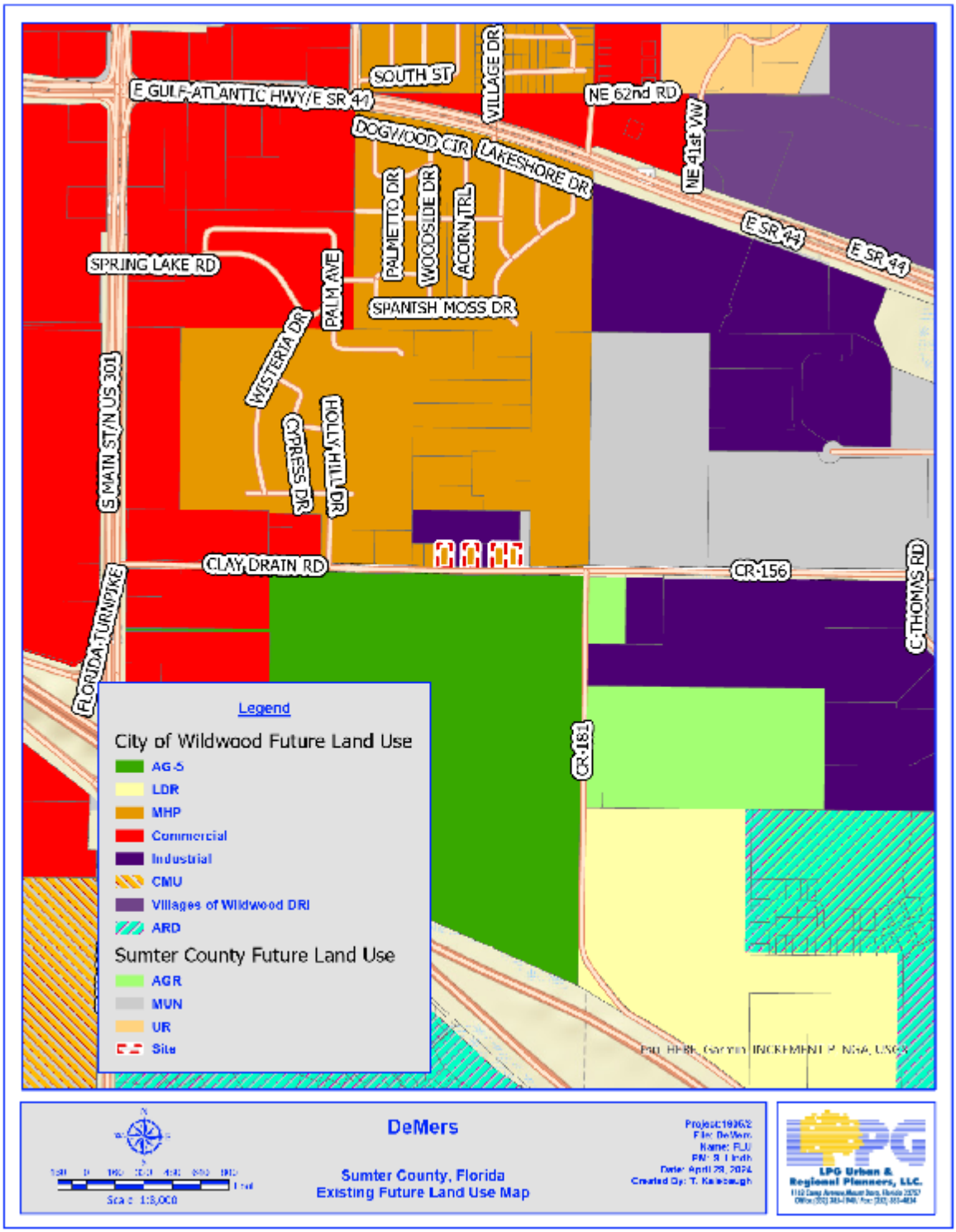


Figure 4
Proposed Future Land Use Map

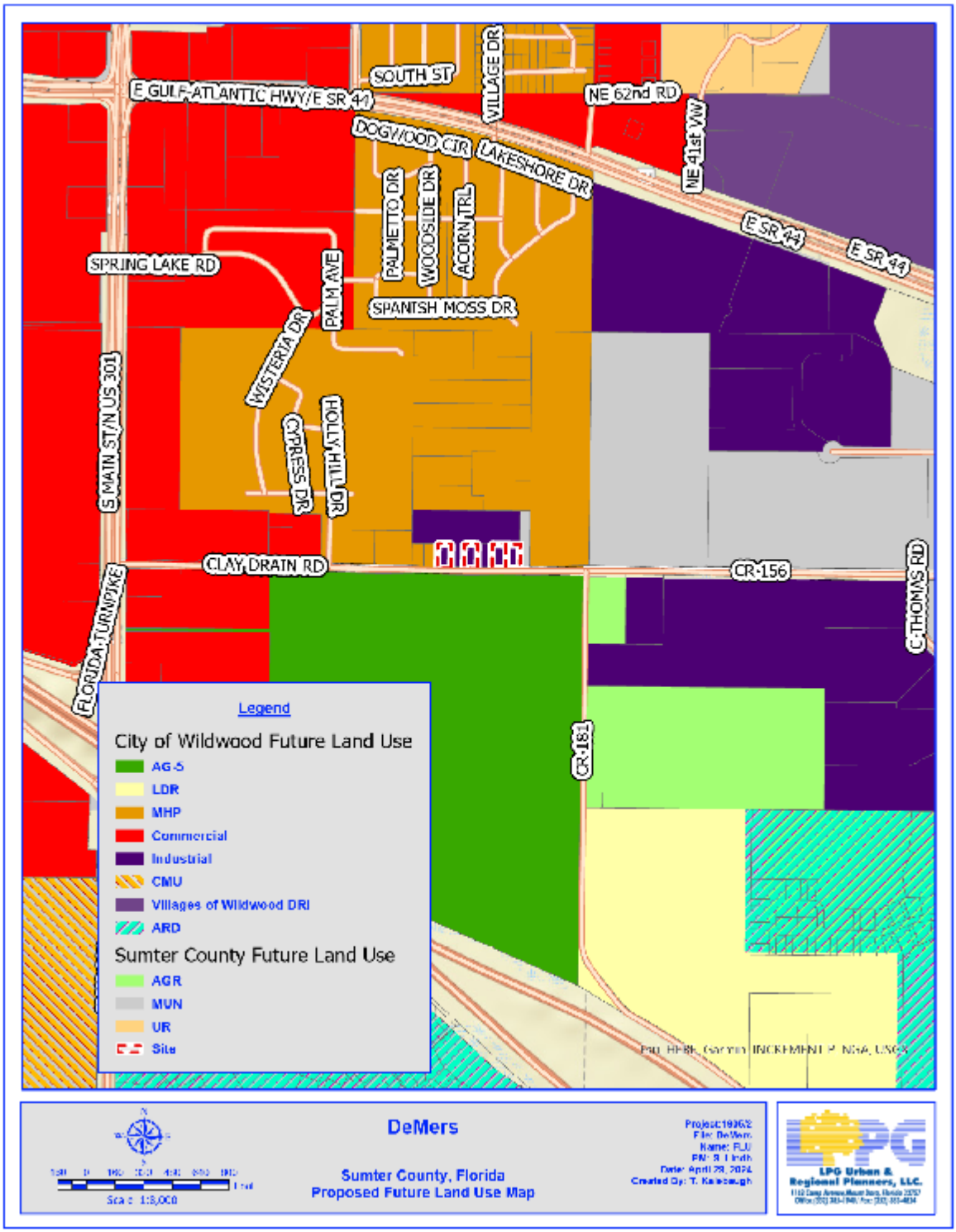


Figure 5
Environmental Constraints Map

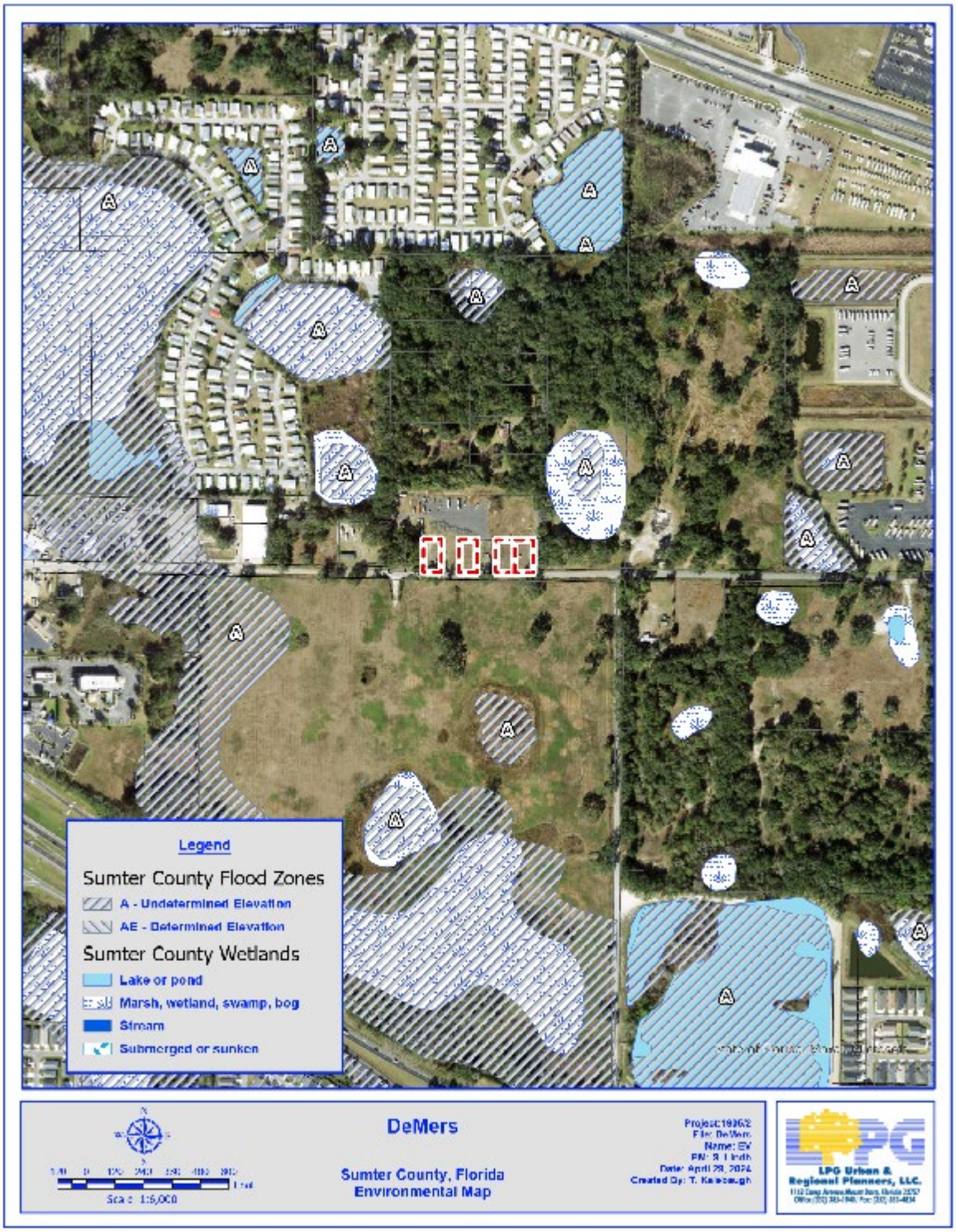


Figure 6
Soils Map

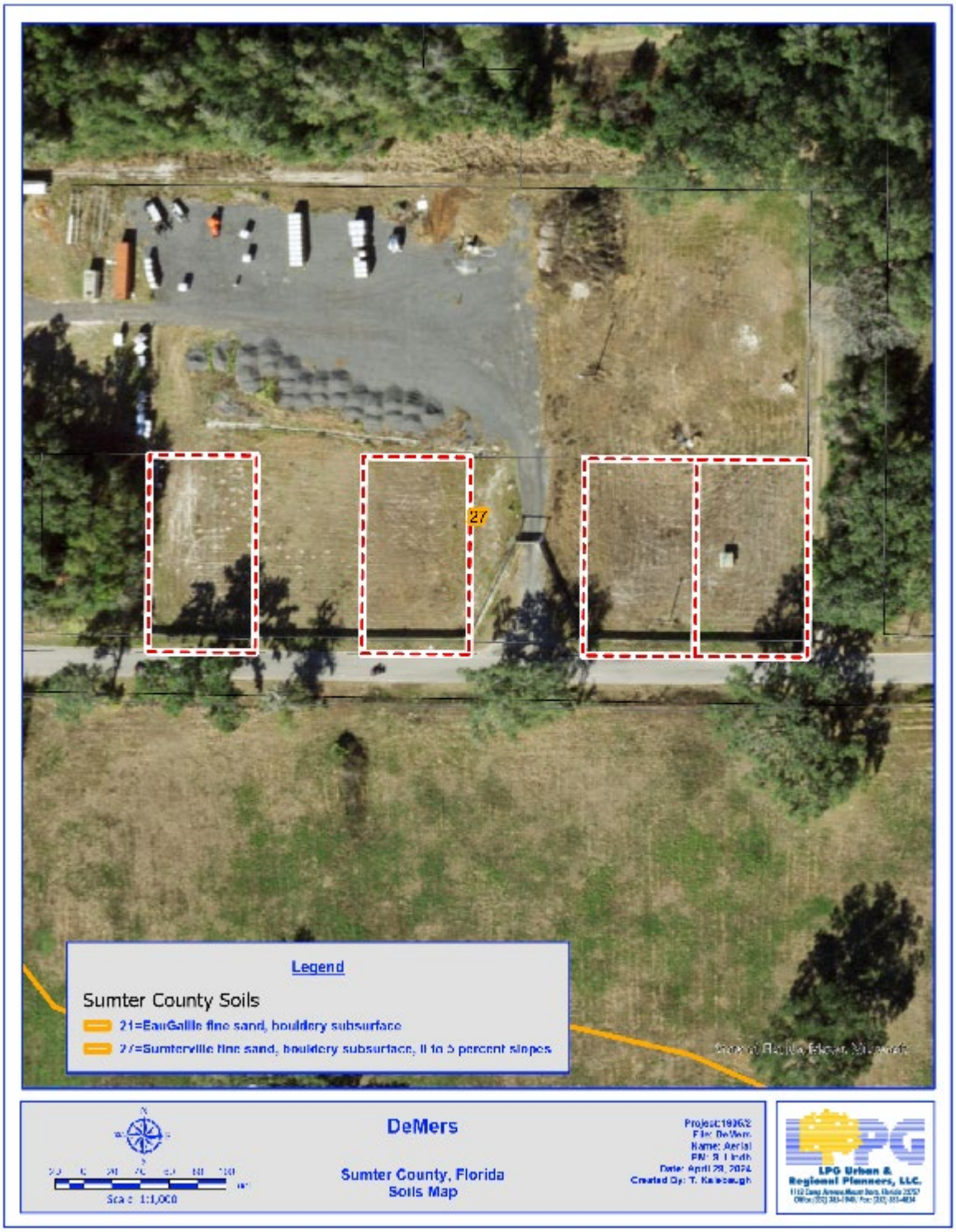
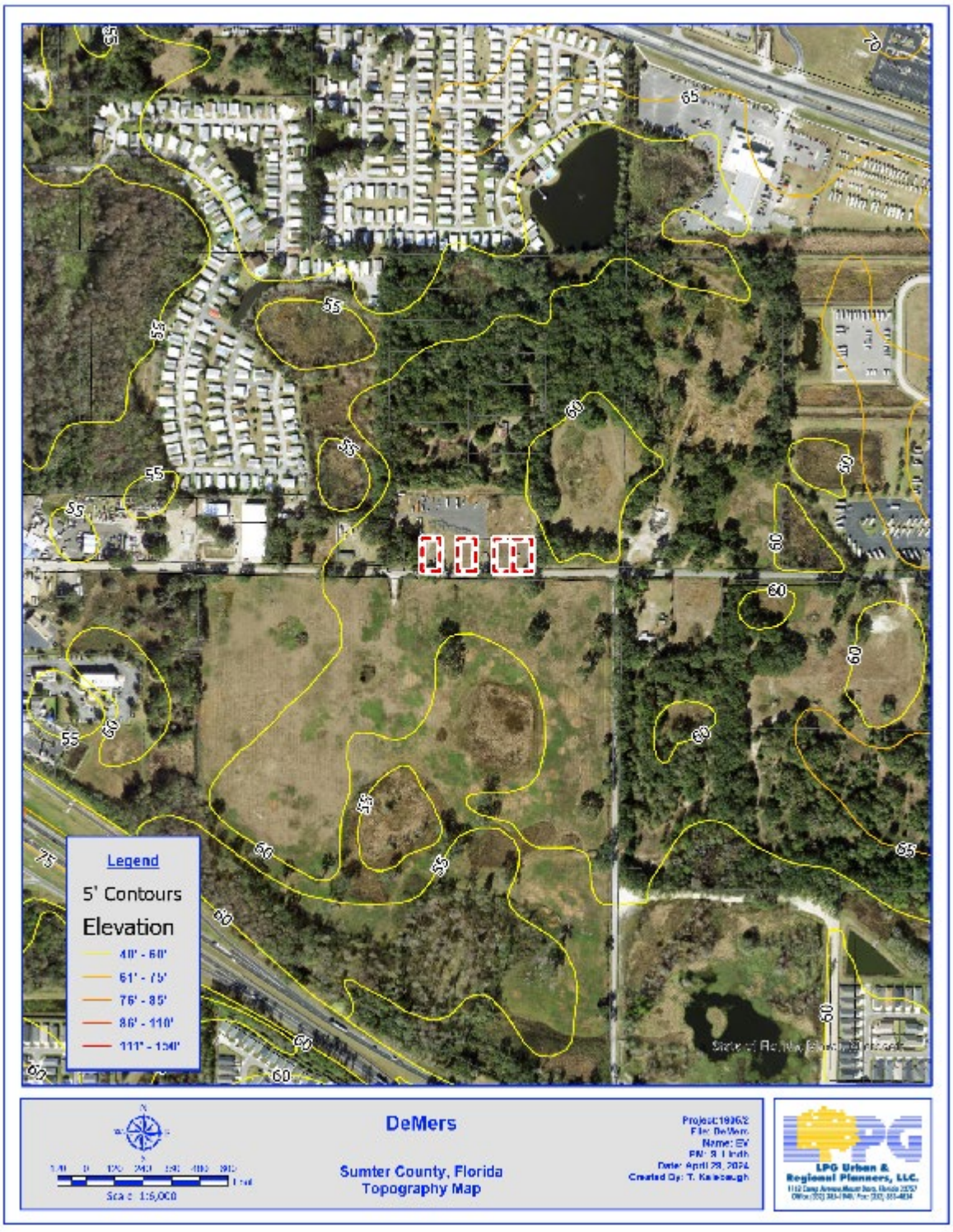


Figure 7
Topography Map



Business Impact Estimate

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

Proposed ordinance's title/reference: O2024-42

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

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

The case below was heard on Tuesday, July 9, 2024, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate as the Local Planning Agency for a Comprehensive Plan amendment to amend the FLU map designation from Mobile Home Park (City) to Industrial (City) for the parcels listed below on 0.913 acres MOL. The subject property is generally located approximately 0.33 miles east of N US 301, at 702 Clay Drain Road, Wildwood, FL 34785.

Case Number: CP 2405-002 Michael DeMers

Applicant(s): Michael Rankin w/ LPG Urban and Regional Planners

Owner(s): Michael C. DeMers

Parcel(s): G18-023, G18-024, G18-025, & G18-026

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

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 1.7(D), the Special Magistrate, as it respects to O2024-42:

☒ recommends approval.

☐ recommends approval with the following conditions:

_____

☐ recommends denial.

Dated: July 9, 2024

Lindsay C.T. Holt
Special Magistrate City of Wildwood

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **CP 2406-001 Oxford Oaks Professional Plaza**

REQUESTED ACTION:

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

CASE NUMBER	CP 2406-001 OXFORD OAKS PROFESSIONAL PLAZA
ORDINANCE NUMBER	O2024-44
APPLICANT(S)	Luisa Betancur & Rodolfo De Anda
OWNER	Oxford Oaks Plaza, LLC
PROPERTY LOCATION	The property is generally located approximately 445 linear feet east of N US 301, and approximately 467 linear feet south of CR 106, in section 17, township 18 south, range 23 east
PARCEL NUMBER(S)	Portion of Parcel D17-069
DATE	August 5, 2024

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

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

(1) Justification of the proposed amendment has been adequately presented;
The applicant has submitted adequate justification to the City of Wildwood for the proposed request to change the Future Land Use from Commercial (Sumter County) to Commercial (City), as supported in the 2050 Comprehensive Plan Amendment. Policy 1.2.7 states “upon the annexation of properties within the JPA, the City shall amend the FLUM to include the annexed property.” The proposed land use amendment is consistent with the proposed land use category on the JPA Map.

The applicant is looking to establish a future land use designation consistent with the remaining portion of

parcel D17-069; which consists of the north 1/2 of Perry Street, being approximately 25 feet in width and 297.2 linear feet in length.

(2) The proposed amendment is not inconsistent with the goals, objectives and policies of the comprehensive plan;
The proposed amendment is not inconsistent with the goals, objectives and policies of the comprehensive plan, with the proposed land use change from Commercial/ROW (Sumter County) to Commercial (City). The proposed land use amendment is consistent with objective 1.2 stating “the City shall strive to create a sustainable community by discouraging the proliferation of urban sprawl, promoting the efficient utilization of public infrastructure, services, and utilities, and implanting a compact land use pattern.” Objective 1.2 is being met specifically from Policy 1.2.7 and Policy 1.2.8, the City shall encourage all new development and redevelopment projects to cultivate a more sustainable land development pattern.

The applicant is planning to utilize the vacated right of way land for the southern landscaping buffer and retention pond of the proposed Oxford Oaks Professional Plaza.

(3) The proposed amendment should not be considered urban sprawl or exemplify an energy inefficient land use pattern;
The amendment is not considered urban sprawl, and it does not exemplify an energy inefficient land use pattern. The existing adjacent land use designations within the City limits are Commercial (COM) and the proposed land use amendment is consistent with the proposed land use category on the JPA Map.

The applicant plans to construct a professional/medical plaza (Oxford Oaks Professional Plaza), whose site plan has been submitted for review and this is how it was found that the extra step is necessary to incorporate that piece of land into the City limits and establish a future land use (Commercial) and zoning designation (C-2) consistent with the City for the rest of Parcel D17-069.

(4) The proposed amendment will not have an adverse effect on environmentally sensitive systems;
The proposed amendment will not have an adverse effect on environmentally sensitive systems. A Protected Wildlife Report was conducted by Keystone Environmental Consulting, LLC in May of 2023. Per the Protected Wildlife Report, Gopher Tortoise burrows were observed, but not occupied. It is recommended a 100% gopher tortoise survey be done before construction and if any gopher tortoises are found, it will be necessary to apply for a gopher relocation permit with FFWCC.

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

Transportation: The property will have a full-access driveway on CR 106. As it refers to the overall development, the proposed project is to generate 1,185 net daily trips of which 51 will occur in the A.M. peak hour and 143 in the P.M. peak hour. The transportation impact analysis indicates that with the added number of trips, the impacted roadway segments and intersections are projected to operate at satisfactory levels of service.

Potable Water & Sewer: City water is available to the subject property. The nearest force main is approximately 350 feet north of the property. The applicant/owner will work with the City’s Utility Department and adjacent developers at the site plan stage to connect to the City water and sewer. The proposed amendment will not add additional impact to the water or sewer facilities.

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

Conclusion:
The proposed land use amendment is consistent with objective 1.2 stating “the City shall strive to create a sustainable community by discouraging the proliferation of urban sprawl, promoting the efficient utilization of public infrastructure, services, and utilities, and implanting a compact land use pattern.” Objective 1.2 is being met specifically from Policy 1.2.7 and Policy 1.2.8, indicating that upon annexation of properties within the JPA, the City shall amend the FLUM to include the annexed properties within the City's Joint Planning

Area. It also highlights that the City shall encourage all new development and redevelopment projects to cultivate a more sustainable land development pattern.

The amendment would allow for direct growth towards areas planned for urban development, thus preventing the spread of urban sprawl and maintaining compatibility with adjacent land uses. There is a site plan currently under review for Oxford Oaks Professional Plaza, which is how the vacated right-of-way discrepancy was discovered. This is the second and final reading for Ordinance O2024-44.

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

Dated: 8/5/2024



Wendy Then, AICP, CFM
Assistant Director Development Services

ORDINANCE NO. O2024-44

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A SMALL-SCALE FUTURE LAND USE MAP AMENDMENT TO THE ADOPTED COMPREHENSIVE PLAN AND FUTURE LAND USE MAP IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, AS AMENDED; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Wildwood, Florida, is proposing to amend the local Comprehensive Plan and Future Land Use Map of said City, to include a land use amendment described as follows, to-wit:

Portion of Parcel D17-069
Oxford Oaks Plaza, LLC
0.17 +/-

LEGAL DESCRIPTION:

PORTION OF PARCEL D17-069

That portion of the North half of Perry Street (50 feet wide) as shown on the Plat of TOWN of OXFORD, as recorded in Plat Book 1, Page 32, of the Public Records of SUMTER County, Florida, Lying South of the Following Described Parcel: The West 297.2 feet of Block F of TOWN of OXFORD, according to the Plat thereof as recorded in Plat Book 1, Page(s) 32-33, of the Public Records of SUMTER County, Florida.

This property is to be reclassified from ROW (County) & Commercial (County) to Commercial (City).

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

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

SECTION 1. The adopted local Comprehensive Plan and Future Land Use Map for the City of Wildwood, Florida, are hereby amended to include the above-referenced property and proposed land use amendment as indicated above. The amendment to the Future Land Use Map of the local comprehensive plan is attached hereto as “Exhibit A” and incorporated herein by reference.

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

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

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

DONE AND ORDAINED this _____ day of _____, 2024, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION

CITY OF WILDWOOD, FLORIDA

_____
Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

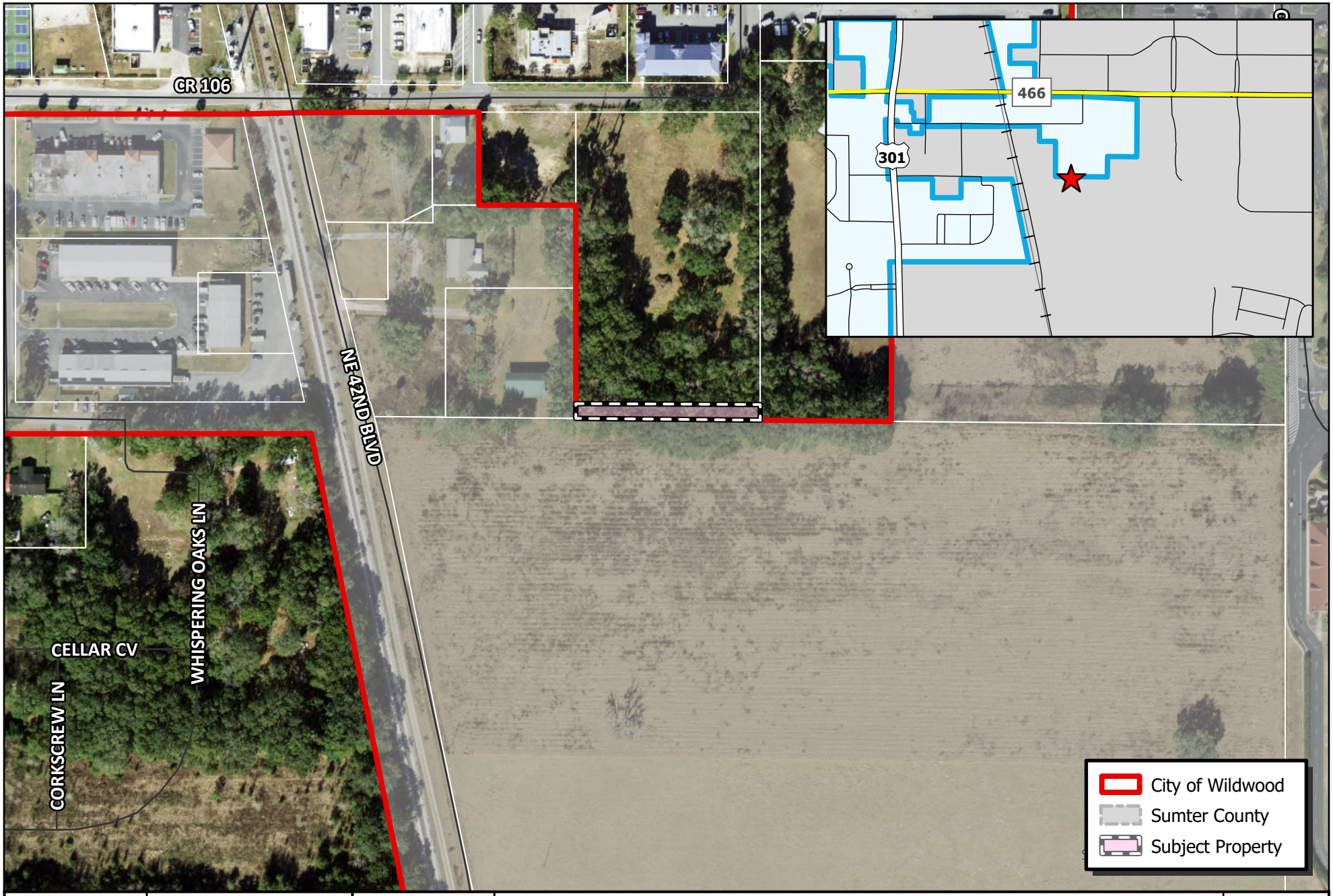
First Reading: _____

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 35 70 140

CP 2406-001

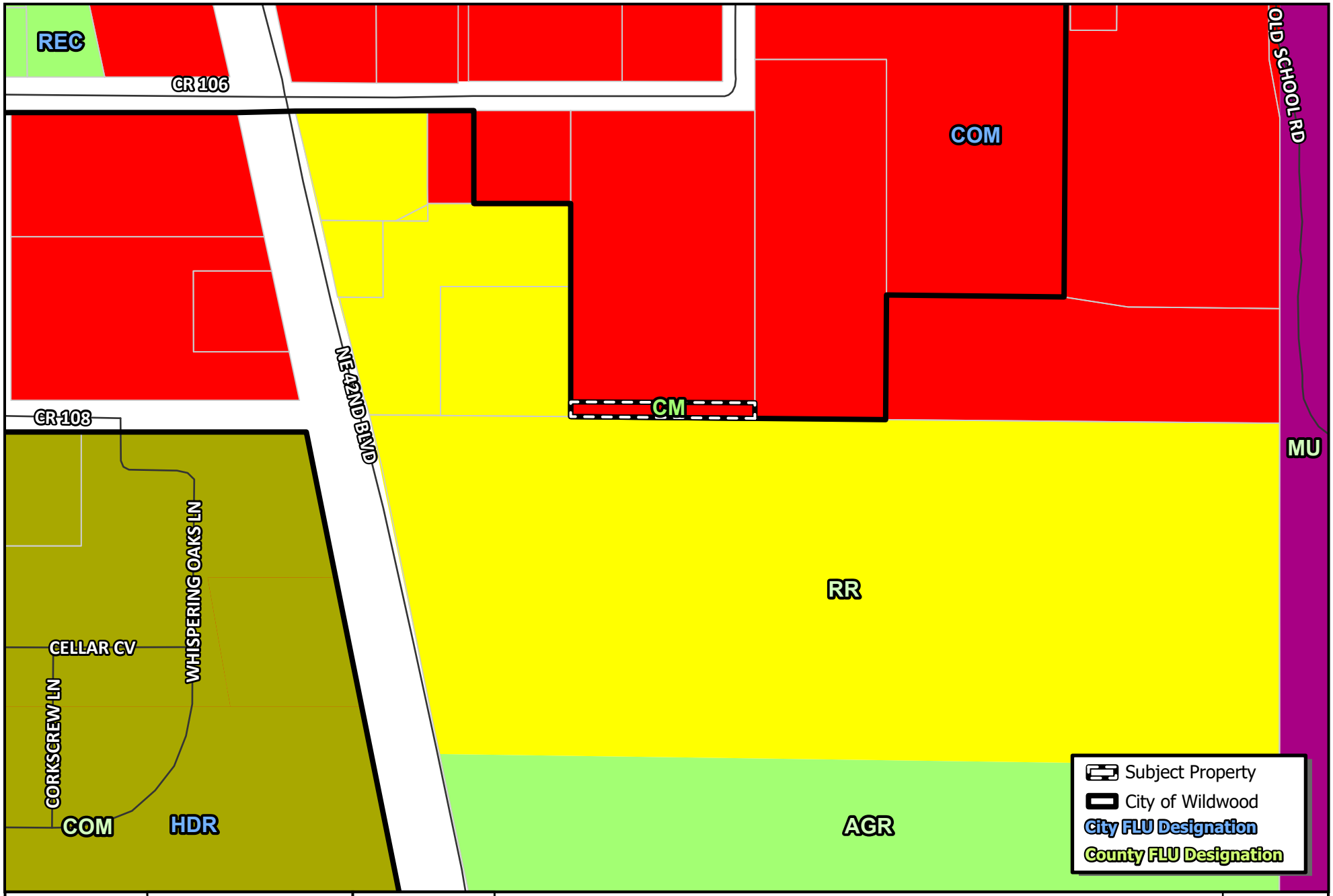
OXFORD OAKS PROFESSIONAL PLAZA

PARCEL D17-069

MAP 1B

LOCATION MAP

JUN 2024



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

N
US Feet
0 45 90 180

CP 2406-001

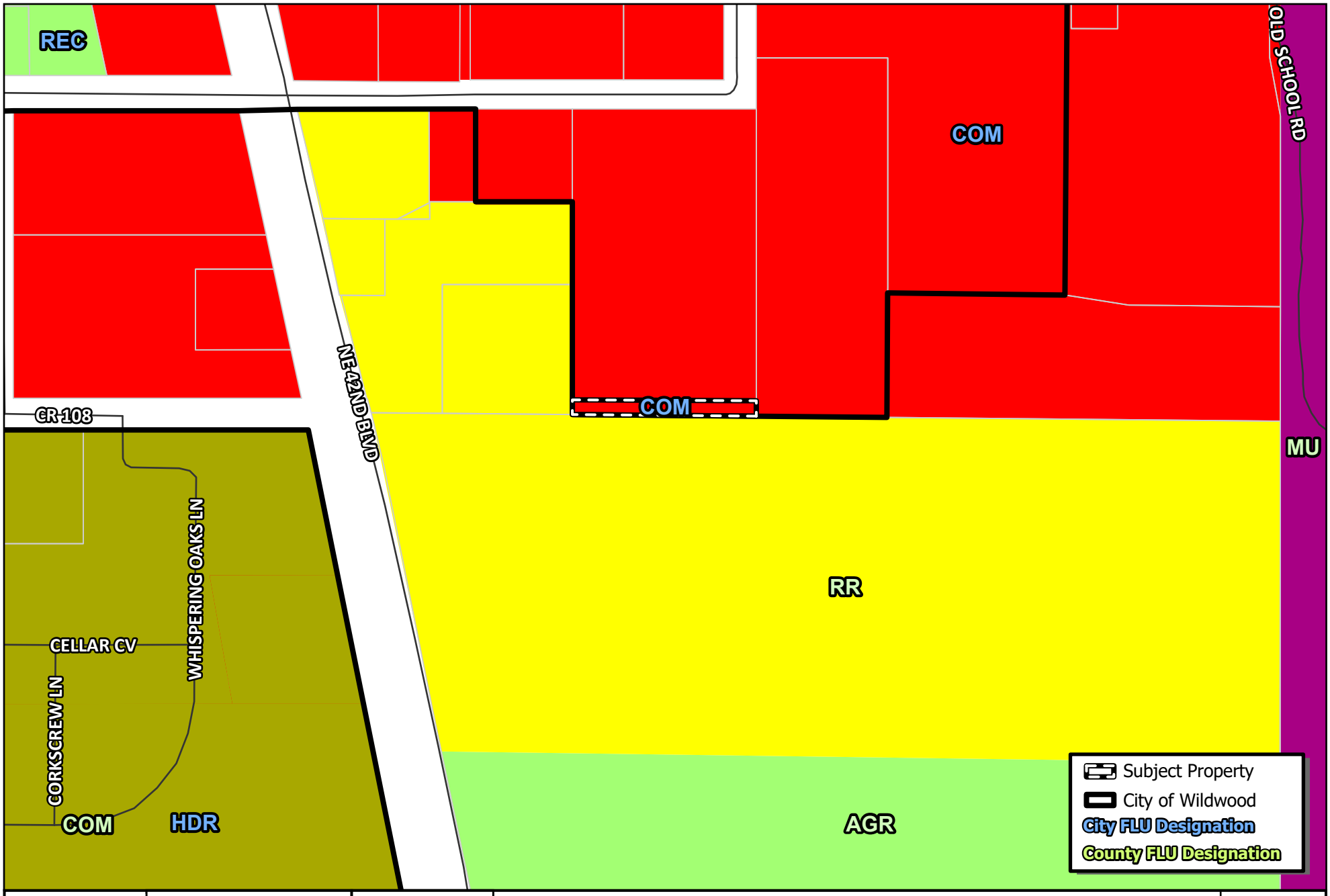
OXFORD OAKS PROFESSIONAL PLAZA

PARCEL D17-069

MAP 2A

EXISTING LAND USE

JUN 2024



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 45 90 180

CP 2406-001

OXFORD OAKS PROFESSIONAL PLAZA

PARCEL D17-069

MAP 2B

PROPOSED LAND USE

MAY 2024

B.2 Justification for Amendment

- (1) Justification of the proposed amendment has been adequately presented: parcel D17-036 and parcel D17-069 are currently empty lots that were zoned commercial lots under Sumter County. After the approval for annexation into the City of Wildwood we wish to develop these parcels into a retail and professional plaza.
- (2) The proposed amendment is not inconsistent with the goals, objectives and policies of the comprehensive plan.
- (3) The proposed amendment will not be considered urban sprawl or exemplify an energy inefficient land use pattern.
- (4) The proposed amendment will not have an adverse effect on environmentally sensitive systems; An environmental study on these parcels shows that there are no protected wildlife such as gopher tortoises, American bald eagles, Florida scrub jay, burrowing owls, sand skink, southeastern American kestrel, eastern indigo snake, or red-tailed hawk.
- (5) The proposed amendment will not adversely affect transportation, potable water, sewer, schools or other public facilities without providing remedies to correct the system or facility

TRAFFIC IMPACT STUDY

CR 106 PROPERTY
OXFORD, SUMTER COUNTY

Prepared for:

Brian Ehlers Construction Co., Inc.
2801 S.E. 1st Avenue, Suite 402
Ocala, Florida 34471

Prepared by:

Traffic Planning and Design, Inc.
535 Versailles Drive
Maitland, Florida 32751
407-628-9955

August 2022

TPD № 5653

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic Planning & Design, Inc., a corporation authorized to operate as an engineering business, EB-3702, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: CR 106 Property

LOCATION: Oxford, Sumter County

CLIENT: Brian Ehlers Construction Co, Inc.

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

NAME: Turgut Dervish, P.E.

Florida P.E. №: 20400

DATE: August 26, 2022

SIGNATURE:



TABLE OF CONTENTS

Page

INTRODUCTION **1**

EXISTING CONDITIONS ANALYSIS **4**

Roadway Segment Analysis
Intersection Analysis

PROPOSED DEVELOPMENT AND TRIP GENERATION **9**

Trip Generation
Trip Distribution/Trip Assignment 9

PROJECTED TRAFFIC CONDITIONS **11**

Roadway Segment Analysis
Intersection Analysis

STUDY CONCLUSIONS **15**

APPENDICES **16**

A Study Methodology and Related Correspondence
B Sumter County Counts/Los Capacity Table
C Intersection Traffic Counts/Adjustment Factors
D Existing HCS Capacity Worksheets
E Vested Trip Information
F Projected HCS Capacities Worksheets

TABLE OF CONTENTS, continued

LIST OF TABLES

Page

Table 1 Existing Peak Hour Roadway Capacity Analysis 5
Table 2 Existing Intersection Capacity Analysis 8
Table 3 Trip Generation Summary 9
Table 4 Projected Peak Hour Roadway Capacity Analysis 12
Table 5 Projected Intersection Capacity Analysis 12

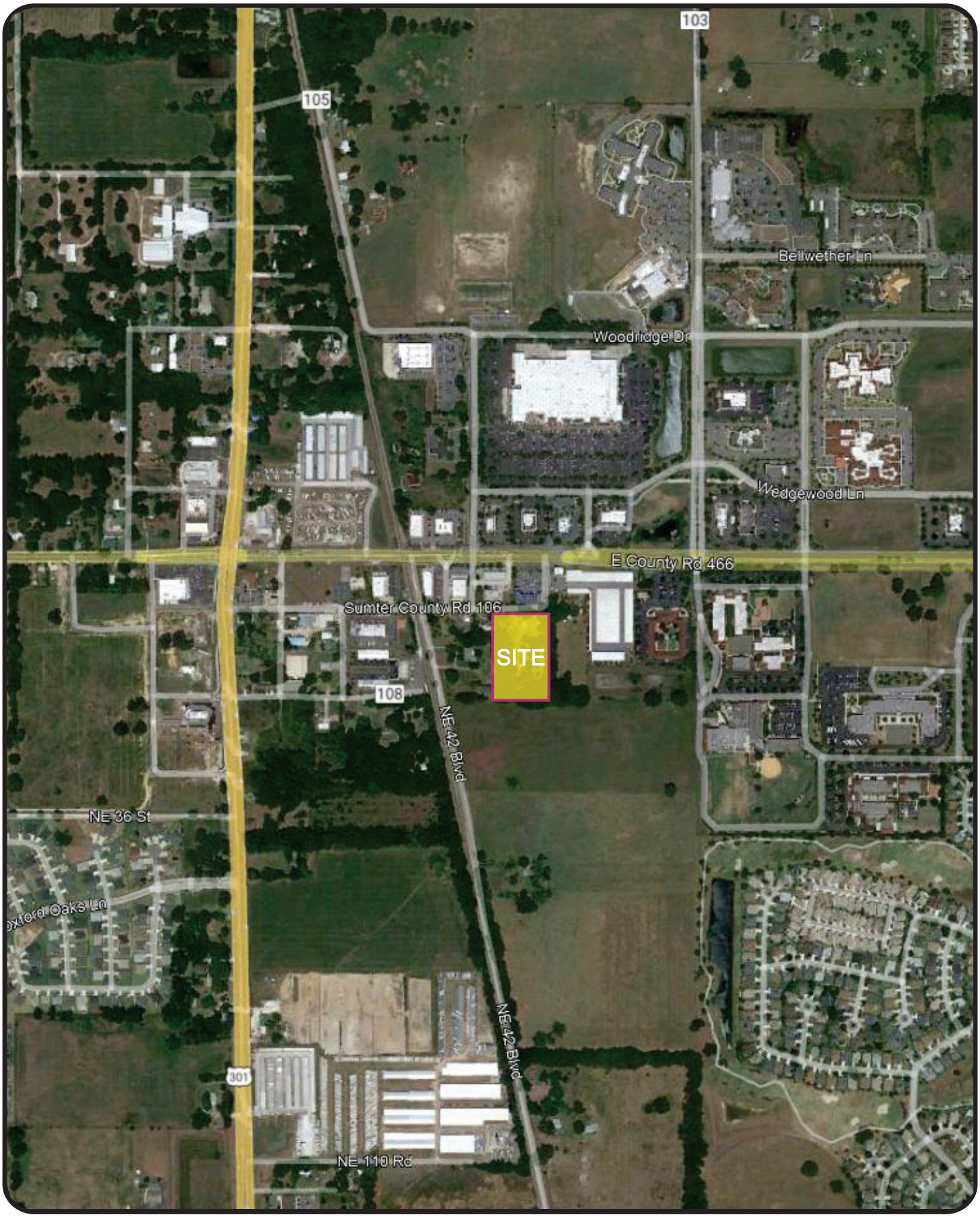
LIST OF FIGURES

Figure 1 Site Location 2
Figure 2 Site Plan 3
Figure 3a Existing A.M. Peak Hour Traffic Volumes 6
Figure 3b Existing P.M. Peak Hour Traffic Volumes 7
Figure 4 Project Trip Distribution/Assignment 10
Figure 5a Projected A.M. Peak Hour Traffic Volumes 13
Figure 5b Projected P.M. Peak Hour Traffic Volumes 14

INTRODUCTION

This analysis was undertaken in order to assess the traffic impact of a proposed strip retail plaza in Oxford, Sumter County. The proposed retail plaza will consist of 27,200 square feet located on CR 106 to the east of CR 105. The site is proposed to be served by a full access on CR 106. **Figure 1** depicts the site location and the area roadways. **Figure 2** depicts the site plan and its access configuration.

The study was conducted in accordance with a study methodology submitted to and reviewed by Sumter County. This methodology along with related correspondence are included in **Appendix A.** Data utilized in this study consists of a site plan provided by Project Engineers, traffic volume data and Level of Service standards obtained from Sumter County and FDOT. Additionally, intersection turning movements counts were made by Traffic Planning and Design, Inc. staff during the A.M. and P.M. peak hours.



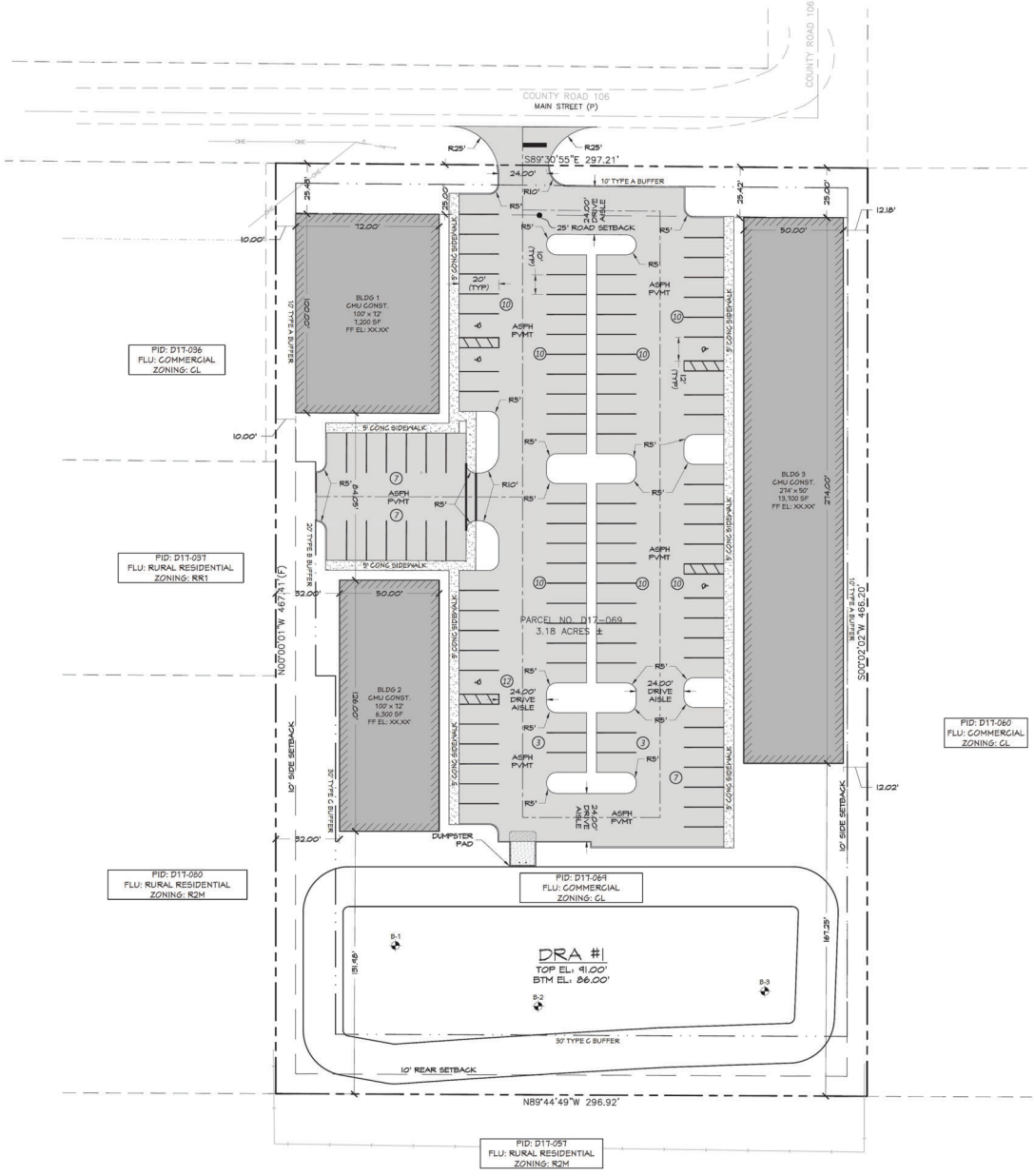
CR 106/Oxford
Project № 5653

Figure 1

Site Location

N

NTS



CR 106/Oxford
Project № 5653

Figure 2

Site Plan

N
NTS

EXISTING CONDITIONS ANALYSIS

Based upon the project's trip generation, a major Traffic Impact Analysis (TIA) is required as per Sumter County Guidelines. As documented in the study methodology, the following roadway segments and intersections were included in the analysis as per Sumter County criteria:

Roadway Segment

- CR 466
  US 301 to CR 105
- CR 106
  CR 105 to CR 466

Intersections

- US 301 and CR 466
- CR 105 and CR 106
- CR 466 and CR 105
- Site Entrance

The analysis of the study roadway segments and intersections was accomplished for the A.M. and P.M. peak hours traffic conditions.

Roadway Segment Analysis

The roadway segments were analyzed by comparing the existing traffic volumes with the adopted LOS/capacity values for the A.M./P.M. peak hour conditions. The existing traffic volumes were obtained from the Sumter County Annual Traffic Counts (2022) and the adopted capacities from the County's *TMS* database. Relevant information on existing traffic volumes and roadway capacities are included in **Appendix B.**

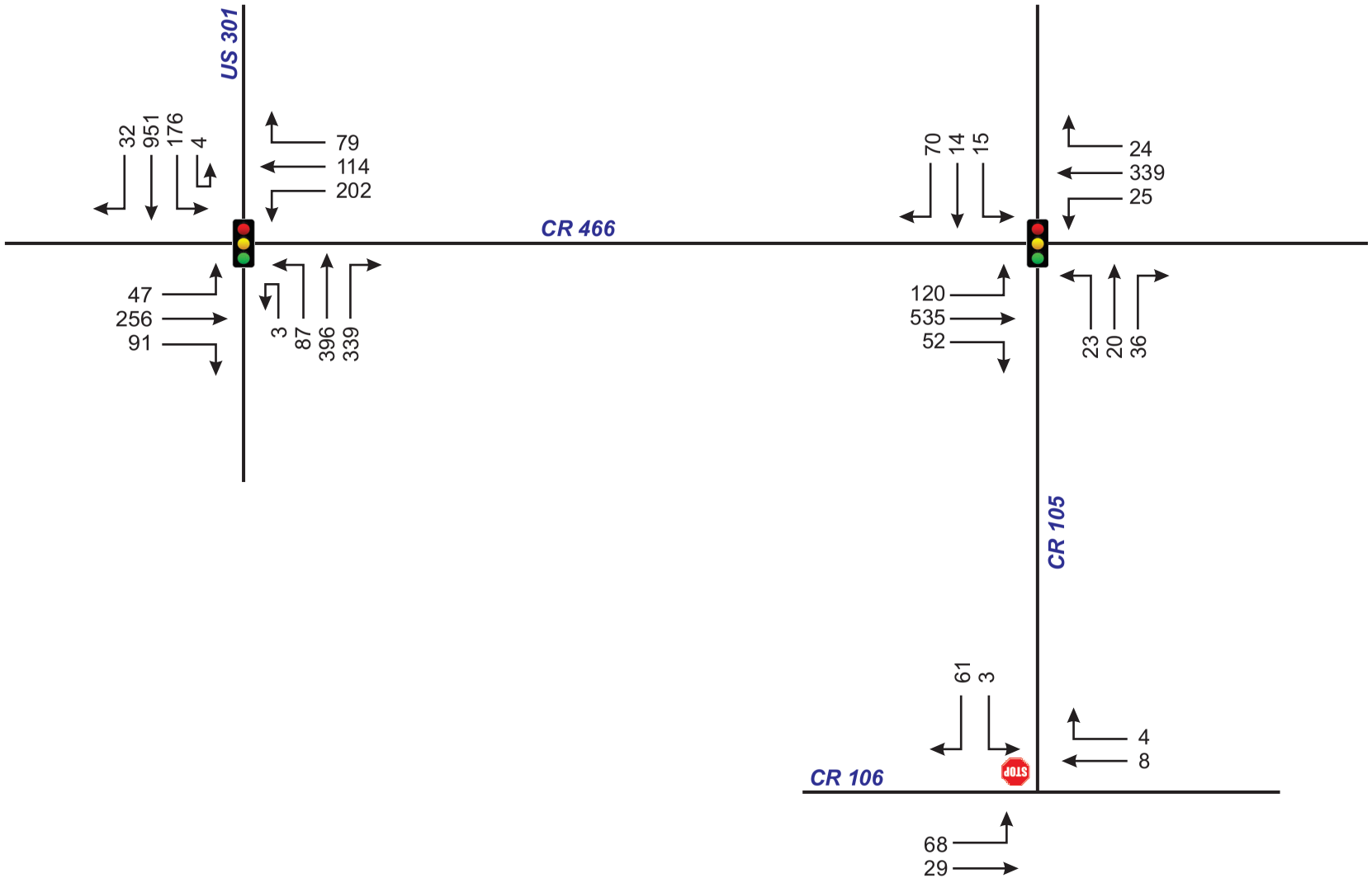
The existing peak hour roadway capacity analyses are summarized in **Table 1**. As shown, the existing conditions analysis of A.M. and P.M. peak hour traffic conditions reveals that the study roadway segments currently operate satisfactorily within the adopted Level of Service capacities.

Table 1
Existing Peak Hour Roadway Capacity Analysis

Roadway Segment	No. of Lns	Functional Class	LOS		Peak Hour Peak Direction		V/C Ratio	LOS
			Standard	Peak Hour Capacity	Direction	Volume		
A.M. Peak Hour								
CR 466								
US 301 to CR 105	4LD	Arterial 1	D	1,800	EB	933	0.51	C
			D	1,800	WB	947	0.53	C
CR 106								
CR 105 to CR 466	2L	Local	D	675	EB	32	0.05	C
			D	675	WB	12	0.02	C
P.M. Peak Hour								
CR 466								
US 301 to CR 105	4LD	Arterial 1	D	1,800	EB	1,010	0.56	C
			D	1,800	WB	1,148	0.64	C
CR 106								
CR 105 to CR 466	2L	Local	D	675	EB	34	0.05	C
			D	675	WB	18	0.03	C

Intersection Analysis

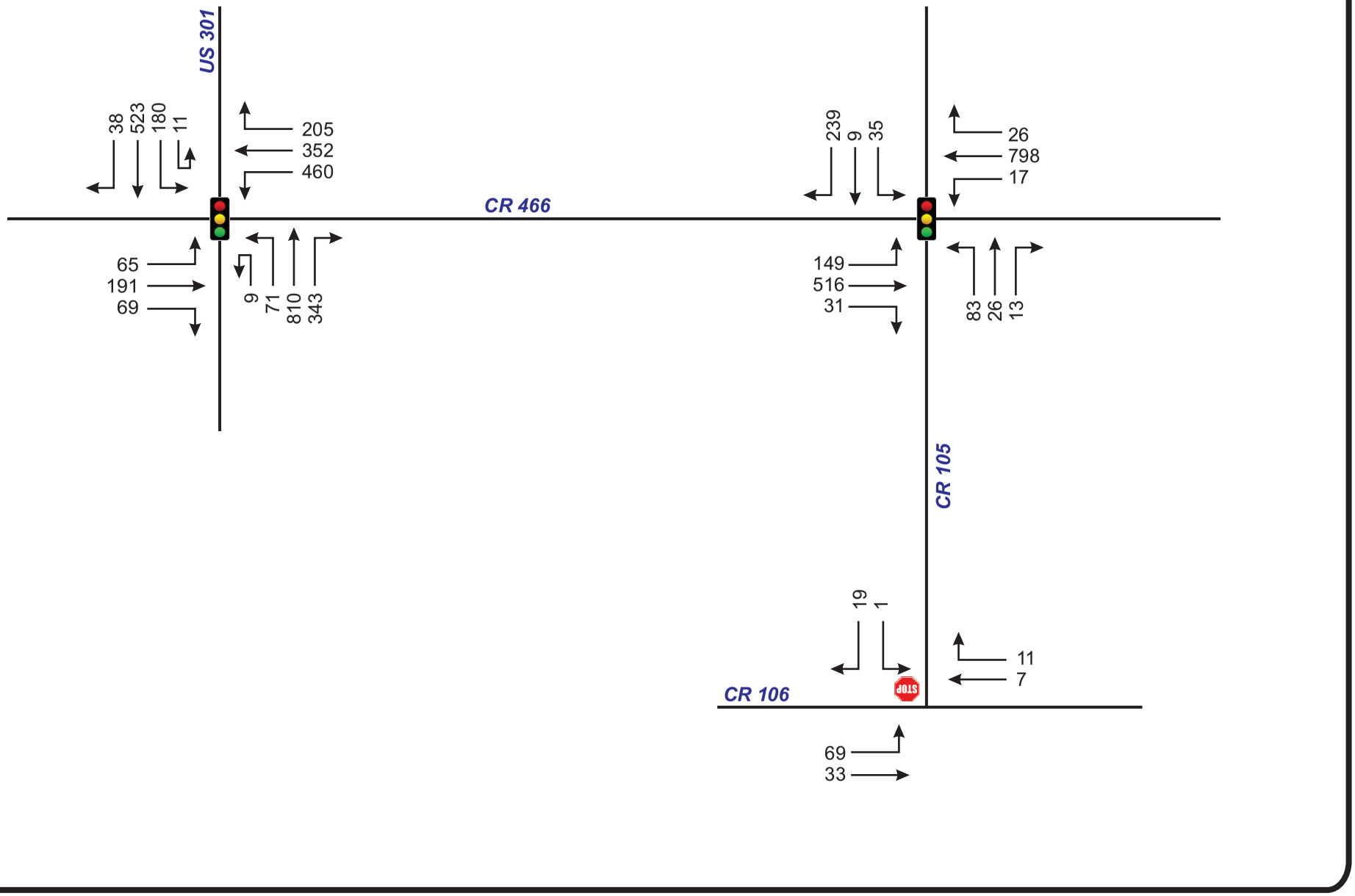
The study intersections were analyzed in accordance with the procedures of the *Highway Capacity Manual* and *Highway Capacity Software (HCS)*. In the analysis, existing A.M. and P.M. peak hours traffic volumes, intersection geometry and traffic controls were used. The intersection volumes in the form of turning movement counts are depicted in **Figures 3a** and **3b**. The counts were made on May 26 and July 27, 2022, when the seasonal factor was 0.95 and 1.01, respectively. Therefore, the counts made on July 27 were adjusted. Detailed traffic count/traffic control information and adjustment factors are included in **Appendix C**.



CR 106/Oxford
Project № 5653
Figure 3a

Existing A.M. Peak Hour Volumes

N
NTS



CR 106/Oxford
Project № 5653
Figure 3b

Existing P.M. Peak Hour Volumes

N
NTS

The results of the intersection capacity analysis are summarized in **Table 2**. This table shows that the study intersections are currently operating at satisfactory Levels of Service. The HCS capacity analysis worksheets are included in **Appendix D**.

Table 2
Existing Intersection Capacity Analysis

Intersection	Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
US 301 and CR 466	Signal	A.M.	41.5	D	38.7	D	27.0	C	27.7	C	31.0	C
		P.M.	47.8	D	41.9	D	35.0	D	27.4	C	36.7	D
CR 466 and CR 105	Signal	A.M.	14.0	B	11.5	B	27.7	C	27.5	C	15.2	B
		P.M.	16.6	B	16.7	B	28.0	C	36.3	D	20.2	C
CR 106 and CR 105	Stop	A.M.	7.7	A	--	--	--	--	9.6	A	--	--
		P.M.	7.4	A	--	--	--	--	8.6	A	--	--

PROPOSED DEVELOPMENT AND TRIP GENERATION

The proposed development is a 27,200 square foot retail project in Oxford, Sumter County. To determine the impact of this development on the area roadways, an analysis of its trip generation characteristics was made. This included the determination of the number of trips generated by the site and their distribution to the area roadways.

Trip Generation

Trip generation rates were obtained from data contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.* The trip generation calculation of daily and A.M./P.M. peak hour volumes is summarized in **Table 3.** The trip generation charts are included in the study methodology.

Table 3
Trip Generation Summary

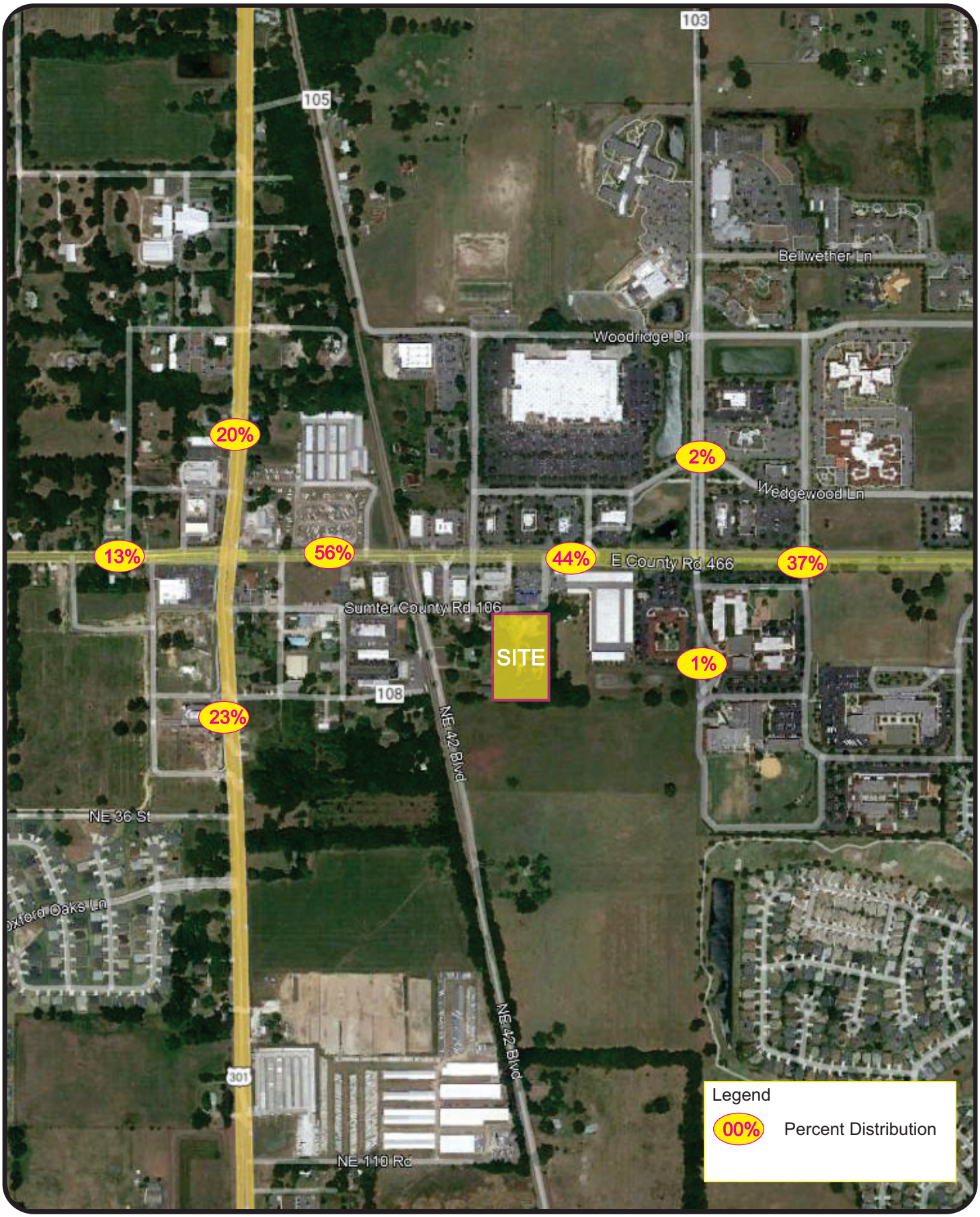
ITE Code	Land Use	Size*	Daily		A.M. Peak Hour				P.M. Peak Hour			
			Rate	Trips	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
822	Strip Retail Plaza (< 40 KSF)	27.2 KSF	54.45	1,481	2.36	38	26	64	6.59	90	90	179
Total Trips				**1,481**	**---**	**38**	**26**	**64**	**---**	**90**	**90**	**179**
Pass-by Trips(20%)**				**296**	**---**	**8**	**5**	**13**	**---**	**18**	**18**	**36**
Total New Net Trips				**1,185**	**---**	**30**	**21**	**51**	**---**	**72**	**72**	**143**

* KSF = 1,000 Square Feet
** Per Sumter County TIA Guidelines

The proposed development is estimated to generate 1,185 new net daily trips of which 51 will occur in the A.M. peak hour and 143 in the P.M. peak hour.

Trip Distribution/Trip Assignment

To determine the distribution of the project trips in the area, the latest version of the CFRPM model was used with a Selected Zone Analysis. The model distribution plots are included in the study methodology. The distribution of the generated trips in the project vicinity is illustrated in **Figure 4**. Utilizing this distribution pattern, the development's A.M./P.M. peak hour trips were assigned to the area roadways.



CR 106/Oxford
Project № 5653

Figure 4

Trip Distribution

N
NTS

PROJECTED TRAFFIC CONDITIONS

Projected traffic conditions were assessed in order to evaluate the impact of the proposed development in the area. The projected conditions were estimated by combining background traffic on each road segment with project trips. Background traffic was estimated by expanding the existing traffic volumes to the project's buildout year (2024) with the use of a growth factor of 1.04 (or an annual growth of 2%) plus vested trips from the approved Twisted Oaks, Oxford Crossings, Wildwood Storage on CR 214, Oxford Residential and Riverstone Apartments. The vested trip information is included in **Appendix E**.

Roadway Segment Analysis

Table 4 is an analysis of the projected traffic conditions. This table lists the roadway segments along with their number of lanes, functional classification, existing/projected traffic volumes, capacities and resultant Levels of Service. The table reveals that the study roadway segments are projected to operate satisfactorily within their adopted LOS standard.

Intersection Analysis

The projected traffic volumes at the study intersections are depicted in **Figures 5a** and **5b**. The figure shows background traffic combined with vested trips and project trips at each intersection. The intersections were analyzed similar to the existing conditions analysis utilizing HCS software in accordance with the *Highway Capacity Manual* (HCM). The results of this analysis as summarized in **Table 5** indicate satisfactory traffic operating conditions similar to existing conditions. The HCS capacity analysis worksheets are included in **Appendix F**.

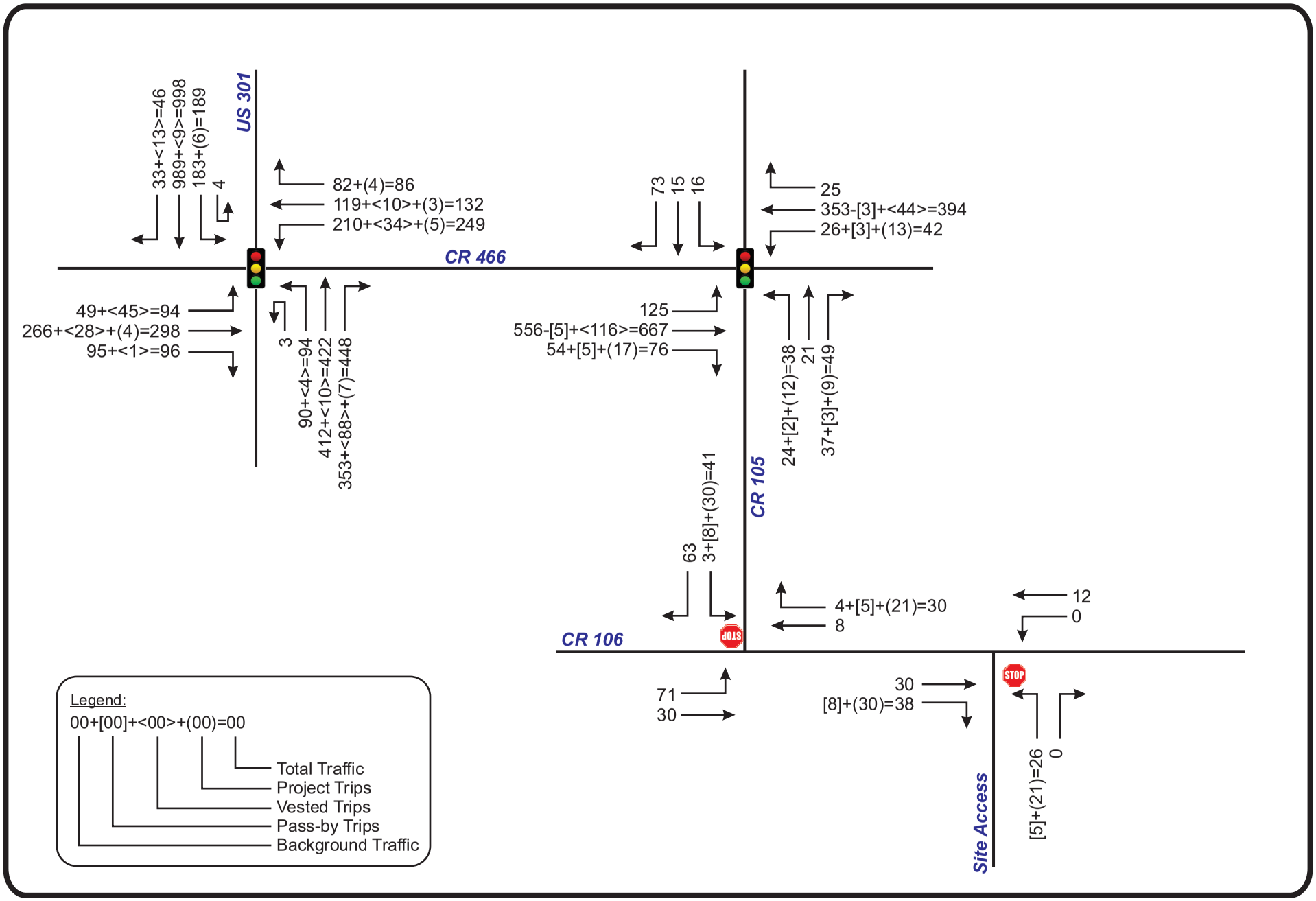
Table 4
Projected Peak Hour Roadway Capacity Analysis

Roadway Segment	No. Lns	Functional Class	Adopted		Peak Hour Peak Direction Traffic Volumes						V/C Ratio
			LOS	Capacity	Direction	Existing	Background*	Committed Trips	Project	Total	
A.M. Peak Hour											
CR 466											
US 301 to CR 105	4LD	Arterial 1	D	1,800	EB	933	970	56	17	1,043	0.58
					WB	947	985	57	12	1,054	0.59
CR 106											
CR 105 to CR 466	2L	Local	D	675	EB	32	33	0	30	63	0.09
					WB	12	12	0	21	33	0.05
P.M. Peak Hour											
CR 466											
US 301 to CR 105	4LD	Arterial 1	D	1,800	EB	1,010	1,050	82	40	1,172	0.65
					WB	1,148	1,194	94	40	1,328	0.74
CR 106											
CR 105 to CR 466	2L	Local	D	675	EB	34	35	0	72	107	0.16
					WB	18	19	0	72	91	0.13

* Existing x 1.04

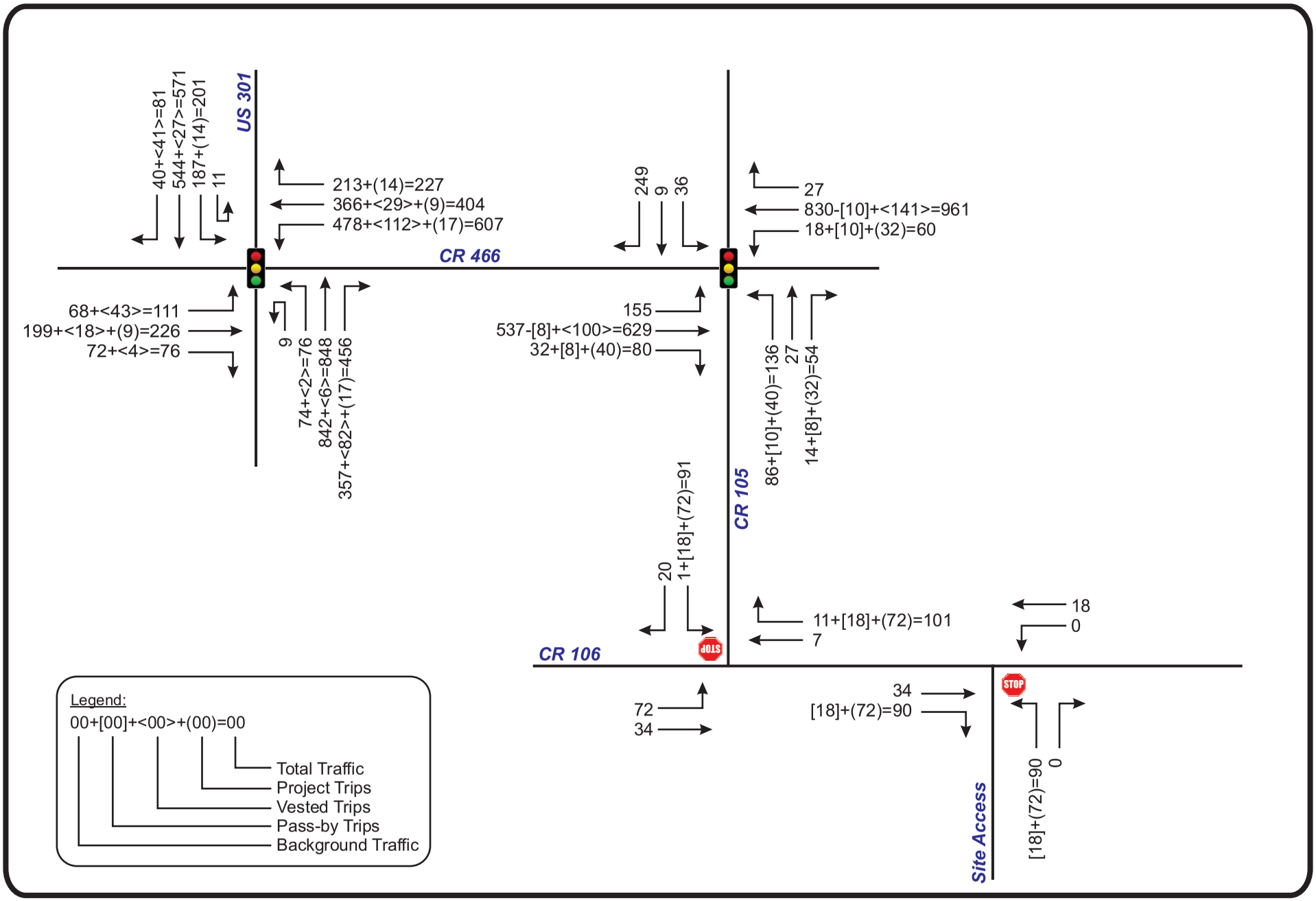
Table 5
Projected Intersection Capacity Analysis

Intersection	Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
US 301 and CR 466	Signal	A.M.	51.6	D	45.4	D	34.8	C	33.0	C	38.3	D
		P.M.	64.5	E	54.1	D	49.2	D	33.4	C	48.9	D
CR 466 and CR 105	Signal	A.M.	14.5	B	12.6	B	28.6	C	27.6	C	15.8	B
		P.M.	17.9	B	19.7	B	32.7	C	38.2	D	22.5	C
CR 106 and CR 105	Stop	A.M.	7.9	A	--	--	--	--	16.5	C	--	--
		P.M.	7.8	A	--	--	--	--	12.9	B	--	--
CR 106 Site Access	Stop	A.M.	--	--	7.4	A	9.0	A	--	--	--	--
		P.M.	--	--	7.5	A	9.5	A	--	--	--	--



CR 106/Oxford
Project № 5653
Figure 5a

Projected A.M. Peak Hour Volumes



CR 106/Oxford
Project № 5653
Figure 5b

Projected P.M. Peak Hour Volumes

N
NTS

STUDY CONCLUSIONS

This traffic analysis was conducted in order to assess the traffic impact of a strip retail plaza in Oxford, Sumter County. Located on CR 106 to the east of CR 105, the development will consist of 27,200 square feet. The traffic analysis assessed the impacts that would result from the proposed apartments on the study roadways and intersections. The findings of this analysis are as follows:

- The proposed development is estimated to generate 1,185 new net daily trips of which 51 will occur in the A.M. peak hour and 143 in the P.M. peak hour.

- The analysis of existing conditions indicated that the impacted roadway segments and the study intersections currently operate at satisfactory Levels of Service.

- The analysis of projected traffic conditions revealed that the impacted roadway segments and study intersection will not be deficient. The impacted roadway segments and intersections are projected to operate at satisfactory Levels of Service with project trips added.

- Access to the site is provided via full access driveway on CR 106. The access driveway is projected to operate satisfactorily with project trips added.

APPENDICES

APPENDIX A

Study Methodology and Related Correspondence

Rita Merhi

From: Cohoon, Steven <Steven.Cohoon@sumtercountyfl.gov>
Sent: Tuesday, May 31, 2022 2:17 PM
To: Rita Merhi
Cc: Souza, Fidelis; Snyder, Deborah; rread@wildwood-fl.gov; Adibfar, Hootan; 'Amanda Bush'; 'Kyla Luna'; 'Terri O'Neal'
Subject: RE: Online Form Submittal: Sumter County Traffic Impact Analysis (TIA)

Rita,

Sumter County Public Works Department comments for the methodology submittal are shown below. Please update the methodology and resubmit for an additional review.

- For Major Traffic Impact Analysis (TIA)'s, projects generating over 1,000 daily trips, impacted roadways are roadway segments outside of the abutting roadway in which the projected and distributed traffic is greater than three percent of the Generalized Peak Hour Two-Way Maximum Service Volume or more than 70 peak hour two-way trips. Please revisit table two (Significance Analysis) and statements made in the impacted roadways/intersections paragraph.
- The Florida Department of Transportation (FDOT) 2020 Quality/Level of Service Handbook may be used for CR 106.
- Major intersections (all signalized intersections and/or unsignalized intersections of major roadways) that are part of the impacted roadways, major intersections that are within 1,320 feet of the site access, and all site-access intersections are considered impacted.
- Please confirm that this development is not part of a larger development. Per the Sumter County TIA guidelines dated May 2022, the following applies:
    - *The trip generation estimate shall consider the total traffic generation of the accumulative development (including traffic from previously developed or approved phases) for purposes of study network identification.*
- Committed trips include:
    - An appropriate percentage of Twisted Oaks Pointe
    - Oxford Residential
    - Multifamily portion of Oxford Pointe North

Sincerely,

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

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Tuesday, May 24, 2022 1:16 PM
To: Cohoon, Steven <Steven.Cohoon@sumtercountyfl.gov>; @Administrative Services (Wildwood) <administrative.services@sumtercountyfl.gov>; Souza, Fidelis <Fidelis.Souza@sumtercountyfl.gov>; Snyder, Deborah

RESPONSE TO SUMTER COUNTY COMMENTS
CR 106 – Oxford

The following is our response to comments dated June 6, 2022, regarding the CR 106 TIA Methodology. The comments are listed first in **bold** followed by our response.

- **Please revisit the Impacted Roadways/Intersections section of the methodology. Impacted roadways include not only 3% of a roadway's project trips but also over 70 peak hour two-way trips.**

  Response:
  Section revisited and a segment with over 70 peak hour trips added to the analysis.

- **Revisit the proposed 11% distribution on Oxford Oaks Lane. This is a deed restricted gated community.**

  Response:
  The 11% distribution is not on Oxford Oaks Lane. It is on CR 466(west). The percent distribution on Oxford Oaks Lane is 1%.

- **All analyses shall be performed for conditions during the AM and PM peak hours.**

  Response:
  The analysis will be performed for conditions during both the AM and PM peak hours.

- **Included appropriate references in the appendix for the adopted two-way capacities referenced in table 2.**

  Response:
  The adopted two-way capacities obtained from Table 4, FDOT Quality/LOS Handbook.

- **Major intersections (all signalized intersections and/or unsignalized intersections of major roadways) that are part of the affected roadways, major intersections that are within 1,320 feet of the site access, and all site-access intersections are considered impacted. Revisit the assumed impacted intersections and make sure all have been captured.**
  - **CR 209 from CR 114 to CR 462 = 6.21%. Where does it go next?**

    Response
    Project trips on CR 209 are only 1% to represent less than 2 two-way trips.

  - **Why is CR 209 at C 462 not included as an impacted intersection?**

    Response
    The intersection is not along significantly impacted roadway segments. Project trips on CR 209 and CR 462 are 1% on each roadway.

- **Referencing table two, correct typo "US30116"**

  Response:
  Typo corrected.

- **Buildout year?**

  Response:
  2024

- **Committed trips shall include:**
  - **Percentage of Twisted Oaks**
  - **Percentage of Oxford Crossings**
  - **Wildwood Storage Facility on CR 214**
  - **Oxford Residential**
  - **Riverstone at Wildwood apartments**

  Response:
  The above committed trips will be included in the analysis.

To: Steve Cohoon
Assistant Director- Planning & Design

From: Turgut Dervish, P.E.

Date: June 8, 2022

Re: CR 106/Oxford
TIA Methodology (Revised)
TPD# 5653

The following is an outline of our proposed traffic study methodology for a proposed retail commercial development in Oxford, Florida. The development site is located on CR 106 to the east of CR 105. **Figure 1** depicts the site location.

Proposed Development

The proposed development will consist of three retail commercial buildings totaling 27,200 square feet to be completed within two years or by the end of 2024. Access to the site is via an access driveway on CR 136. **Figure 2** depicts the site plan of the development.

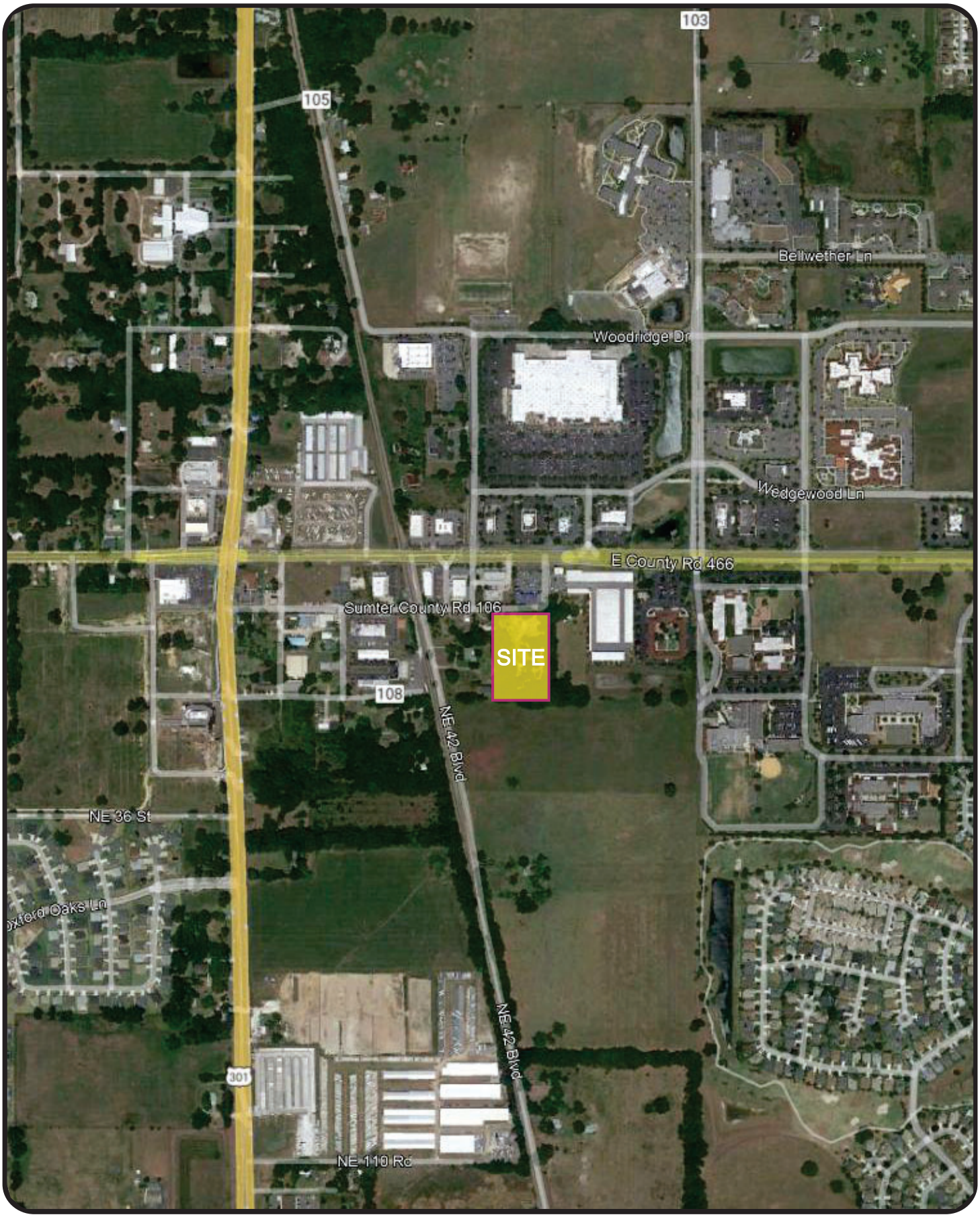
Trip Generation

The trip generation was calculated as per the 11th Edition of the ITE Trip Generation Manual. **Table 1** is a summary of the trip generation calculation. The ITE trip generation sheets are included in **Attachment A**.

Table 1
Trip Generation Summary

ITE Code	Land Use	Size*	Daily		A.M. Peak Hour				P.M. Peak Hour			
			Rate	Trips	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
822	Strip Retail Plaza (< 40 KSF)	27.2 KSF	54.45	1,481	2.36	38	26	64	6.59	90	90	179
Total Trips				**1,481**	**---**	**38**	**26**	**64**	**---**	**90**	**90**	**179**
Pass-by Trips(20%)**				**296**	**---**	**8**	**5**	**13**	**---**	**18**	**18**	**36**
Total New Net Trips				**1,185**	**---**	**30**	**21**	**51**	**---**	**72**	**72**	**143**

* KSF = 1,000 Square Feet
** Per Sumter County TIA Guidelines



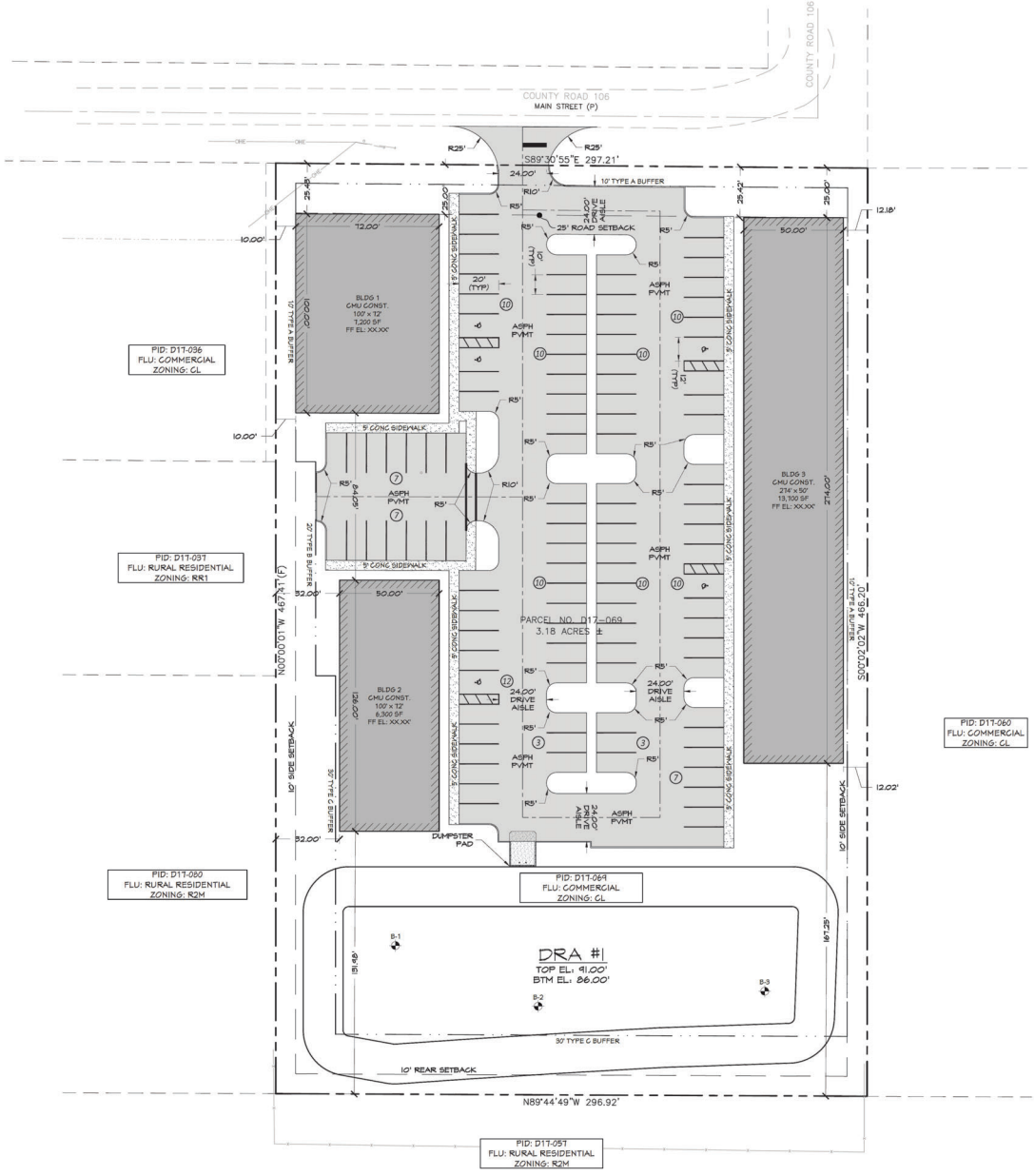
CR 106/Oxford
Project № 5653

Figure 1

Site Location

N

NTS



CR 106/Oxford
Project № 5653

Figure 2

Site Plan

N
NTS

Based upon this trip generation, a Major TIA will be required to be performed. The traffic analysis will be performed for conditions for both the A.M. and P.M. peak hours.

Impacted Roadways/intersections

The abutting segment of CR106 will be included in the analysis along with those segments where the project trips consume 3% of the roadway's adopted LOS capacity or more than 70 peak hour two-way trips. **Table 2** is a significance test showing the significance of the impacted roadways. As shown in the table, one roadway in the are will be significantly impacted. Since CR 106 is not included in the County or MPO database, the closest classified roadway segment, CR 466 from US 301 to CR 105 with peak hour two-way project trips of over 70, will be included in the analysis along with the following intersections:

- CR 466 and CR 105
- CR 105 and CR 106
- CR 466 and US 301
- Site Access Intersections

Table 2
Significance Analysis

Roadway Segment	# of Lanes	Functional Class	Adopted		Project Trips		Project Trips as % of Capacity	Significance**
			LOS	2-Way Capacity*	%	2-Way Volume		
CR 466								
CR 209 to CR 301	2U	Arterial 2	D	1,197	13%	19	1.59%	No
CR 301 to CR 105	4LD	Arterial 1	D	3,222	56%	80	2.48%	Yes
CR 105 to CR 103	4LD	Arterial 1	D	3,222	44%	63	1.96%	No
CR 103 to CR 101	4LD	Arterial 1	D	3,222	40%	57	1.77%	No
US 301								
CR 472 to CR 466	4LD	Prin. Arterial	D	3,580	23%	33	0.92%	No
CR 466 to CR 704	4LD	Prin. Arterial	D	3,580	20%	29	0.81%	No

* Two-way capacities obtained from Table 4, FDOT Quality/LOS Handbook, included in **Attachment B**
** Project as % of Capacity

Trip Distribution

Based upon CFRPM v.7 model distribution, included in **Attachment C**, a trip distribution was determined as shown in **Figure 3**. CFRPM does not include CR 106 and therefore it assigned all trips from the project to CR 466. In the assignment of the project trips in the project vicinity, trips will be assigned to CR 106 on approach to the project site.

Trip Impact Assessment

To assess the impact of the project traffic on the above-mentioned study roadways/ intersections, the following steps will be followed in the analysis:

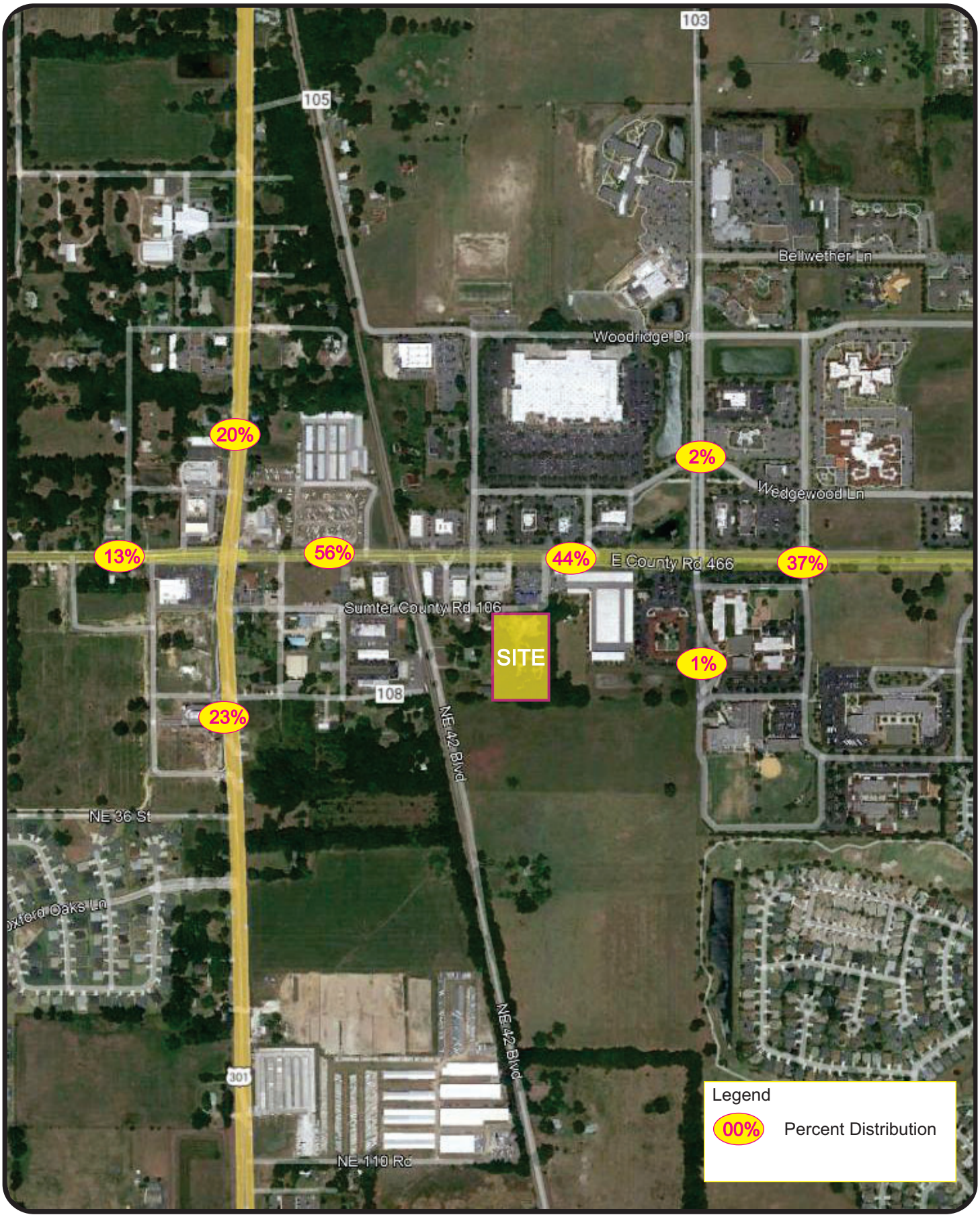
Roadways

- Determine background traffic volumes on impacted roadway segments by expanding the traffic volumes to the buildout year with the use of growth factors determined from historical growth trend of daily volumes. Trends analysis on US 301 and CR 466 in the project vicinity revealed average annual growth rates less than 1.00% with a low R^2 value, (see attached trends analysis charts in **Attachment D**). Therefore, a minimum growth rate of 2.0% will be used to expand existing traffic volumes to determine background traffic volumes.

- Combine project traffic with background traffic plus committed trips to be provided by the City/County to obtain total traffic volumes. Committed trips to include:

    - Percentage of Twisted Oaks
    - Percentage of Oxford Crossings
    - Wildwood Storage Facility on CR 214
    - Oxford Residential
    - Riverstone at Wildwood Apartments

- Perform traffic analysis utilizing Sumter County and FDOT Level of Service Standards/Guidelines consistent with the City's Comprehensive Plan.



CR 106/Oxford
Project № 5653

Figure 3

Trip Distribution

N
NTS

Intersections

- Conduct intersection counts during the A.M. and P.M. peak period at the study intersections. FDOT Seasonal Factor (SF) for Sumter County will be applied to the counts.

- Combine project traffic with background traffic (plus committed trips) to obtain total traffic.

- Perform intersection capacity analysis utilizing the latest HCS or Synchro operational analysis procedures for the A.M./P.M. peak hour.

Traffic Report

A traffic report will be prepared as per County's Major LDTA summarizing study procedures, analyses and recommendations of the analysis.

If you have any questions or concerns, please contact us at (407) 628-9955.

Attachment A

Trip Generation Sheets

Strip Retail Plaza (<40k)
(822)

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

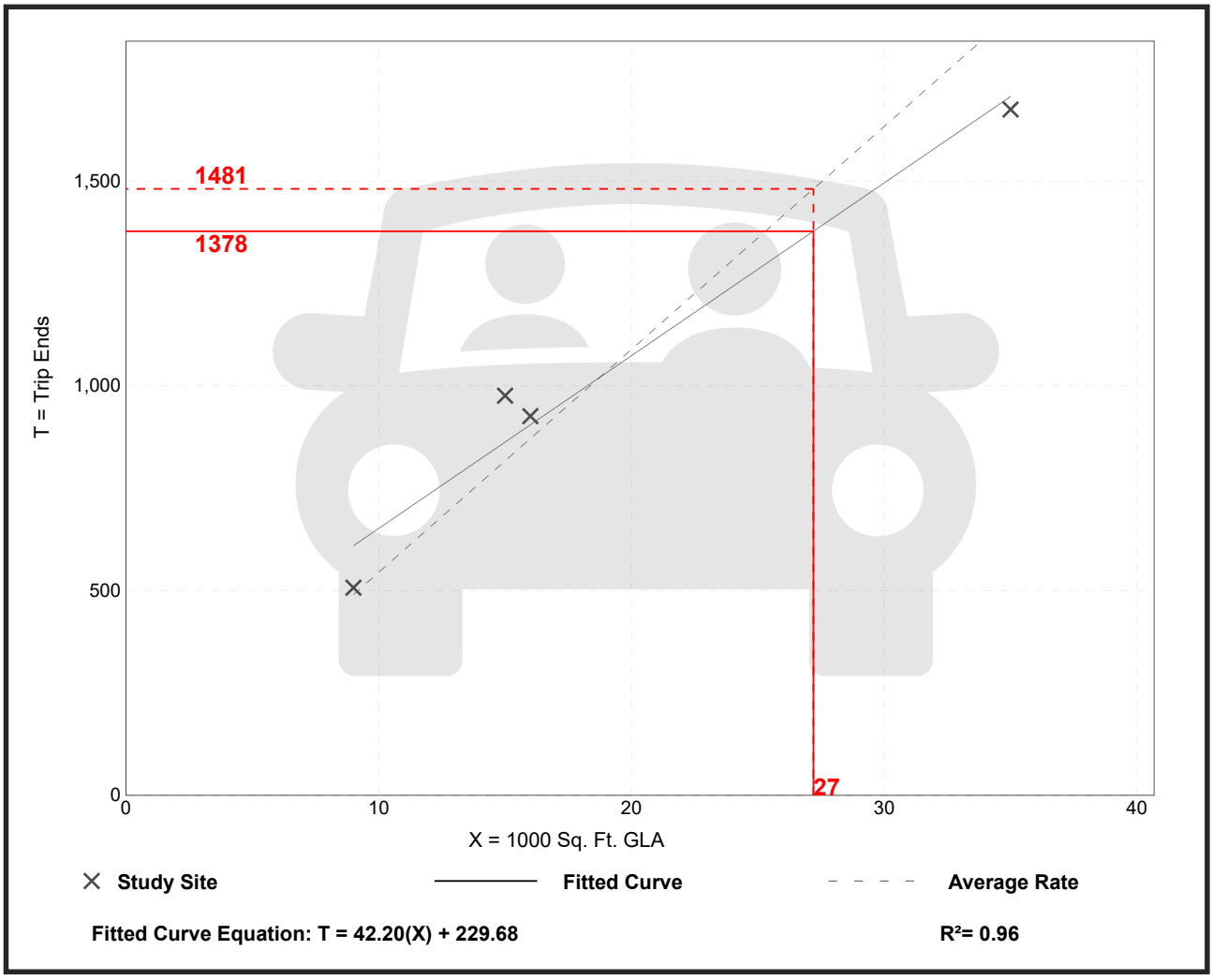
Setting/Location: **General Urban/Suburban**
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: T = 42.20(X) + 229.68

R^2= 0.96

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

Strip Retail Plaza (<40k)
(822)

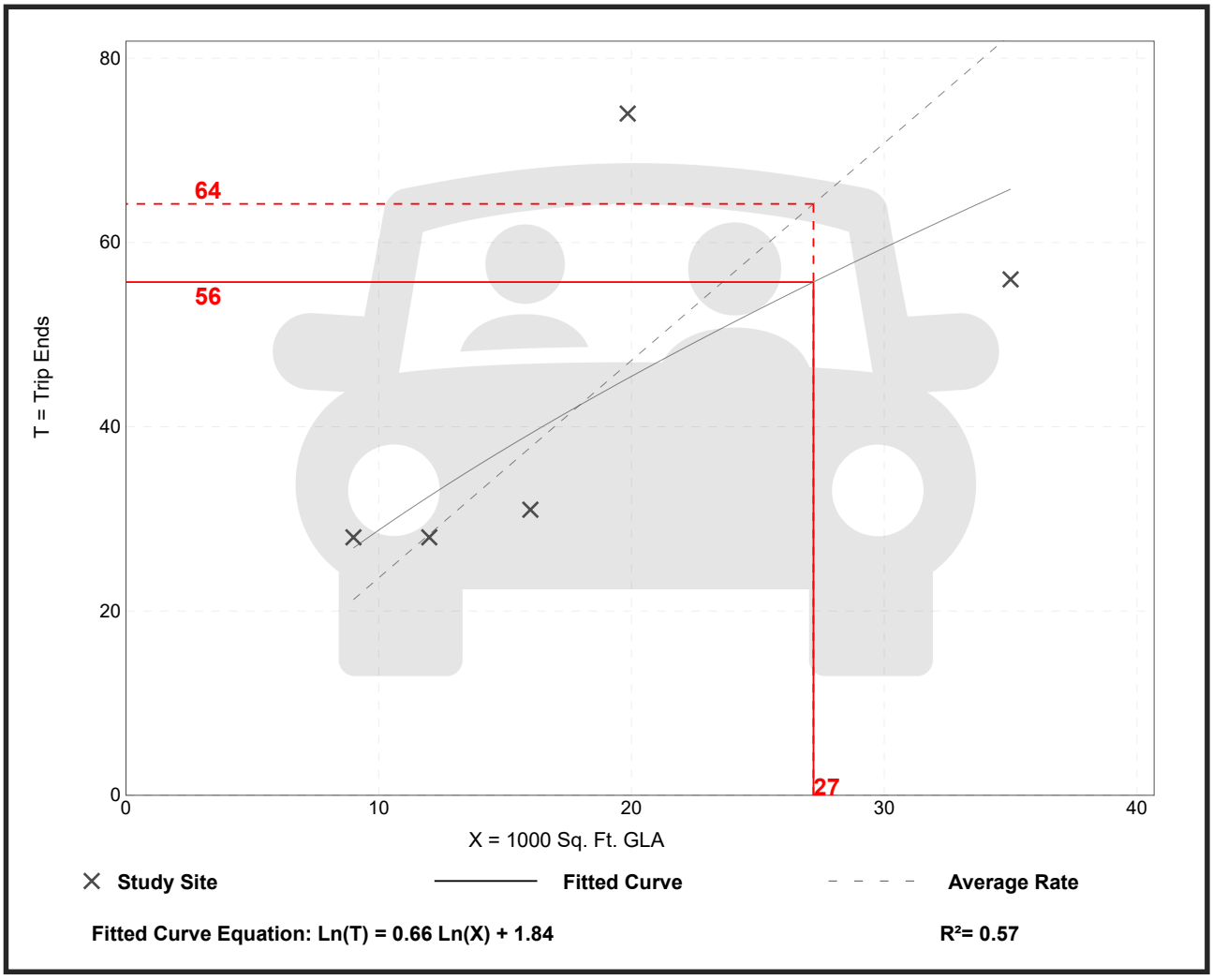
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation

Caution – Small Sample Size



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

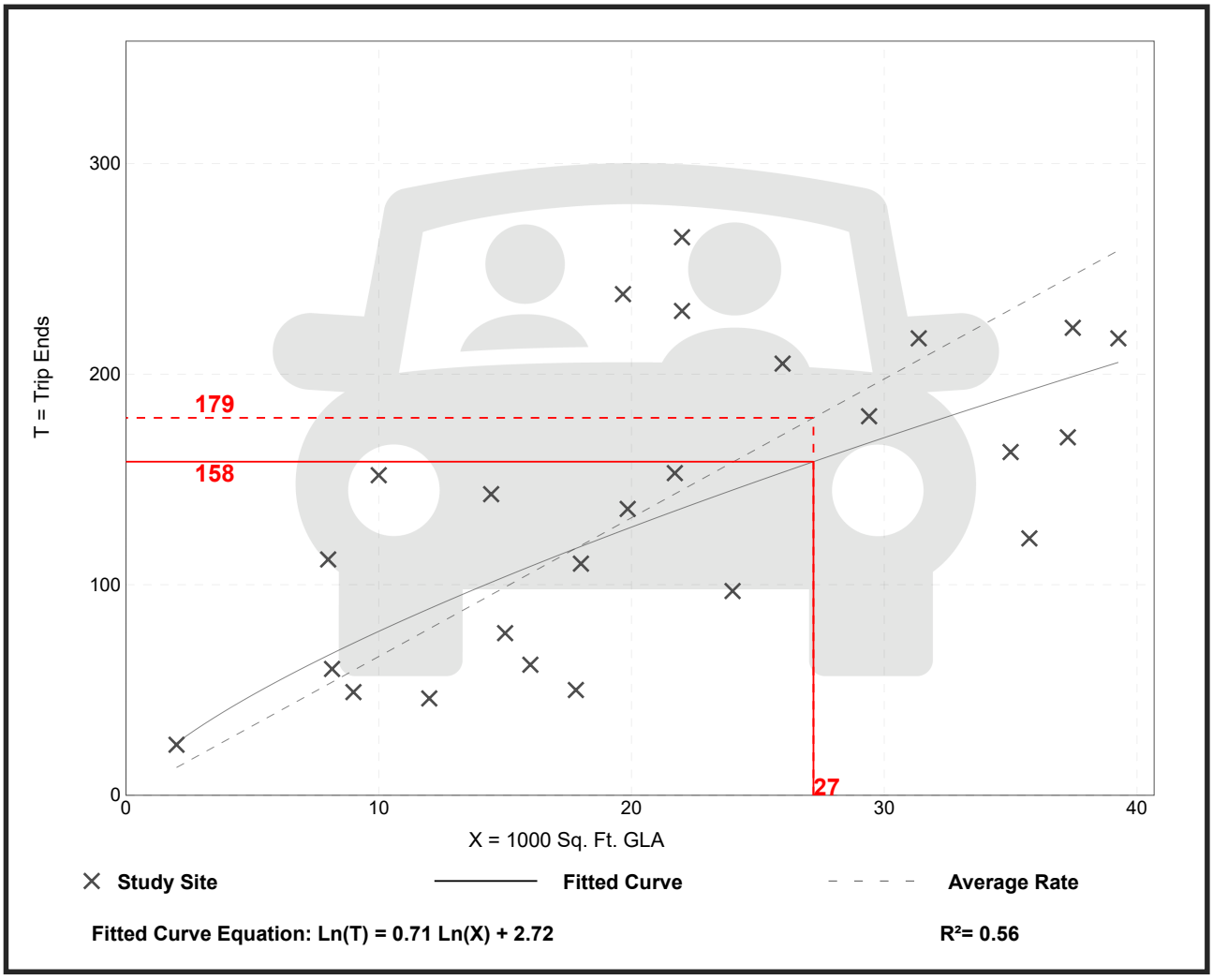
Strip Retail Plaza (<40k)
(822)

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

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



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

Attachment B

FDOT Quality/LOS Handbook

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,700	>1,770	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	4,050	5,640	6,800	7,420
6	5,960	8,310	10,220	11,150
8	7,840	10,960	13,620	14,850
10	9,800	13,510	17,040	18,580
12	11,600	16,350	20,930	23,200

Urbanized

Lanes	B	C	D	E
4	4,130	5,640	7,070	7,690
6	6,200	8,450	10,510	11,530
8	8,270	11,270	13,960	15,380
10	10,350	14,110	17,310	19,220

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	1,050	1,620	2,180	2,930
4	Divided	3,270	4,730	5,960	6,780
6	Divided	4,910	7,090	8,950	10,180

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

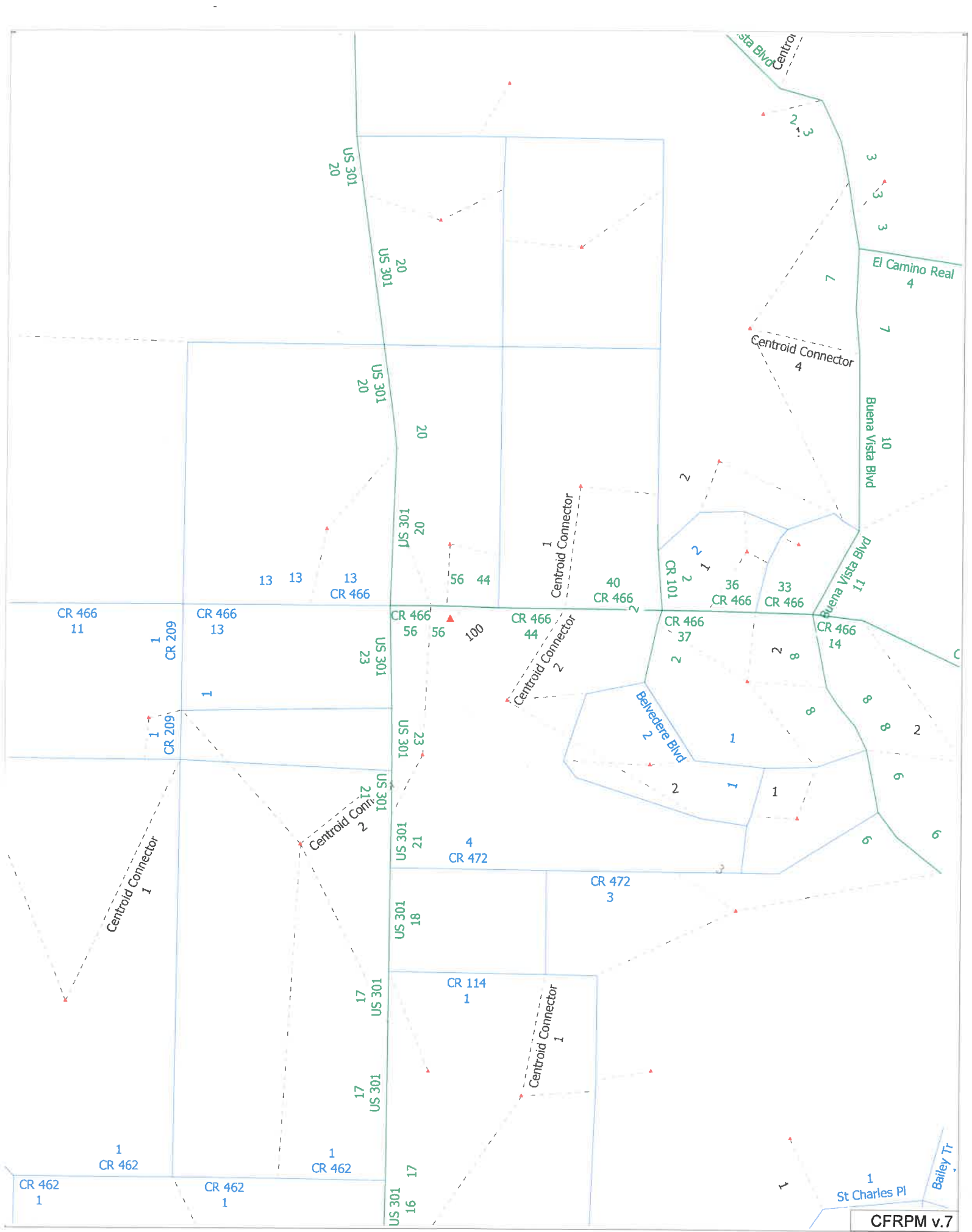
* Cannot be achieved using table input value defaults.

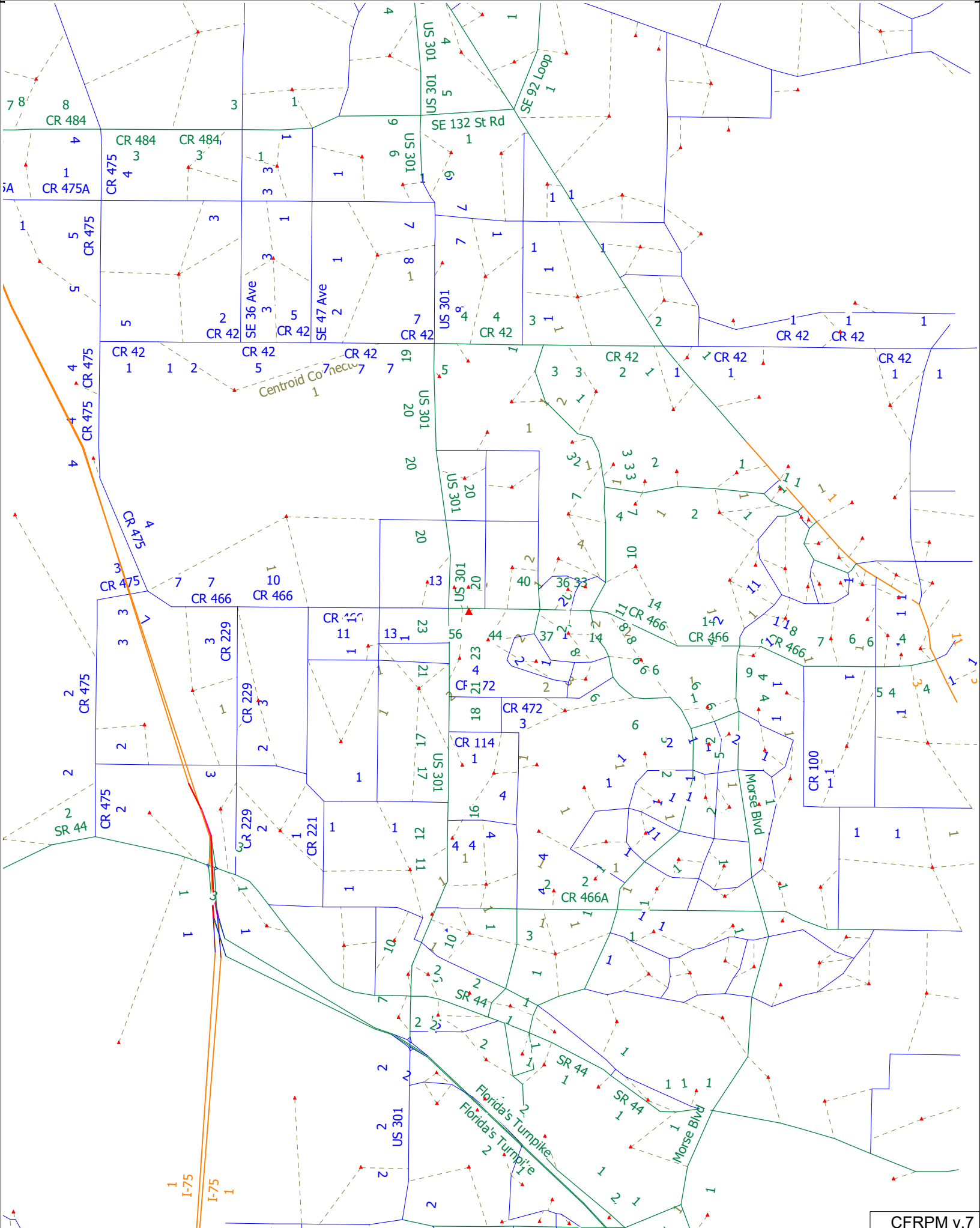
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

Attachment C

Model Distribution Plots


US 301
20
El Camino Real
4
Centroid Connector
4
Buena Vista Blvd
10
CR 466
11
CR 209
1
CR 466
13
13
13
CR 466
56
44
Centroid Connector
1
40
CR 466
CR 101
2
36
CR 466
33
CR 466
Buena Vista Blvd
11
CR 466
56
56
100
CR 466
44
Centroid Connector
2
CR 466
37
CR 466
14
US 301
23
Belvedere Blvd
2
US 301
21
Centroid Connector
2
4
CR 472
CR 472
3
Centroid Connector
1
US 301
18
CR 114
1
Centroid Connector
1
US 301
17
US 301
17
1
CR 462
1
CR 462
1
CR 462
1
CR 462
US 301
16
St Charles Pl
1
Bailey Tr
CFRPM v.7
cube
TPD#5653
(Licensed to)


US 301
SE 92 Loop
SE 132 St Rd
CR 484
CR 475A
CR 475
SE 36 Ave
SE 47 Ave
CR 42
Centroid Connector
CR 466
CR 466A
CR 229
CR 221
CR 472
CR 114
CR 100
Morse Blvd
SR 44
I-75
Florida's Turnpike

(Licensed to)

Attachment D

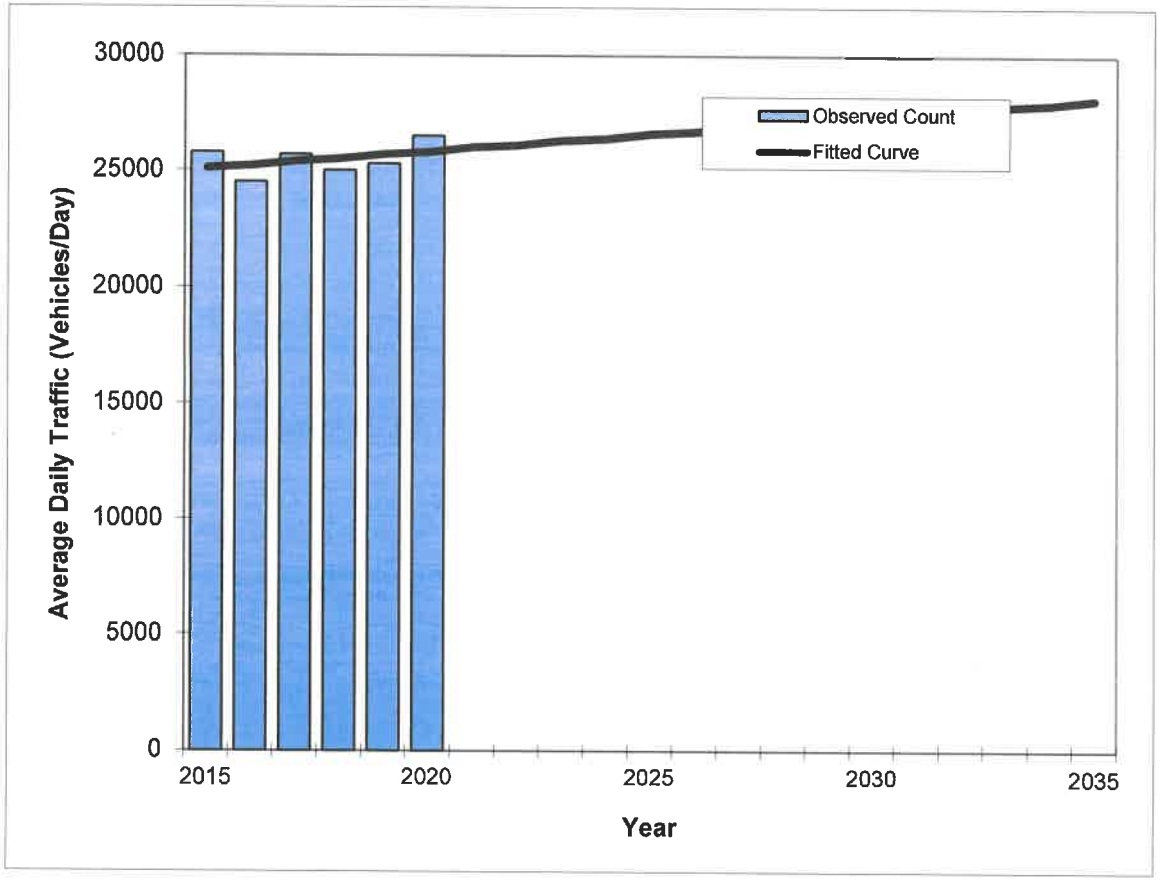
Trends Analysis Charts

Traffic Trends - V03.a

C-466E, 300' west of RR --

FIN#	1234
Location	1

County:	Sumter (18)
Station #:	22
Highway:	C-466E, 300' west of RR



Year	Traffic (ADT/AADT) Count*	Trend**
2015	25800	25100
2016	24500	25200
2017	25700	25400
2018	25000	25500
2019	25300	25700
2020	26500	25800
2023 Opening Year Trend		
2023	N/A	26300
2025 Mid-Year Trend		
2025	N/A	26600
2027 Design Year Trend		
2027	N/A	26900
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

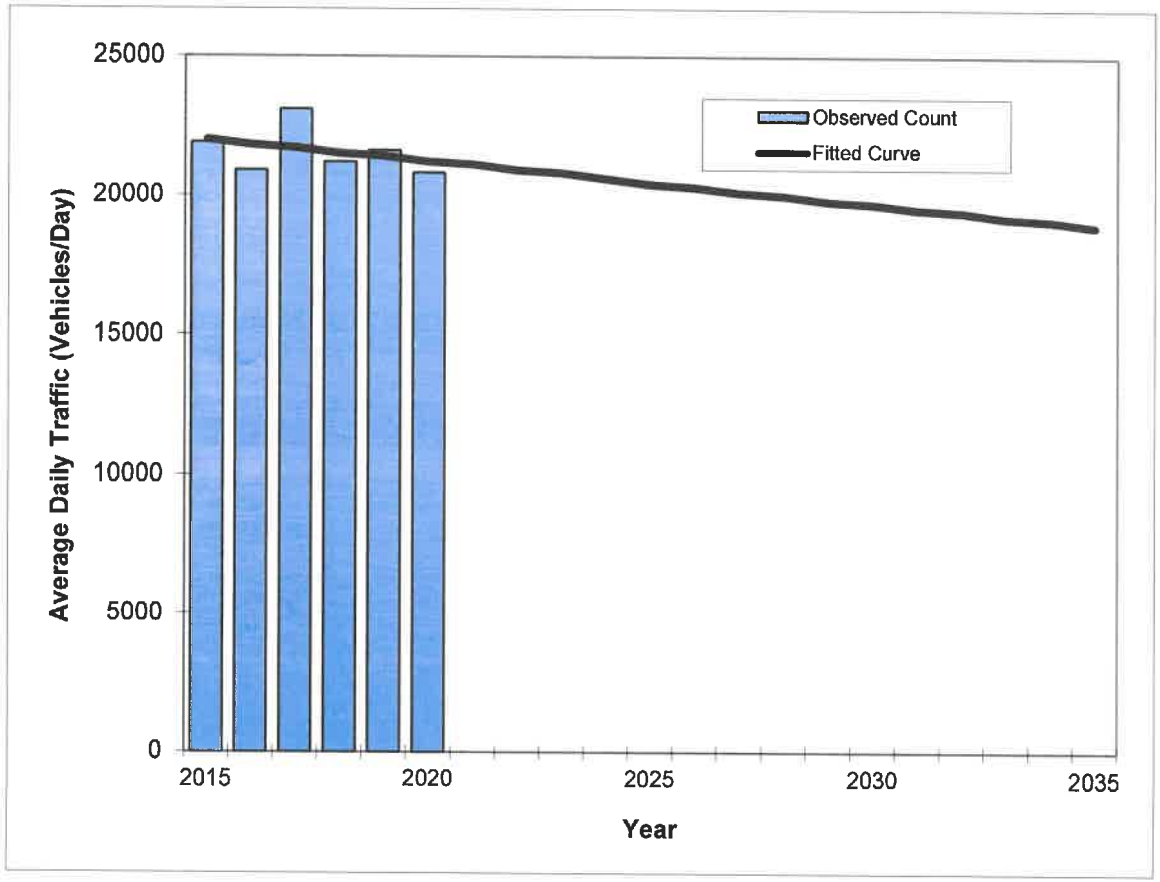
** Annual Trend Increase:	149
Trend R-squared:	16.01%
Trend Annual Historic Growth Rate:	0.56%
Trend Growth Rate (2020 to Design Year):	0.61%
Printed:	20-May-22
Straight Line Growth Option	

Traffic Trends - V03.a

C-466E, 300' West of CR 103 --

FIN#	1234
Location	1

County:	Sumter (18)
Station #:	25
Highway:	C-466E, 300' West of CR 103



Year	Traffic (ADT/AADT) Count*	Trend**
2015	21900	22000
2016	20900	21800
2017	23100	21700
2018	21200	21500
2019	21600	21400
2020	20800	21200
2023 Opening Year Trend		
2023	N/A	20800
2025 Mid-Year Trend		
2025	N/A	20400
2027 Design Year Trend		
2027	N/A	20100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

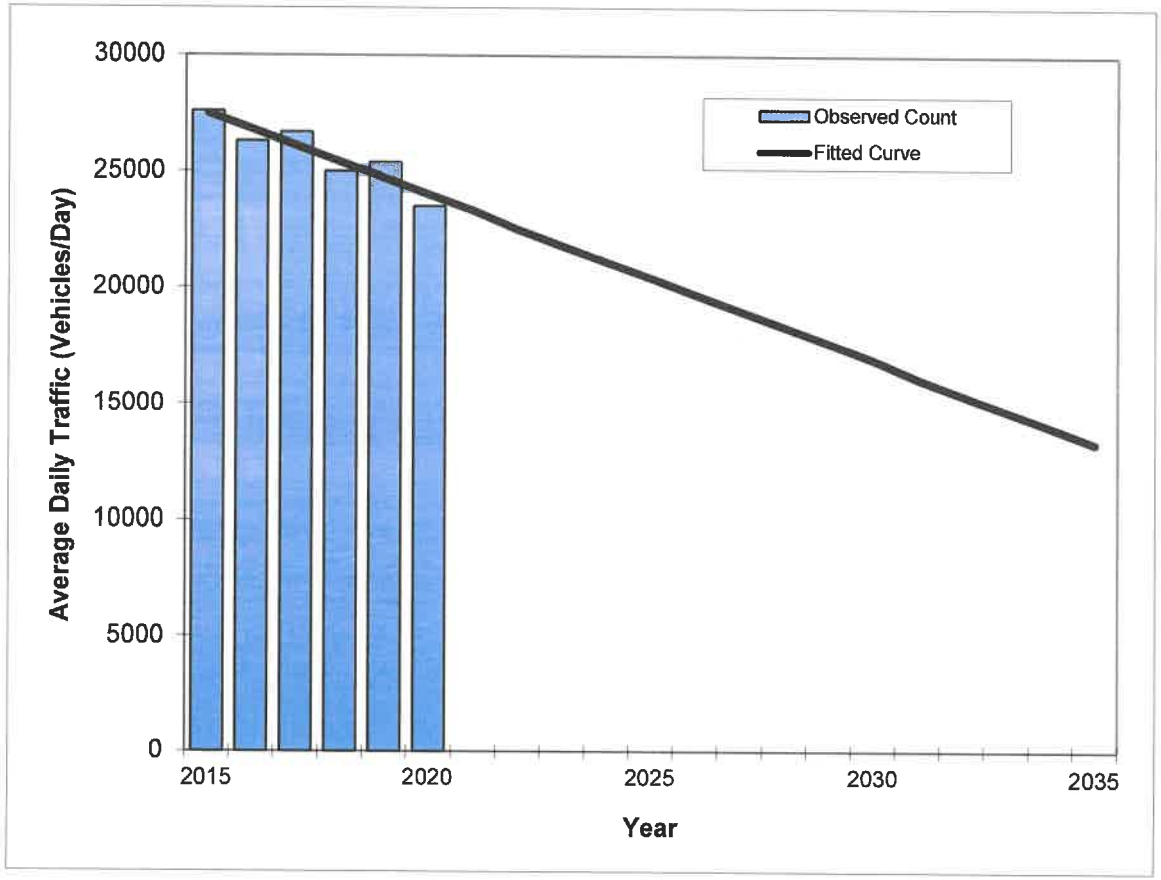
** Annual Trend Increase:	-151
Trend R-squared:	11.06%
Trend Annual Historic Growth Rate:	-0.73%
Trend Growth Rate (2020 to Design Year):	-0.74%
Printed:	20-May-22
Straight Line Growth Option	

Traffic Trends - V03.a

C-466E, 200' West of CR 101 --

FIN#	1234
Location	1

County:	Sumter (18)
Station #:	31
Highway:	C-466E, 200' West of CR 101



Year	Traffic (ADT/AADT) Count*	Trend**
2015	27600	27500
2016	26300	26800
2017	26700	26100
2018	25000	25400
2019	25400	24700
2020	23500	24000
2023 Opening Year Trend		
2023	N/A	21800
2025 Mid-Year Trend		
2025	N/A	20400
2027 Design Year Trend		
2027	N/A	19000
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-711
Trend R-squared:	85.37%
Trend Annual Historic Growth Rate:	-2.55%
Trend Growth Rate (2020 to Design Year):	-2.98%
Printed:	20-May-22
Straight Line Growth Option	

***Axle-Adjusted**

APPENDIX B

Sumter County Counts/LOS Capacity Table

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT						ADT (+/-) Change	A.M. Peak Hour						P.M. Peak Hour					
					2017	2018	2019	2020	2021	2022		Time	Total	NB/EB	SB/WB	K	D	Time	Total	NB/EB	SB/WB	K	D
1	Anna Maria Ave	N of Hillsborough Trl	02/03/22	24-HR	3831	3953	4453	3699	-	**3976**	**7%**	11:00 AM	334	166	168	0.08	0.50	12:00 PM	396	199	197	0.10	0.50
2	Bailey Trl	200' W of S Buena Vista Blvd (North End)	01/20/22	24-HR	12768	12033	10981	10758	-	**8045**	**-25%**	11:00 AM	747	362	385	0.09	0.52	12:00 PM	789	389	400	0.10	0.51
3	Bailey Trl	200 N of St Charles Pl	01/20/22	24-HR	10578	11262	10453	10139	-	**9416**	**-7%**	11:00 AM	871	449	422	0.09	0.52	12:00 PM	927	492	435	0.10	0.53
4	Bailey Trl	200' S of St Charles Pl	01/20/22	24-HR	4034	3840	3543	3797	-	**3848**	**1%**	11:00 AM	351	170	181	0.09	0.52	3:00 PM	379	192	187	0.10	0.51
5	Bailey Trl	200' W of Buena Vista Blvd (South End)	02/03/22	24-HR	5741	5439	5423	5848	-	**4706**	**-20%**	11:00 AM	455	234	221	0.10	0.51	12:00 PM	499	241	258	0.11	0.52
6	Belvedere Blvd	200' S of E C 466	01/13/22	24-HR	9035	8960	11502	9193	-	**9830**	**7%**	10:30 AM	838	456	382	0.09	0.54	2:30 PM	1061	531	530	0.11	0.50
7	Belvedere Blvd	200' W of S Buena Vista Blvd	01/20/22	24-HR	5847	7948	7855	7909	-	**7685**	**-3%**	11:00 AM	749	405	344	0.10	0.54	1:15 PM	796	436	360	0.10	0.55
8	Bonita Blvd	200' E of S Buena Vista Blvd	01/20/22	24-HR	4479	4267	4349	4585	-	**4689**	**2%**	11:00 AM	446	266	180	0.10	0.60	12:00 PM	461	243	218	0.10	0.53
9	Bonita Blvd	200' W of Morse Blvd	02/03/22	24-HR	4326	4562	3804	5757	-	**5040**	**-12%**	11:00 AM	548	305	243	0.11	0.56	12:15 PM	487	260	227	0.10	0.53
10	Buenos Aires Blvd	200' N of El Camino Real	01/13/22	24-HR	11254	10695	10612	11004	-	**9956**	**-10%**	11:00 AM	960	480	480	0.10	0.50	2:00 PM	977	429	548	0.10	0.56
11	Buttonwood Run	W of St Charles Pl	01/20/22	24-HR	4697	4962	5432	4701	-	**5707**	**21%**	10:45 AM	665	324	341	0.12	0.51	1:00 PM	620	280	340	0.11	0.55
12	C 44A	150' E of C 221	01/27/22	24-HR	1372	1075	1298	1522	-	**1599**	**5%**	7:00 AM	133	90	43	0.08	0.68	5:00 PM	168	65	103	0.11	0.61
13	C 44A	500' W of S Buena Vista Blvd	02/03/22	24-HR	-	-	-	-	-	**7827**	**-**	11:00 AM	704	314	390	0.09	0.55	2:00 PM	681	307	374	0.09	0.55
14	C 44A	500' E of S Buena Vista Blvd	02/03/22	24-HR	-	-	-	-	-	**3155**	**-**	11:00 AM	244	64	180	0.08	0.74	3:00 PM	293	119	174	0.09	0.59
15	C 44A	W of CR 139 (Powell Rd)	01/27/22	24-HR	2787	3141	3032	3161	-	**3462**	**10%**	10:00 AM	297	164	133	0.09	0.55	3:30 PM	322	178	144	0.09	0.55
16	W C 462	400' E of N C 475	01/27/22	24-HR	1151	802	825	776	-	**844**	**9%**	7:15 AM	98	71	27	0.12	0.72	4:30 PM	91	19	72	0.11	0.79
17	E C 462	200' E of CR 221	01/27/22	24-HR	3938	2644	2888	3117	-	**2842**	**-9%**	7:15 AM	257	172	85	0.09	0.67	4:45 PM	361	111	250	0.13	0.69
18	E C 462	500' W of US 301	01/27/22	24-HR	3044	3331	3385	3140	-	**3348**	**7%**	7:15 AM	273	179	94	0.08	0.66	4:45 PM	398	112	286	0.12	0.72
19	E C 462	200' E of US 301	01/27/22	24-HR	9819	10876	12120	11882	-	**11646**	**-2%**	7:15 AM	832	497	335	0.07	0.60	4:30 PM	1131	406	725	0.10	0.64
20	E C 462	500' N of C 466A	01/27/22	24-HR	9833	10954	11810	13297	-	**13377**	**1%**	7:15 AM	1114	424	690	0.08	0.62	4:30 PM	1166	733	433	0.09	0.63
21	W C 462	E of CR 229	01/27/22	24-HR	2472	1638	1549	1577	-	**1651**	**5%**	7:15 AM	149	105	44	0.09	0.70	3:45 PM	170	66	104	0.10	0.61
22	C 466	250' E of CR 229	01/27/22	24-HR	3638	6854	7555	8182	-	**8716**	**7%**	6:45 AM	678	444	234	0.08	0.65	3:45 PM	764	279	485	0.09	0.63
23	C 466	450' W of US 301	01/27/22	24-HR	-	8153	8726	8682	-	**9970**	**15%**	7:15 AM	676	371	305	0.07	0.55	4:30 PM	839	362	477	0.08	0.57
24	E C 466	300' W of R/R	01/13/22	24-HR	25692	24995	25324	26459	-	**25468**	**-4%**	11:00 AM	1880	933	947	0.07	0.50	2:00 PM	2158	1010	1148	0.08	0.53
25	E C 466	200' W of CR 101	01/13/22	24-HR	26729	24981	25444	23530	-	**24251**	**3%**	11:00 AM	1889	818	1071	0.08	0.57	2:30 PM	2252	1121	1131	0.09	0.50
26	E C 466	400' W of Buena Vista Blvd	01/13/22	24-HR	31523	29899	31080	31176	-	**27786**	**-11%**	11:00 AM	2273	1062	1211	0.08	0.53	2:30 PM	2485	1228	1257	0.09	0.51
27	E C 466	500' E of Buena Vista Blvd	01/13/22	24-HR	24723	24377	24879	23316	-	**23320**	**0%**	10:45 AM	1815	874	941	0.08	0.52	2:30 PM	1985	979	1006	0.09	0.51
28	E C 466	500' E of Morse Blvd	01/13/22	24-HR	28023	25763	27144	25367	-	**24669**	**-3%**	10:45 AM	2143	1066	1077	0.09	0.50	2:45 PM	2228	1168	1060	0.09	0.52
29	C 466A	500' E of CR 139 (Powell Rd)	01/27/22	24-HR	18870	19706	22776	24123	-	**26935**	**12%**	11:00 AM	2277	1127	1150	0.08	0.51	12:30 PM	2372	1095	1277	0.09	0.54
30	C 466A	500' W of S Buena Vista Blvd	02/03/22	24-HR	21110	22940	25010	26843	-	**28605**	**7%**	11:00 AM	2591	1269	1322	0.09	0.51	12:15 PM	2575	1270	1305	0.09	0.51
31	C 466A	300' W of Morse Blvd	02/03/22	24-HR	17032	17959	18028	18455	-	**19155**	**4%**	11:00 AM	1597	791	806	0.08	0.50	12:00 PM	1737	879	858	0.09	0.51
32	C 466A	50' W of Lake County Line	02/03/22	24-HR	17714	20240	19532	20108	-	**21232**	**6%**	11:00 AM	1661	821	840	0.08	0.51	3:00 PM	1811	785	1026	0.09	0.57
33	C 466A	150' E of US 301	01/27/22	24-HR	10433	10317	9137	10975	-	**9784**	**-11%**	10:45 AM	788	368	420	0.08	0.53	12:00 PM	821	381	440	0.08	0.54
34	Morse Blvd	1400' S of E SR 44	02/10/22	24-HR	6976	9999	13344	12282	-	**24892**	**103%**	11:00 AM	1978	1066	912	0.08	0.54	12:00 PM	2128	1125	1003	0.09	0.53
35	Warm Springs Ave	500' E of Marsh Bend Trl	02/10/22	24-HR	5971	8991	10996	11239	-	**24291**	**116%**	11:00 AM	2064	989	1075	0.08	0.52	12:00 PM	2170	1092	1078	0.09	0.50
36	Warm Springs Ave	400' E of N US 301	02/10/22	24-HR	6732	6884	10393	9271	-	**11776**	**27%**	10:00 AM	845	383	462	0.07	0.55	4:15 PM	1045	477	568	0.09	0.54
37	C 469	2640' S of CR 716	03/15/22	24-HR	3048	3210	2766	3267	-	**4863**	**49%**	8:00 AM	382	175	207	0.08	0.54	12:45 PM	359	193	166	0.07	0.54
38	C 469	N of SR 50	03/15/22	24-HR	3001	2674	3100	2996	-	**4567**	**52%**	8:30 AM	376	175	201	0.08	0.53	12:45 PM	352	192	160	0.08	0.55
39	E C 470	300' E of CR 529	02/10/22	24-HR	10851	12938	11225	11414	-	**17029**	**49%**	7:15 AM	1182	720	462	0.07	0.61	4:15 PM	1370	685	685	0.08	0.50
40	E C 470	300' W of CR 500	02/24/22	24-HR	9966	10217	9939	11739	-	**15678**	**34%**	6:45 AM	1208	571	637	0.08	0.53	3:30 PM	1112	647	465	0.07	0.58
41	E C 470	300' E of Marsh Bend Trl	02/10/22	24-HR	10521	9837	10669	10939	-	**15563**	**42%**	7:30 AM	1195	583	612	0.08	0.51	3:45 PM	1220	691	529	0.08	0.57
42	N C 470	500' W of CR 491	01/27/22	24-HR	7782	8466	8107	8087	-	**8454**	**5%**	7:00 AM	704	197	507	0.08	0.72	4:30 PM	743	494	249	0.09	0.66
43	N C 470	300' N CR 479	01/27/22	24-HR	6467	7284	6801	6496	-	**6930**	**7%**	7:00 AM	501	128	373	0.07	0.74	4:30 PM	603	405	198	0.09	0.67
44	N C 470	1320' S of CR 400	01/27/22	24-HR	4017	3809	3729	3737	-	**3990**	**7%**	7:00 AM	313	129	184	0.08	0.59	4:30 PM	375	207	168	0.09	0.55
45	N C 470	300' S of W SR 44	01/27/22	24-HR	2840	3068	3305	3964	-	**3592**	**-9%**	6:45 AM	271	138	133	0.08	0.51	4:30 PM	360	177	183	0.10	0.51
46	C 472	325' W of R/R Tracks	01/20/22	24-HR	5158	5054	5422	5646	-	**6086**	**8%**	7:15 AM	548	401	147	0.09	0.73	2:30 PM	547	329	218	0.09	0.60
47	C 472	500' W of CR 115	01/20/22	24-HR	6681	6149	6737	7103	-	**7136**	**0%**	7:30 AM	558	411	147	0.08	0.74	4:45 PM	643	278	365	0.09	0.57
48	N C 475	700' S of W C 462	01/27/22	24-HR	4010	4429	4845	5210	-	**5588**	**7%**	7:00 AM	454	290	164	0.08	0.64	4:45 PM	558	239	319	0.10	0.57
49	N C 475	1320' S of Marion County Line	01/27/22	24-HR	4187	5354	5787	6282	-	**7106**	**13%**	7:00 AM	562	273	289	0.08	0.51	4:30 PM	658	350	308	0.09	0.53
50	S C 475	200' N of W CR 532	02/10/22	24-HR	4250	4021	-	3873	-	**5297**	**37%**	7:30 AM	412	177	235	0.08	0.57	4:15 PM	528	314	214	0.10	0.59
51	S C 475	2500' S of W CR 532	02/24/22	24-HR	4973	4587	-	4652	-	**5681**	**22%**	7:30 AM	464	207	257	0.08	0.55	4:15 PM	531	308	223	0.09	0.58

TABLE 7 Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
2	2,230	3,100	3,740	4,080
3	3,280	4,570	5,620	6,130
4	4,310	6,030	7,490	8,170
5	5,390	7,430	9,370	10,220
6	6,380	8,990	11,510	12,760

Urbanized

Lanes	B	C	D	E
2	2,270	3,100	3,890	4,230
3	3,410	4,650	5,780	6,340
4	4,550	6,200	7,680	8,460
5	5,690	7,760	9,520	10,570

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	580	890	1,200	1,610
2	Divided	1,800	2,600	3,280	3,730
3	Divided	2,700	3,900	4,920	5,600

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

APPENDIX C

Intersection Traffic Counts/Adjustment Factors

National Data & Surveying Services Intersection Turning Movement Count

Location: US 301/SR 35 & CR 466
City: Oxford
Control: Signalized

Project ID: 22-130151-001
Date: 5/26/2022

Data - Total

NS/EW Streets:	US 301/SR 35				US 301/SR 35				CR 466				CR 466				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	18	85	53	0	23	233	5	0	8	54	17	0	37	30	19	0	582
7:15 AM	27	101	81	0	34	234	11	2	12	47	24	0	53	25	21	0	672
7:30 AM	24	96	91	2	43	265	6	0	15	65	18	0	56	21	18	0	720
7:45 AM	20	100	94	0	49	242	7	0	13	73	30	1	43	33	21	0	726
8:00 AM	16	99	73	1	50	210	8	2	6	71	19	0	50	35	19	0	659
8:15 AM	27	94	83	1	36	199	7	0	11	59	10	0	73	21	24	0	645
8:30 AM	13	112	70	1	45	208	4	1	8	62	27	1	51	39	26	0	668
8:45 AM	23	102	91	4	41	163	6	2	6	54	22	1	77	39	29	0	660
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	168	789	636	9	321	1754	54	7	79	485	167	3	440	243	177	0	5332
APPROACH %'s :	10.49%	49.25%	39.70%	0.56%	15.03%	82.12%	2.53%	0.33%	10.76%	66.08%	22.75%	0.41%	51.16%	28.26%	20.58%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	87	396	339	3	176	951	32	4	46	256	91	1	202	114	79	0	2777
PEAK HR FACTOR :	0.806	0.980	0.902	0.375	0.880	0.897	0.727	0.500	0.767	0.877	0.758	0.250	0.902	0.814	0.940	0.000	0.956
	0.964				0.926				0.842				0.950				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	17	230	85	3	50	140	13	2	12	49	20	1	103	57	51	1	834
4:15 PM	17	208	90	3	40	119	6	2	24	45	19	0	144	98	48	0	863
4:30 PM	17	200	86	1	49	138	8	4	13	56	18	0	92	85	45	1	813
4:45 PM	20	172	82	2	41	126	11	3	15	41	12	0	119	92	61	0	797
5:00 PM	24	227	94	1	40	120	19	1	13	52	11	0	108	73	43	0	826
5:15 PM	16	202	72	3	48	139	14	0	8	70	14	0	106	102	45	1	840
5:30 PM	23	243	94	0	33	108	20	2	25	43	13	0	113	57	37	1	812
5:45 PM	19	163	69	2	36	93	13	1	15	49	10	2	114	82	42	0	710
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	153	1645	672	15	337	983	104	15	125	405	117	3	899	646	372	4	6495
APPROACH %'s :	6.16%	66.20%	27.04%	0.60%	23.42%	68.31%	7.23%	1.04%	19.23%	62.31%	18.00%	0.46%	46.80%	33.63%	19.36%	0.21%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	71	810	343	9	180	523	38	11	64	191	69	1	458	332	205	2	3307
PEAK HR FACTOR :	0.888	0.880	0.953	0.750	0.900	0.934	0.731	0.688	0.667	0.853	0.863	0.250	0.795	0.847	0.840	0.500	0.958
	0.920				0.917				0.923				0.859				

Prepared by National Data & Surveying Services

US 301/SR 35 & CR 466

Peak Hour Turning Movement Count

ID: 22-130151-001
City: Oxford

Day: Thursday
Date: 5/26/2022

PEAK HOURS		COUNT PERIODS
07:15 AM - 08:15 AM		7:00 AM - 09:00 AM
NONE		NONE
04:00 PM - 05:00 PM		4:00 PM - 06:00 PM

US 301/SR 35 — SOUTHBOUND

	L	T	R	U	Total	
AM	32	951	176	4	525	AM
NOON	0	0	0	0	0	NOON
PM	38	523	180	11	1090	PM

EASTBOUND — CR 466

AM	NOON	PM	
234	0	442	
1	0	1	0
46	0	64	0
256	0	191	0
91	0	69	0
AM	NOON	PM	

CONTROL: Signalized

TEV	2777 AM	0 NOON	3307 PM
PHF	0.96		0.96

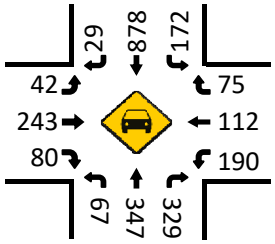
WESTBOUND — CR 466

PM	NOON	AM	
205	0	79	0
332	0	114	0
458	0	202	0
2	0	0	0
716	0	771	
PM	NOON	AM	

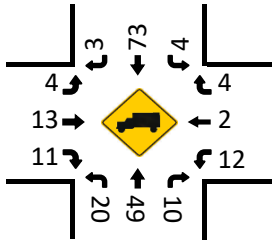
US 301/SR 35 — NORTHBOUND

	L	T	R	U	Total	
PM	1059	9	71	810	343	PM
NOON	0	0	0	0	0	NOON
AM	1247	3	87	396	339	AM

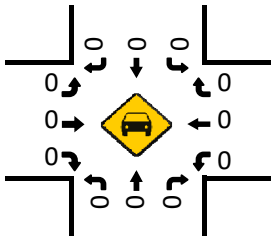
Cars (AM)



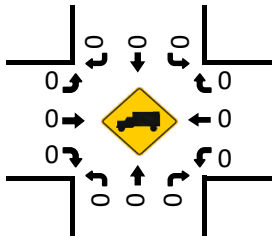
HT (AM)



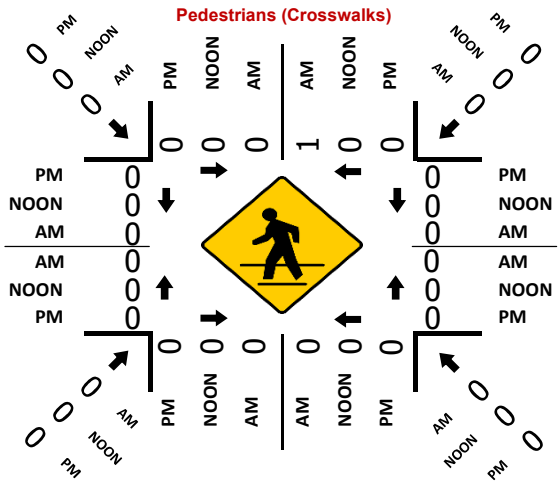
Cars (NOON)



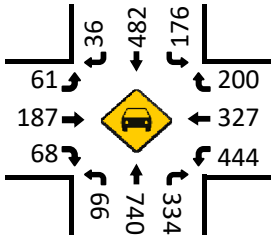
HT (NOON)



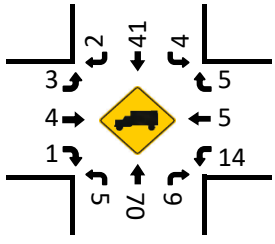
Pedestrians (Crosswalks)



Cars (PM)



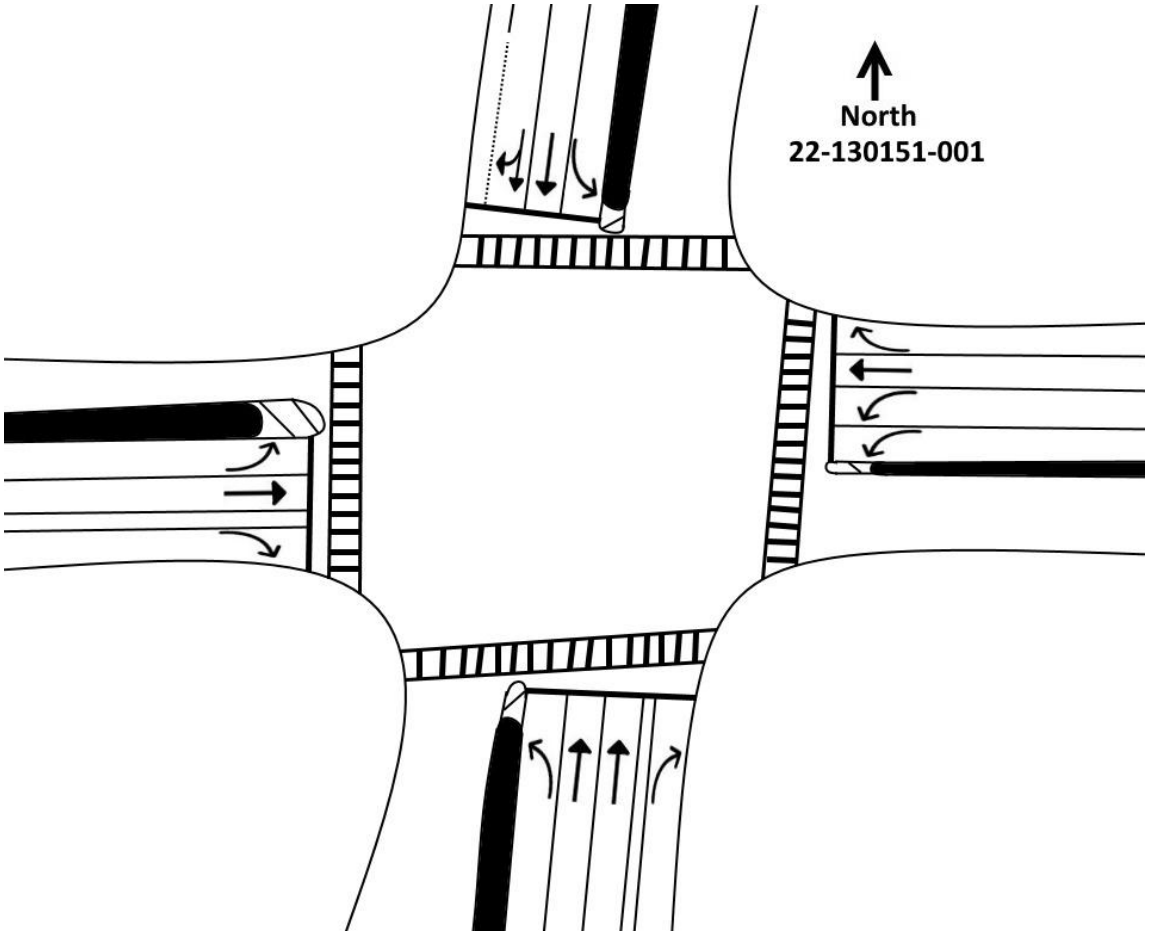
HT (PM)



National Data & Surveying Services

N/S Street: **US 301/SR 35**

Speed: **45 MPH**



E/W Street: **CR 466**

Speed: **35 MPH**

Site Code: **22-130151-001**

Date: **05/26/2022**

Weather: **Sunny**

City: **Oxford**

County: **Sumter**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

SIGNAL TIMING

PHASES	1	2	3
NL/SL	00:21	00:12	00:19
SL/ST	00:17	00:13	00:19
NT/ST	01:08	01:12	01:06
EL/WL	00:51	00:54	00:26
WL/WT	-	-	00:35
ET/WT	00:52	00:38	00:53

National Data & Surveying Services Intersection Turning Movement Count

Location: CR 105 & Sumter County Rd 466 E
City: Oxford
Control: Signalized

Project ID: 22-130203-001
Date: 7/27/2022

Data - Total

NS/EW Streets:	CR 105				CR 105				Sumter County Rd 466 E				Sumter County Rd 466 E				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	8	3	0	0	0	2	15	0	26	143	2	1	0	79	1	0	280
7:15 AM	3	4	2	0	0	1	16	0	26	148	8	1	1	80	2	0	292
7:30 AM	6	4	3	0	1	3	16	0	26	157	5	0	2	76	0	0	299
7:45 AM	11	2	1	0	1	0	17	0	26	164	7	1	3	63	3	0	299
8:00 AM	6	1	1	0	0	1	16	0	34	161	6	0	5	90	1	0	322
8:15 AM	5	4	3	0	5	2	9	0	30	138	10	2	2	85	1	0	296
8:30 AM	8	4	1	0	2	4	23	0	26	151	9	0	2	90	3	0	323
8:45 AM	4	11	31	0	8	7	21	0	27	80	26	0	16	71	19	0	321
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	51	33	42	0	17	20	133	0	221	1142	73	5	31	634	30	0	2432
APPROACH %'s :	40.48%	26.19%	33.33%	0.00%	10.00%	11.76%	78.24%	0.00%	15.34%	79.25%	5.07%	0.35%	4.46%	91.22%	4.32%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	23	20	36	0	15	14	69	0	117	530	51	2	25	336	24	0	1262
PEAK HR FACTOR :	0.719	0.455	0.290	0.000	0.469	0.500	0.750	0.000	0.860	0.823	0.490	0.250	0.391	0.933	0.316	0.000	0.977
	0.429				0.681				0.871				0.908				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	21	5	5	0	10	3	67	0	41	122	4	0	2	187	8	0	475
4:15 PM	17	2	6	0	10	3	51	0	30	129	9	0	1	172	7	0	437
4:30 PM	22	8	2	0	9	3	57	0	41	133	11	1	6	162	6	0	461
4:45 PM	13	6	5	0	7	1	48	0	38	121	10	0	2	217	8	0	476
5:00 PM	33	6	5	0	13	3	77	0	38	127	5	1	2	185	8	0	503
5:15 PM	14	6	1	0	6	2	55	0	28	130	5	0	7	226	4	0	484
5:30 PM	14	2	4	0	4	1	52	0	47	122	6	0	2	167	5	0	426
5:45 PM	8	0	5	0	7	3	50	0	28	96	1	0	3	171	4	0	376
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	142	35	33	0	66	19	457	0	291	980	51	2	25	1487	50	0	3638
APPROACH %'s :	67.62%	16.67%	15.71%	0.00%	12.18%	3.51%	84.32%	0.00%	21.98%	74.02%	3.85%	0.15%	1.60%	95.20%	3.20%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	82	26	13	0	35	9	237	0	145	511	31	2	17	790	26	0	1924
PEAK HR FACTOR :	0.621	0.813	0.650	0.000	0.673	0.750	0.769	0.000	0.884	0.961	0.705	0.500	0.607	0.874	0.813	0.000	0.956
	0.688				0.755				0.926				0.879				

Prepared by National Data & Surveying Services

CR 105 & Sumter County Rd 466 E

Peak Hour Turning Movement Count

ID: 22-130203-001
City: Oxford

Day: Wednesday
Date: 7/27/2022

PEAK HOURS	
AM	08:00 AM - 09:00 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS	
AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

SOUTHBOUND (CR 105)

AM	69	14	15	0	161	AM
NOON	0	0	0	0	0	NOON
PM	237	9	35	0	197	PM

EASTBOUND (Sumter County Rd 466 E)

AM	NOON	PM	
430	0	1111	⇦
2	0	2	↶ 0
117	0	145	↱ 0
530	0	511	→ 0
51	0	31	↴ 0
AM	NOON	PM	

WESTBOUND (Sumter County Rd 466 E)

PM	NOON	AM	
26	0	24	0 ↰
790	0	336	0 ←
17	0	25	0 ↙
0	0	0	0 ↶
559	0	581	⇨
PM	NOON	AM	

NORTHBOUND (CR 105)

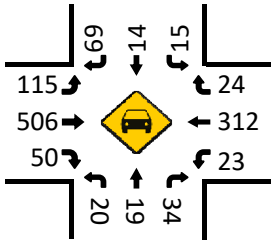
PM	57	0	82	26	13	PM
NOON	0	0	0	0	0	NOON
AM	90	0	23	20	36	AM

CONTROL

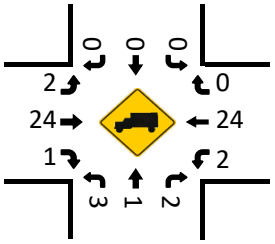
Signalized

TEV	1262 AM	0 NOON	1924 PM
PHF	0.98		0.96

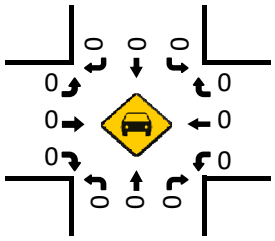
Cars (AM)



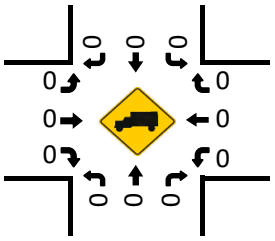
HT (AM)



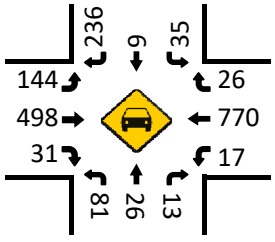
Cars (NOON)



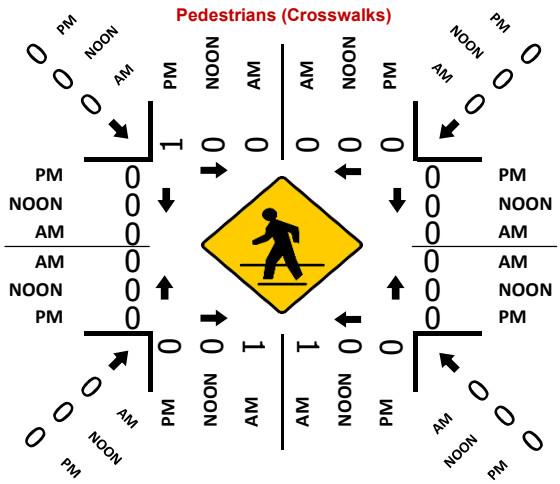
HT (NOON)



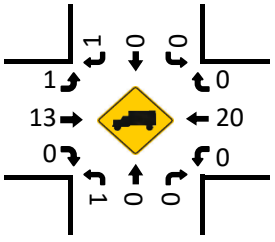
Cars (PM)



Pedestrians (Crosswalks)



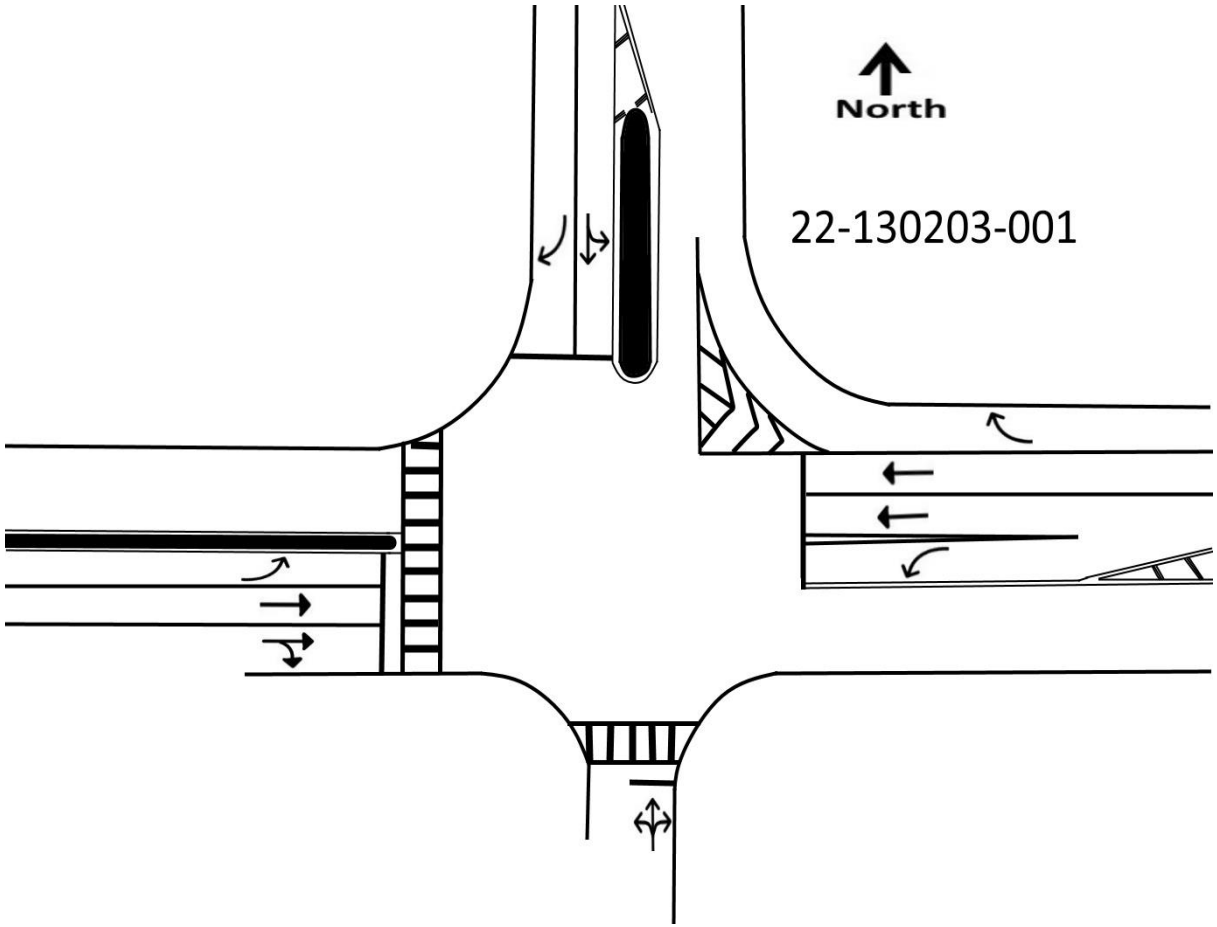
HT (PM)



National Data & Surveying Services

N/S Street: **CR 105**

Speed: **35 MPH**



E/W Street: **Sumter County Rd 466 E**

Speed: **45 MPH**

Site Code: **22-130203-001**

Date: **07/27/2022**

Weather: **Sunny**

City: **Oxford**

County: **Sumter**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

SIGNAL TIMING

PHASES	**1**	**2**	**3**
NT/ST	00:31	00:33	00:20
EL/WL	00:13	-	-
EL/ET	00:08	00:25	-
ET/WT	00:36	00:39	00:41

National Data & Surveying Services Intersection Turning Movement Count

Location: CR 105 & Sumter County Rd 106
City: Oxford
Control: 1-Way Stop (SB)

Project ID: 22-130203-002
Date: 7/27/2022

Data - Total

NS/EW Streets:	CR 105				CR 105				Sumter County Rd 106				Sumter County Rd 106				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	6	2	0	0	0	1	0	0	9
7:15 AM	0	0	0	0	0	0	2	0	6	5	0	0	0	1	0	0	14
7:30 AM	0	0	0	0	1	0	2	0	7	2	0	0	0	1	0	0	13
7:45 AM	0	0	0	0	0	0	2	0	9	1	0	0	0	5	1	0	18
8:00 AM	0	0	0	0	0	0	3	0	1	3	0	0	0	0	4	0	11
8:15 AM	0	0	0	0	0	0	4	0	6	3	0	0	0	0	0	0	13
8:30 AM	0	0	0	0	1	0	6	0	9	1	0	0	0	1	0	0	18
8:45 AM	0	0	0	0	2	0	48	0	51	22	0	0	0	7	0	0	130
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	4	0	67	0	95	39	0	0	0	16	5	0	226
APPROACH %'s :					5.63%	0.00%	94.37%	0.00%	70.90%	29.10%	0.00%	0.00%	0.00%	76.19%	23.81%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	3	0	61	0	67	29	0	0	0	8	4	0	172
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.375	0.000	0.318	0.000	0.328	0.330	0.000	0.000	0.000	0.286	0.250	0.000	0.331
					0.320				0.329				0.429				

NS/EW Streets:	CR 105				CR 105				Sumter County Rd 106				Sumter County Rd 106				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	3	0	19	4	0	0	0	2	1	0	29
4:15 PM	0	0	0	0	0	0	5	0	17	5	0	0	0	1	1	0	29
4:30 PM	0	0	0	0	0	0	7	0	16	3	0	0	0	3	2	0	31
4:45 PM	0	0	0	0	0	0	3	0	8	11	0	0	0	1	2	0	25
5:00 PM	0	0	0	0	1	0	4	0	27	14	0	0	0	2	6	0	54
5:15 PM	0	0	0	0	0	0	4	0	4	3	0	0	0	1	0	0	12
5:30 PM	0	0	0	0	0	0	4	0	15	5	0	0	0	1	0	0	25
5:45 PM	0	0	0	0	0	0	2	0	6	3	0	0	0	4	0	0	15
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	32	0	112	48	0	0	0	15	12	0	220
APPROACH %'s :					3.03%	0.00%	96.97%	0.00%	70.00%	30.00%	0.00%	0.00%	0.00%	55.56%	44.44%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	19	0	68	33	0	0	0	7	11	0	139
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.679	0.000	0.630	0.589	0.000	0.000	0.000	0.583	0.458	0.000	0.644
					0.714				0.616				0.563				

Prepared by National Data & Surveying Services

CR 105 & Sumter County Rd 106

Peak Hour Turning Movement Count

ID: 22-130203-002
City: Oxford

Day: Wednesday
Date: 7/27/2022

PEAK HOURS	
AM	08:00 AM - 09:00 AM
NOON	NONE
PM	04:15 PM - 05:15 PM

COUNT PERIODS	
AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

SOUTHBOUND (CR 105)

AM	61	0	3	0	71	AM
NOON	0	0	0	0	0	NOON
PM	19	0	1	0	79	PM

EASTBOUND (Sumter County Rd 106)

AM	NOON	PM	
69	0	26	⇦
0	0	0	↶ 0
67	0	68	↱ 0
29	0	33	→ 0
0	0	0	↴ 0

WESTBOUND (Sumter County Rd 106)

	PM	NOON	AM
0	11	0	4
0	7	0	8
0	0	0	0
0	0	0	0
⇨	34	0	32

NORTHBOUND (CR 105)

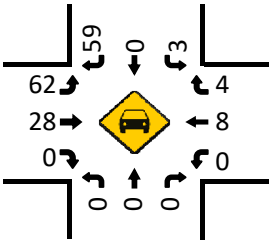
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

CONTROL

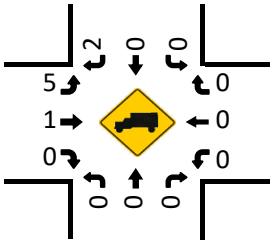
1-Way Stop (SB)

	AM	NOON	PM
TEV	172	0	139
PHF	0.33		0.64

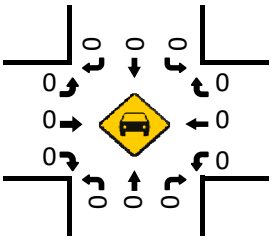
Cars (AM)



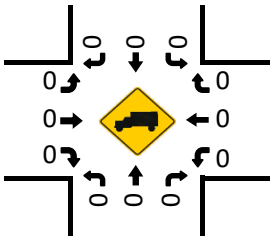
HT (AM)



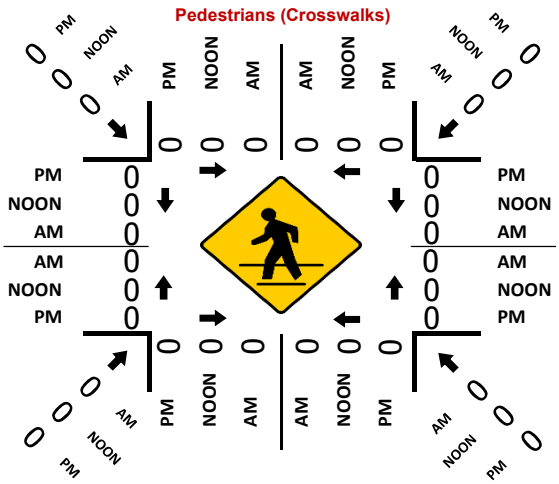
Cars (NOON)



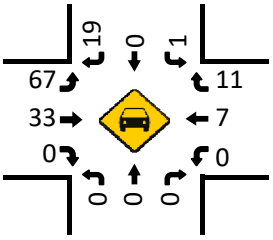
HT (NOON)



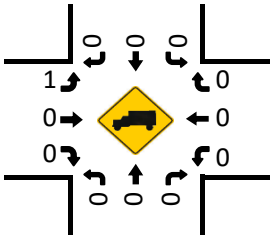
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



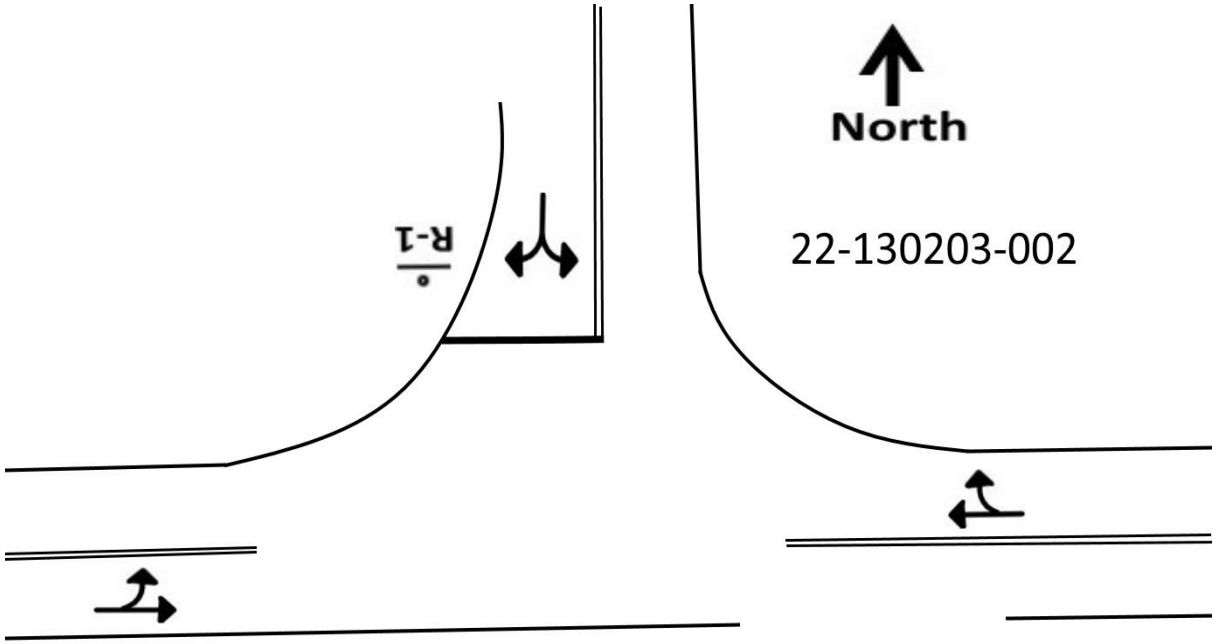
National Data & Surveying Services

Site Code:	**22-130203-002**
Date:	**07/27/2022**
Weather:	**Sunny**
City:	**Oxford**
County:	**Sumter**
Count Times:	**07:00 - 09:00**
	16:00 - 18:00
Control:	**1-Way Stop(SB)**

N

N/S Street: **CR 105**

Speed: **35 MPH**



E/W Street: **Sumter County Rd 106**

Speed: **20 MPH**

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.	COORDINATION SETTINGS Dial 1 AVC Split Sec	Dial 2/AM Split Sec	Dial 3/PM Split Sec
1		6	3.0	30	30	5.1	2.2				Lock			
2		15	3.0	66	78	5.1	2.2	7	19	min	Non Lock			
3		8	3.0	20	14	4.1	2.7				Lock			
4		8	3.0	35	80	4.8	2.0	7	23		Non Lock			
5		10	3.0	30	44	4.8	2.1				Lock			
6		15	3.0	47	46	5.1	2.2	7	20	min	Non Lock			
7		8	3.0	38	63	4.8	2.9				Lock			
8		8	3.0	35	28	4.1	2.0	7	26		Non Lock			
											Off Set			

INTERSECTION: 5003 US 301 & CR 466

DATE: June 2019

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		7	3.0	20	30	4.8	2.0				Lock
2		15	3.0	34	50	4.8	2.0			min	Non Lock
3		5	3.0	7	30	4.0	2.0				Lock
4		10	3.0	14	50	4.0	2.2				Non Lock
5		7	3.0	15	30	4.8	2.0				Lock
6		15	3.0	36	50	4.8	2.0	7	9	min	Non Lock
7											Lock
8		10	3.0	21	50	4.0	2.1	7	20		Non Lock
											Off Set

COORDINATION SETTINGS

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

5047

INTERSECTION: CR466 & CR105

DATE: June 2019

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

MOCF: 0.95

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

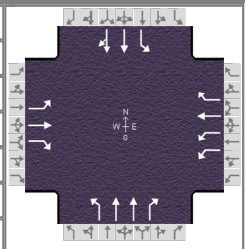
* PEAK SEASON

APPENDIX D

Existing HCS Capacity Worksheets

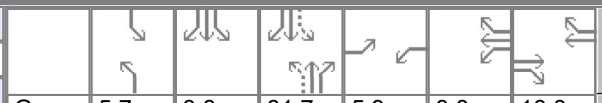
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	SS	Analysis Date	8/17/2022	Area Type	Other
Jurisdiction	Sumter County	Time Period	Existing AM	PHF	0.96
Urban Street	US 301	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	CR 466	File Name	US 301 & CR 466 - Existing AM.xus		
Project Description	5653				

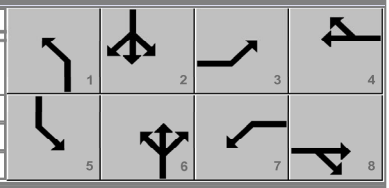


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	47	256	91	202	114	79	90	396	339	180	951	32

Signal Information			
Cycle, s	96.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.7	3.8	31.7	5.9	3.8	18.3
Yellow	5.1	0.0	5.1	4.1	0.0	4.1
Red	2.2	0.0	2.2	2.7	0.0	2.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	12.7	24.4	16.5	28.2	13.0	39.0	16.8	42.8
Change Period, ($Y+R_c$), s	6.8	6.8	7.7	6.8	7.3	7.3	6.9	7.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	4.0	4.0	4.0
Queue Clearance Time (g_s), s	4.8	15.6	7.9	7.1	6.0	20.8	8.5	26.9
Green Extension Time (g_e), s	0.1	1.9	0.8	2.1	0.2	8.0	0.6	8.5
Phase Call Probability	0.73	1.00	1.00	1.00	0.92	1.00	0.99	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.07

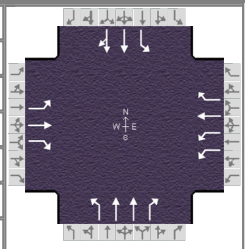
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	49	267	95	210	119	82	94	413	353	188	515	509
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1654	1826	1459	1675	1870	1547	1499	1639	1572	1781	1781	1761
Queue Service Time (g_s), s	2.8	13.6	5.5	5.9	5.1	4.2	4.0	9.4	18.8	6.5	24.9	24.9
Cycle Queue Clearance Time (g_c), s	2.8	13.6	5.5	5.9	5.1	4.2	4.0	9.4	18.8	6.5	24.9	24.9
Green Ratio (*g/C*)	0.06	0.18	0.18	0.09	0.22	0.22	0.39	0.33	0.33	0.43	0.37	0.37
Capacity (*c*), veh/h	101	332	266	304	414	342	205	1077	517	485	655	647
Volume-to-Capacity Ratio (*X*)	0.487	0.802	0.357	0.692	0.287	0.240	0.457	0.383	0.684	0.387	0.786	0.786
Back of Queue (*Q*), ft/ln (95 th percentile)	59.7	271.6	97.4	118.8	105.4	74.1	72.9	170.3	284.9	115.3	408.3	380.2
Back of Queue (*Q*), veh/ln (95 th percentile)	2.2	10.4	3.6	4.5	4.2	2.9	2.5	6.2	11.1	4.5	15.4	15.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	44.0	38.0	34.7	42.7	31.4	31.0	22.8	25.0	28.2	18.1	27.3	27.3
Incremental Delay (d_2), s/veh	3.6	4.5	0.8	2.8	0.4	0.4	1.6	0.2	1.6	0.5	2.1	2.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	47.7	42.5	35.5	45.6	31.8	31.4	24.4	25.2	29.8	18.6	29.4	29.4
Level of Service (LOS)	D	D	D	D	C	C	C	C	C	B	C	C
Approach Delay, s/veh / LOS	41.5	D		38.7	D		27.0	C		27.7	C	
Intersection Delay, s/veh / LOS	31.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.29	B	2.28	B	2.11	B
Bicycle LOS Score / LOS	1.16	A	1.17	A	1.20	A	1.49	A

Copyright © 2022 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

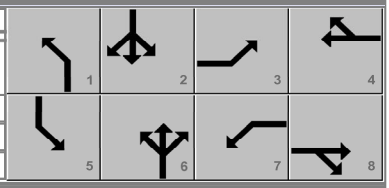
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	SS	Analysis Date	8/17/2022	Area Type	Other
Jurisdiction	Sumter County	Time Period	Existing PM	PHF	0.96
Urban Street	US 301	Analysis Year	2022	Analysis Period	1> 17:00
Intersection	CR 466	File Name	US 301 & CR 466 - Existing PM.xus		
Project Description	5653				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	65	191	69	460	352	205	80	810	343	191	523	38

Signal Information			
Cycle, s	108.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.5	4.7	34.6	7.0	4.9	17.0
Yellow	5.1	0.0	5.1	4.1	4.8	4.1
Red	2.2	0.0	2.2	2.7	2.9	2.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	13.8	23.1	26.4	35.8	12.8	41.9	17.5	46.6
Change Period, ($Y+R_c$), s	6.8	6.8	7.7	6.8	7.3	7.3	6.9	7.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	4.0	4.0	4.0
Queue Clearance Time (g_s), s	6.1	13.0	16.7	21.5	5.5	26.9	10.0	15.9
Green Extension Time (g_e), s	0.1	3.2	2.0	2.8	0.2	7.6	0.6	9.1
Phase Call Probability	0.87	1.00	1.00	1.00	0.92	1.00	1.00	1.00
Max Out Probability	0.00	0.01	0.00	0.11	0.00	0.22	0.00	0.02

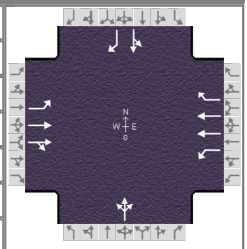
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	68	199	72	479	367	214	83	844	357	199	295	289
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1739	1870	1598	1716	1870	1585	1725	1682	1572	1781	1781	1739
Queue Service Time (g_s), s	4.1	11.0	4.4	14.7	19.5	12.5	3.5	24.9	21.9	8.0	13.9	13.9
Cycle Queue Clearance Time (g_c), s	4.1	11.0	4.4	14.7	19.5	12.5	3.5	24.9	21.9	8.0	13.9	13.9
Green Ratio (*g/C*)	0.06	0.15	0.15	0.17	0.27	0.27	0.37	0.32	0.32	0.42	0.36	0.36
Capacity (*c*), veh/h	111	280	239	591	498	422	327	1069	500	298	643	627
Volume-to-Capacity Ratio (*X*)	0.608	0.710	0.300	0.811	0.737	0.506	0.255	0.790	0.715	0.668	0.459	0.461
Back of Queue (*Q*), ft/ln (95 th percentile)	90.9	230.9	79.4	268.3	362.3	214.4	66	405.6	331.4	154.8	255.4	236.2
Back of Queue (*Q*), veh/ln (95 th percentile)	3.5	9.1	3.2	10.5	14.3	8.4	2.5	15.1	12.9	6.1	9.6	9.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	49.8	44.2	41.3	43.5	36.6	34.0	23.5	33.9	32.9	25.1	26.7	26.7
Incremental Delay (d_2), s/veh	5.3	3.3	0.7	2.7	3.8	0.9	0.4	2.1	2.3	2.6	0.5	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	55.0	47.5	42.0	46.2	40.4	34.9	23.9	36.1	35.2	27.7	27.2	27.3
Level of Service (LOS)	E	D	D	D	D	C	C	D	D	C	C	C
Approach Delay, s/veh / LOS	47.8	D		41.9	D		35.0	D		27.4	C	
Intersection Delay, s/veh / LOS	36.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.29	B	2.29	B	2.11	B
Bicycle LOS Score / LOS	1.05	A	2.24	B	1.55	B	1.13	A

Copyright © 2022 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

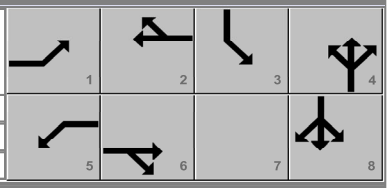
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	SS	Analysis Date	8/17/2022	Area Type	Other
Jurisdiction	Sumter County	Time Period	Existing AM	PHF	0.98
Urban Street	CR 466	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	CR 105	File Name	CR 466 & CR 105 - Existing AM.xus		
Project Description	5653				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	120	535	52	25	339	24	23	20	36	15	14	70

Signal Information			
Cycle, s	69.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.7	3.6	34.0	9.7	0.0	0.0
Yellow	4.8	0.0	4.8	4.0	0.0	0.0
Red	2.0	0.0	2.0	2.2	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4	3	8
Case Number	2.0	4.0	2.0	3.0		8.3	12.0	13.0
Phase Duration, s	13.2	44.4	9.5	40.8		15.9	0.0	15.9
Change Period, (*Y+R c*), s	6.8	6.8	6.8	6.8		6.2	6.0	6.2
Max Allow Headway (*MAH*), s	4.0	4.0	4.0	4.0		4.2	0.0	4.2
Queue Clearance Time (*g s*), s	6.7	8.5	3.0	6.0		5.0		4.8
Green Extension Time (*g e*), s	0.3	3.7	0.0	3.7		0.4	0.0	0.5
Phase Call Probability	0.91	1.00	0.39	1.00		0.97		0.97
Max Out Probability	0.00	0.00	0.00	0.00		0.03		0.00

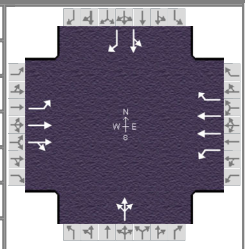
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	122	304	295	26	346	24		81			30	71
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1826	1769	1697	1710			1601			1645	1610
Queue Service Time (*g s*), s	4.7	6.4	6.5	1.0	4.0			0.0			1.0	2.8
Cycle Queue Clearance Time (*g c*), s	4.7	6.4	6.5	1.0	4.0			3.0			1.0	2.8
Green Ratio (*g/C*)	0.81	0.54	0.54	0.04	0.49			0.14			0.14	0.14
Capacity (*c*), veh/h	162	983	952	66	1665			289			307	224
Volume-to-Capacity Ratio (*X*)	0.756	0.309	0.310	0.384	0.208			0.279			0.096	0.319
Back of Queue (*Q*), ft/ln (95 th percentile)	99	93.8	88.2	21.9	61.3			55.8			18.8	47.9
Back of Queue (*Q*), veh/ln (95 th percentile)	3.9	3.6	3.5	0.8	2.3			2.1			0.8	1.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00			0.00			0.00	0.00
Uniform Delay (*d 1*), s/veh	31.0	8.9	8.9	32.7	10.2			27.2			26.3	27.1
Incremental Delay (*d 2*), s/veh	7.0	0.2	0.2	3.6	0.3			0.5			0.1	0.8
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Control Delay (*d*), s/veh	38.0	9.1	9.1	36.3	10.5	0.0		27.7			26.4	27.9
Level of Service (LOS)	D	A	A	D	B	A		C			C	C
Approach Delay, s/veh / LOS	14.0	B		11.5	B		27.7	C		27.5	C	
Intersection Delay, s/veh / LOS	15.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.65	B	1.89	B	2.44	B	2.29	B
Bicycle LOS Score / LOS	1.08	A	0.81	A	0.62	A	0.65	A

Copyright © 2022 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

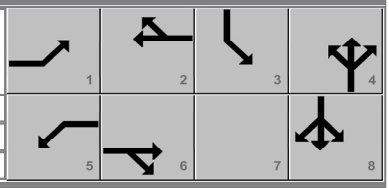
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	SS	Analysis Date	8/17/2022	Area Type	Other
Jurisdiction	Sumter County	Time Period	Existing PM	PHF	0.96
Urban Street	CR 466	Analysis Year	2022	Analysis Period	1> 17:00
Intersection	CR 105	File Name	CR 466 & CR 105 - Existing PM.xus		
Project Description	5653				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	149	516	31	17	798	26	83	26	13	35	9	239

Signal Information			
Cycle, s	76.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.2	6.3	34.0	14.3	0.0	0.0
Yellow	4.8	0.0	4.8	4.0	0.0	0.0
Red	2.0	0.0	2.0	2.2	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4	3	8
Case Number	2.0	4.0	2.0	3.0		8.3	0.0	13.0
Phase Duration, s	15.2	47.1	9.0	40.8		20.5	0.0	20.5
Change Period, (*Y+R c*), s	6.8	6.8	6.8	6.8		6.2	6.0	6.2
Max Allow Headway (*MAH*), s	4.0	3.9	4.0	3.9		4.3	0.0	4.3
Queue Clearance Time (*g s*), s	8.4	8.7	2.7	15.1		7.4		13.4
Green Extension Time (*g e*), s	0.3	6.2	0.0	5.7		0.9	0.0	0.9
Phase Call Probability	0.96	1.00	0.31	1.00		1.00		1.00
Max Out Probability	0.00	0.04	0.00	0.12		0.37		0.24

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	155	287	282	18	831	27		127			46	249
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1856	1818	1810	1766			1550			1487	1610
Queue Service Time (*g s*), s	6.4	6.6	6.7	0.7	13.1			3.8			1.6	11.4
Cycle Queue Clearance Time (*g c*), s	6.4	6.6	6.7	0.7	13.1			5.4			1.6	11.4
Green Ratio (*g/C*)	0.11	0.53	0.53	0.03	0.44			0.19			0.19	0.19
Capacity (*c*), veh/h	198	976	956	52	1570			368			362	300
Volume-to-Capacity Ratio (*X*)	0.783	0.294	0.295	0.341	0.530			0.345			0.127	0.829
Back of Queue (*Q*), ft/ln (95 th percentile)	134.7	103.9	99.8	16.2	213.4			90.7			30.7	211.9
Back of Queue (*Q*), veh/ln (95 th percentile)	5.3	4.1	4.0	0.6	8.3			3.6			1.2	8.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00			0.00			0.00	0.00
Uniform Delay (*d 1*), s/veh	33.1	10.2	10.2	36.5	15.5			27.4			26.0	29.9
Incremental Delay (*d 2*), s/veh	6.6	0.2	0.2	3.8	1.3			0.6			0.2	8.3
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Control Delay (*d*), s/veh	39.8	10.3	10.4	40.3	16.7	0.0		28.0			26.2	38.2
Level of Service (LOS)	D	B	B	D	B	A		C			C	D
Approach Delay, s/veh / LOS	16.6	B		16.7	B		28.0	C		36.3	D	
Intersection Delay, s/veh / LOS	20.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.66	B	1.90	B	2.44	B	2.29	B
Bicycle LOS Score / LOS	1.09	A	1.21	A	0.70	A	0.97	A

Copyright © 2022 University of Florida, All Rights Reserved.

HCS7 Two-Way Stop-Control Report

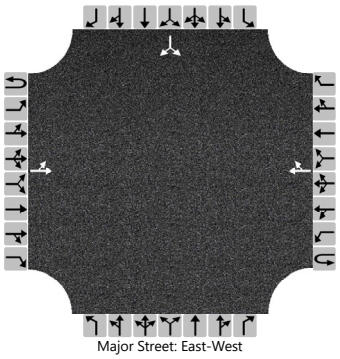
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/16/2022
Analysis Year	2022
Time Analyzed	Existing AM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 105 & CR 106
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	CR 105
Peak Hour Factor	0.33
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		68	29				8	4						3		61
Percent Heavy Vehicles (%)		7												0		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.17												6.40		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.26												3.50		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		206													194	
Capacity, c (veh/h)		1543													979	
v/c Ratio		0.13													0.20	
95% Queue Length, Q_{95} (veh)		0.5													0.7	
Control Delay (s/veh)		7.7													9.6	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	5.7												9.6			
Approach LOS													A			

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

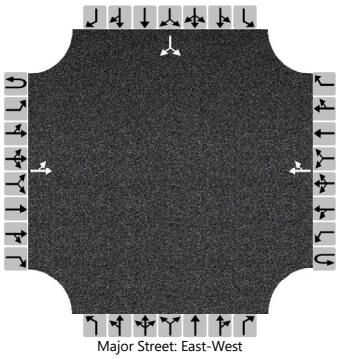
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/16/2022
Analysis Year	2022
Time Analyzed	Existing PM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 105 & CR 106
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	CR 105
Peak Hour Factor	0.64
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		69	33				7	11						1		19
Percent Heavy Vehicles (%)		1												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.11												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.21												3.50		3.30

Delay, Queue Length, and Level of Service

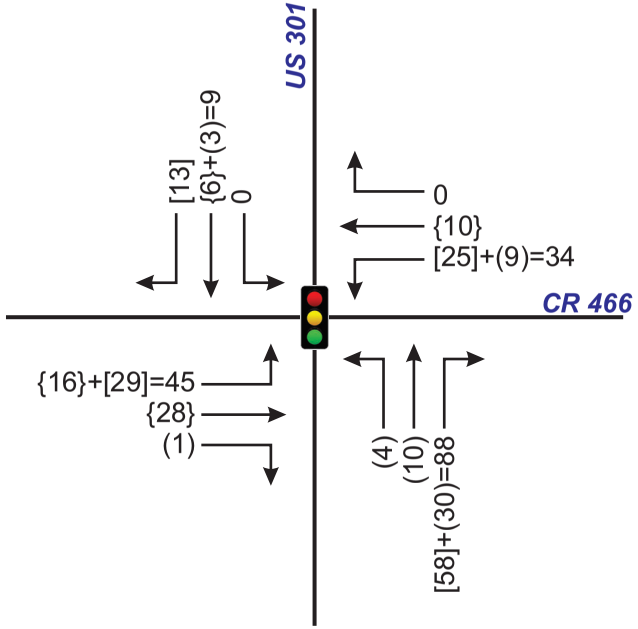
Flow Rate, v (veh/h)		108													31	
Capacity, c (veh/h)		1592													1032	
v/c Ratio		0.07													0.03	
95% Queue Length, Q_{95} (veh)		0.2													0.1	
Control Delay (s/veh)		7.4													8.6	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	5.2												8.6			
Approach LOS													A			

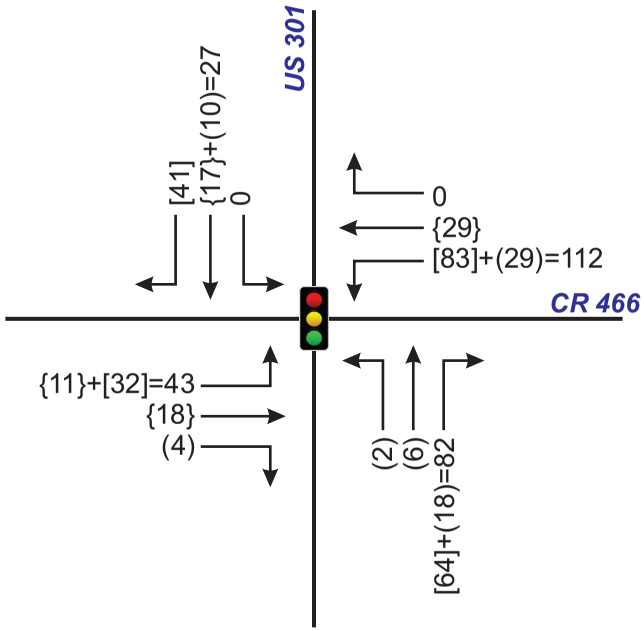
Copyright © 2022 University of Florida. All Rights Reserved.

APPENDIX E

Vested Trip Information

Segment	Twisted Oaks	Oxford Crossings	Wildwood Storage	Oxford Residential	Riverstone	Total
CR 466 - AM						
US 301 to CR 105	83	0	0	30	0	113
CR 106 - AM						
CR 105 to CR 466	0	0	0	0	0	0
CR 466 - PM						
US 301 to CR 105	147	0	0	29	0	176
CR 106 - PM						
CR 105 to CR 466	0	0	0	0	0	0





A.M.

P.M.

Legend:

{00}+[00]+(00)=00

- Total Committed Trips
- Oxford Residential
- Twisted Oaks
- Riverstone at Wildwood

Oxford project
Project № 5653
Figure 1

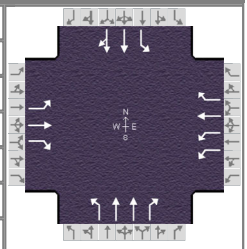
Committed Trips

APPENDIX F

Projected HCS Capacities Worksheets

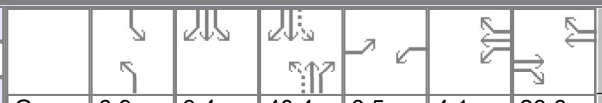
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	SS	Analysis Date	8/17/2022	Area Type	Other
Jurisdiction	Sumter County	Time Period	Projected AM	PHF	0.96
Urban Street	US 301	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	CR 466	File Name	US 301 & CR 466 - Projected AM.xus		
Project Description	5653				

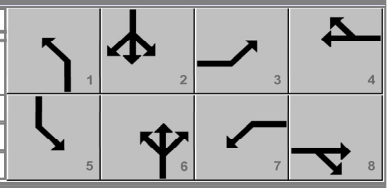


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	94	298	96	249	132	86	97	422	448	193	998	46

Signal Information			
Cycle, s	114.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.9	3.4	40.4	8.5	4.1	23.6
Yellow	5.1	0.0	5.1	4.1	0.0	4.1
Red	2.2	0.0	2.2	2.7	0.0	2.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	15.3	29.7	19.4	33.8	14.2	47.7	17.6	51.1
Change Period, ($Y+R_c$), s	6.8	6.8	7.7	6.8	7.3	7.3	6.9	7.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	4.0	4.0	4.0
Queue Clearance Time (g_s), s	8.7	20.8	10.6	8.9	6.9	33.3	10.1	33.4
Green Extension Time (g_e), s	0.2	2.0	1.1	2.3	0.3	7.0	0.6	9.5
Phase Call Probability	0.96	1.00	1.00	1.00	0.96	1.00	1.00	1.00
Max Out Probability	0.00	0.04	0.00	0.00	0.00	0.51	0.00	0.20

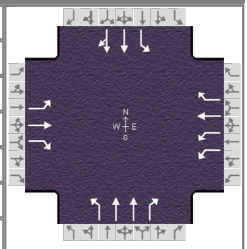
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	98	310	100	259	138	90	101	440	467	201	548	539
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1654	1826	1459	1675	1870	1547	1499	1639	1572	1781	1781	1753
Queue Service Time (g_s), s	6.7	18.8	6.7	8.6	6.9	5.4	4.9	11.5	31.3	8.1	31.4	31.4
Cycle Queue Clearance Time (g_c), s	6.7	18.8	6.7	8.6	6.9	5.4	4.9	11.5	31.3	8.1	31.4	31.4
Green Ratio (*g/C*)	0.07	0.20	0.20	0.10	0.24	0.24	0.41	0.35	0.35	0.45	0.38	0.38
Capacity (*c*), veh/h	123	366	292	344	442	366	193	1159	556	470	683	672
Volume-to-Capacity Ratio (*X*)	0.796	0.849	0.342	0.755	0.311	0.245	0.524	0.379	0.840	0.427	0.803	0.803
Back of Queue (*Q*), ft/ln (95 th percentile)	152.8	366.1	121.2	176.7	146.1	95.9	92.7	213.1	472.4	149	516.7	479.6
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	14.1	4.4	6.7	5.8	3.7	3.2	7.8	18.5	5.9	19.4	19.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	52.2	44.2	39.4	50.0	36.1	35.5	26.3	27.7	34.1	20.5	31.5	31.5
Incremental Delay (d_2), s/veh	11.0	7.6	0.7	3.4	0.4	0.3	2.2	0.2	8.6	0.6	3.6	3.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	63.2	51.7	40.0	53.4	36.5	35.8	28.5	27.9	42.7	21.1	35.1	35.2
Level of Service (LOS)	E	D	D	D	D	D	C	C	D	C	D	D
Approach Delay, s/veh / LOS	51.6	D		45.4	D		34.8	C		33.0	C	
Intersection Delay, s/veh / LOS	38.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.30	B	2.28	B	2.11	B
Bicycle LOS Score / LOS	1.33	A	1.29	A	1.32	A	1.55	B

Copyright © 2022 University of Florida, All Rights Reserved.

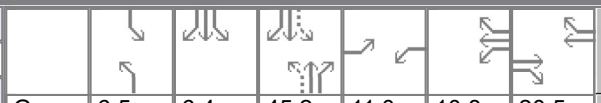
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	SS	Analysis Date	8/17/2022	Area Type	Other
Jurisdiction	Sumter County	Time Period	Projected PM	PHF	0.96
Urban Street	US 301	Analysis Year	2022	Analysis Period	1> 17:00
Intersection	CR 466	File Name	US 301 & CR 466 - Projected PM.xus		
Project Description	5653				

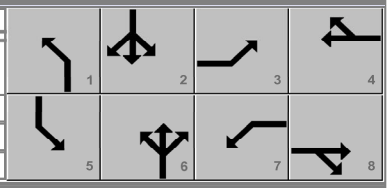


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	111	226	76	607	404	227	85	848	456	212	571	81

Signal Information			
Cycle, s	135.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.5	6.4	45.2	11.0	10.8	20.5
Yellow	5.1	0.0	5.1	4.1	4.8	4.1
Red	2.2	0.0	2.2	2.7	2.9	2.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	17.8	26.6	36.2	45.1	13.8	52.5	20.3	58.9
Change Period, ($Y+R_c$), s	6.8	6.8	7.7	6.8	7.3	7.3	6.9	7.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	4.0	4.0	4.0
Queue Clearance Time (g_s), s	10.9	18.7	26.2	30.3	6.5	41.2	12.7	22.4
Green Extension Time (g_e), s	0.2	1.1	2.3	1.8	0.2	4.0	0.6	11.0
Phase Call Probability	0.99	1.00	1.00	1.00	0.96	1.00	1.00	1.00
Max Out Probability	0.01	0.08	0.07	0.89	0.00	0.88	0.00	0.10

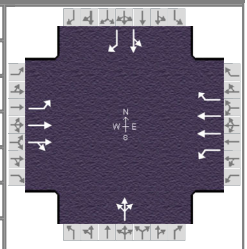
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	116	235	79	632	421	236	89	883	475	221	346	333
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1739	1870	1598	1716	1870	1585	1725	1682	1572	1781	1781	1704
Queue Service Time (g_s), s	8.9	16.7	6.0	24.2	28.3	17.1	4.5	32.2	39.2	10.7	20.3	20.4
Cycle Queue Clearance Time (g_c), s	8.9	16.7	6.0	24.2	28.3	17.1	4.5	32.2	39.2	10.7	20.3	20.4
Green Ratio (*g/C*)	0.08	0.15	0.15	0.21	0.28	0.28	0.38	0.33	0.33	0.44	0.38	0.38
Capacity (*c*), veh/h	141	274	234	722	528	448	295	1121	524	288	678	648
Volume-to-Capacity Ratio (*X*)	0.821	0.860	0.339	0.875	0.796	0.528	0.300	0.788	0.906	0.766	0.511	0.513
Back of Queue (*Q*), ft/ln (95 th percentile)	201.7	334.9	112.3	423	518.6	281.3	89.1	523.2	620	210.8	358	325.9
Back of Queue (*Q*), veh/ln (95 th percentile)	7.8	13.2	4.5	16.5	20.4	11.1	3.4	19.5	24.2	8.3	13.5	13.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	61.4	56.6	52.1	51.9	45.1	41.1	28.4	40.9	43.2	30.4	32.3	32.4
Incremental Delay (d_2), s/veh	11.2	7.8	0.8	7.2	8.3	1.2	0.6	3.6	18.5	4.2	0.6	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	72.6	64.4	52.9	59.1	53.4	42.2	29.0	44.5	61.7	34.6	32.9	33.0
Level of Service (LOS)	E	E	D	E	D	D	C	D	E	C	C	C
Approach Delay, s/veh / LOS	64.5	E		54.1	D		49.2	D		33.4	C	
Intersection Delay, s/veh / LOS	48.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.30	B	2.29	B	2.12	B
Bicycle LOS Score / LOS	1.20	A	2.62	C	1.68	B	1.23	A

Copyright © 2022 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

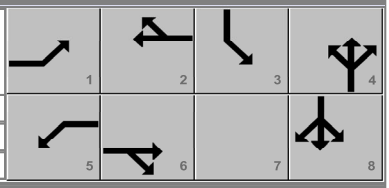
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	SS	Analysis Date	8/17/2022	Area Type	Other
Jurisdiction	Sumter County	Time Period	Projected AM	PHF	0.98
Urban Street	CR 466	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	CR 105	File Name	CR 466 & CR 105 - Projected AM.xus		
Project Description	5653				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	125	667	76	42	394	25	38	21	49	16	15	73

Signal Information			
Cycle, s	70.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.0	2.6	34.0	9.9	0.0	0.0
Yellow	4.8	0.0	4.8	4.0	0.0	0.0
Red	2.0	0.0	2.0	2.2	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4	3	8
Case Number	2.0	4.0	2.0	3.0		8.3	0.0	13.0
Phase Duration, s	13.4	43.4	10.8	40.8		16.1	0.0	16.1
Change Period, (*Y+R c*), s	6.8	6.8	6.8	6.8		6.2	6.0	6.2
Max Allow Headway (*MAH*), s	4.0	4.0	4.0	4.0		4.2	0.0	4.2
Queue Clearance Time (*g s*), s	6.9	11.0	3.7	6.8		6.4		4.9
Green Extension Time (*g e*), s	0.3	4.6	0.0	4.7		0.4	0.0	0.6
Phase Call Probability	0.92	1.00	0.57	1.00		0.99		0.99
Max Out Probability	0.00	0.02	0.00	0.02		0.11		0.00

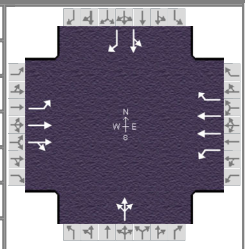
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	128	386	372	43	402	26		110			32	74
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1826	1760	1697	1710			1568			1635	1610
Queue Service Time (*g s*), s	4.9	9.0	9.0	1.7	4.8			1.6			1.0	2.9
Cycle Queue Clearance Time (*g c*), s	4.9	9.0	9.0	1.7	4.8			4.4			1.0	2.9
Green Ratio (*g/C*)	0.09	0.52	0.52	0.06	0.48			0.14			0.14	0.14
Capacity (*c*), veh/h	167	952	918	96	1655			289			307	226
Volume-to-Capacity Ratio (*X*)	0.764	0.405	0.406	0.447	0.243			0.381			0.103	0.330
Back of Queue (*Q*), ft/ln (95 th percentile)	103.6	135.3	126.2	35.3	74.1			78.6			20.2	50.2
Back of Queue (*Q*), veh/ln (95 th percentile)	4.1	5.2	5.0	1.3	2.8			3.0			0.8	2.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00			0.00			0.00	0.00
Uniform Delay (*d 1*), s/veh	31.1	10.2	10.2	32.1	10.6			27.8			26.4	27.2
Incremental Delay (*d 2*), s/veh	7.1	0.3	0.3	3.2	0.3			0.8			0.1	0.8
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Control Delay (*d*), s/veh	38.1	10.5	10.5	35.3	10.9	0.0		28.6			26.5	28.1
Level of Service (LOS)	D	B	B	D	B	A		C			C	C
Approach Delay, s/veh / LOS	14.5	B		12.6	B		28.6	C		27.6	C	
Intersection Delay, s/veh / LOS	15.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.66	B	1.89	B	2.44	B	2.29	B
Bicycle LOS Score / LOS	1.22	A	0.88	A	0.67	A	0.66	A

Copyright © 2022 University of Florida, All Rights Reserved.

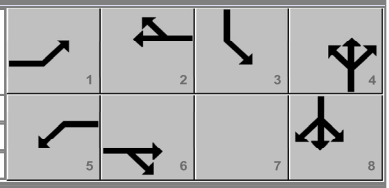
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	SS	Analysis Date	8/17/2022	Area Type	Other
Jurisdiction	Sumter County	Time Period	Projected PM	PHF	0.96
Urban Street	CR 466	Analysis Year	2022	Analysis Period	1> 17:00
Intersection	CR 105	File Name	CR 466 & CR 105 - Projected PM.xus		
Project Description	5653				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	155	629	80	60	961	27	136	27	54	36	9	249

Signal Information												
Cycle, s	77.4	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	5.2	3.7	34.0	14.8	0.0	0.0		
				Yellow	4.8	0.0	4.8	4.0	0.0	0.0		
				Red	2.0	0.0	2.0	2.2	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4	3	8
Case Number	2.0	4.0	2.0	3.0		8.3	0.0	13.0
Phase Duration, s	15.6	44.5	12.0	40.8		21.0	0.0	21.0
Change Period, (*Y+R c*), s	6.8	6.8	6.8	6.8		6.2	6.0	6.2
Max Allow Headway (*MAH*), s	4.0	3.9	4.0	3.9		4.2	0.0	4.2
Queue Clearance Time (*g s*), s	8.8	12.1	4.6	19.2		12.8		14.0
Green Extension Time (*g e*), s	0.3	8.0	0.1	6.6		0.3	0.0	0.7
Phase Call Probability	0.97	1.00	0.74	1.00		1.00		1.00
Max Out Probability	0.00	0.15	0.00	0.35		1.00		0.38

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	161	376	362	63	1001	28		226			47	259
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1856	1782	1810	1766			1534			1397	1610
Queue Service Time (*g s*), s	6.8	10.1	10.1	2.6	17.2			9.1			1.6	12.0
Cycle Queue Clearance Time (*g c*), s	6.8	10.1	10.1	2.6	17.2			10.8			1.6	12.0
Green Ratio (*g/C*)	0.11	0.49	0.49	0.07	0.44			0.19			0.19	0.19
Capacity (*c*), veh/h	205	903	867	121	1552			368			350	307
Volume-to-Capacity Ratio (*X*)	0.788	0.417	0.418	0.516	0.645			0.614			0.134	0.845
Back of Queue (*Q*), ft/ln (95 th percentile)	141.7	166.3	156.5	53.2	269			184.3			31.7	226.1
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	6.5	6.3	2.1	10.5			7.4			1.3	9.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00			0.00			0.00	0.00
Uniform Delay (*d 1*), s/veh	33.4	12.8	12.8	34.9	17.0			29.6			26.1	30.2
Incremental Delay (*d 2*), s/veh	6.6	0.3	0.3	3.4	2.1			3.0			0.2	10.1
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Control Delay (*d*), s/veh	39.9	13.1	13.1	38.3	19.1	0.0		32.7			26.3	40.3
Level of Service (LOS)	D	B	B	D	B	A		C			C	D
Approach Delay, s/veh / LOS	17.9	B		19.7	B		32.7	C		38.2	D	
Intersection Delay, s/veh / LOS	22.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.67	B	1.90	B	2.44	B	2.29	B
Bicycle LOS Score / LOS	1.23	A	1.39	A	0.86	A	0.99	A

Copyright © 2022 University of Florida, All Rights Reserved.

HCS7 Two-Way Stop-Control Report

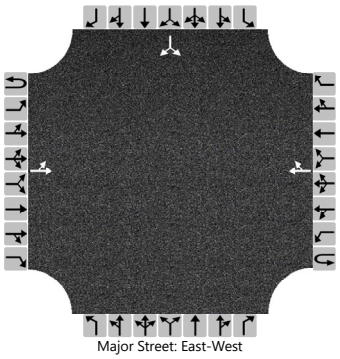
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/16/2022
Analysis Year	2022
Time Analyzed	Projected AM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 105 & CR 106
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	CR 105
Peak Hour Factor	0.33
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		71	30				8	30						41		63
Percent Heavy Vehicles (%)		7												0		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.17												6.40		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.26												3.50		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		215													315	
Capacity, c (veh/h)		1443													625	
v/c Ratio		0.15													0.50	
95% Queue Length, Q_{95} (veh)		0.5													2.8	
Control Delay (s/veh)		7.9													16.5	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)		5.9												16.5		
Approach LOS														C		

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

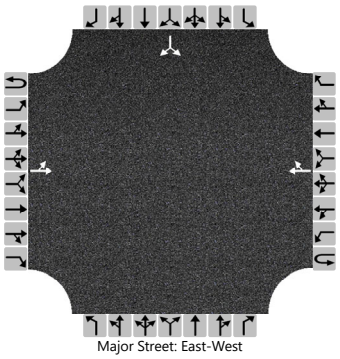
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/16/2022
Analysis Year	2022
Time Analyzed	Projected PM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 105 & CR 106
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	CR 105
Peak Hour Factor	0.64
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		72	34				7	101						91		20
Percent Heavy Vehicles (%)		1												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.11												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.21												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		113													173	
Capacity, c (veh/h)		1415													629	
v/c Ratio		0.08													0.28	
95% Queue Length, Q_{95} (veh)		0.3													1.1	
Control Delay (s/veh)		7.8													12.9	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)		5.5												12.9		
Approach LOS														B		

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

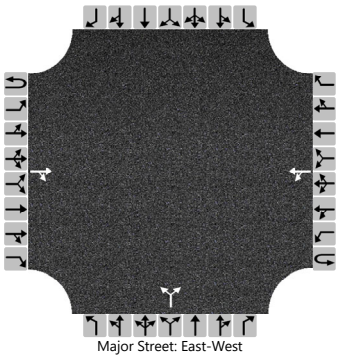
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/17/2022
Analysis Year	2022
Time Analyzed	Projected AM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 106 Site Access
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	Site Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			30	38		0	12			26		0				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					28					
Capacity, c (veh/h)						1519					936					
v/c Ratio						0.00					0.03					
95% Queue Length, Q_{95} (veh)						0.0					0.1					
Control Delay (s/veh)						7.4					9.0					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)						0.0				9.0						
Approach LOS										A						

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

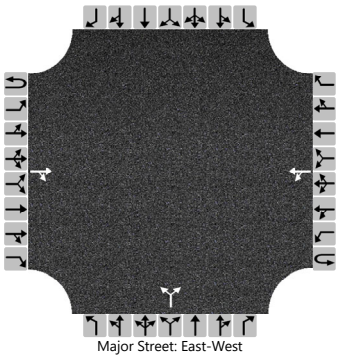
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/17/2022
Analysis Year	2022
Time Analyzed	Projected PM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 106 Site Access
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	Site Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			34	90		0	18			90		0				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					98					
Capacity, c (veh/h)						1443					890					
v/c Ratio						0.00					0.11					
95% Queue Length, Q_{95} (veh)						0.0					0.4					
Control Delay (s/veh)						7.5					9.5					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)						0.0				9.5						
Approach LOS										A						

Copyright © 2022 University of Florida. All Rights Reserved.

Business Impact Estimate

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

Proposed ordinance's title/reference: O2024-44

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

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

The case below was heard on Tuesday, July 9, 2024, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate as the Local Planning Agency for a Comprehensive Plan amendment to amend the FLU map designation from Commercial/ROW (Sumter County) to Commercial (City) for the parcel listed above on 0.17 acres of land MOL. The subject property is generally located approximately 445 linear feet east of N US 301, and approximately 467 linear feet south of CR 106, in section 17, township 18 south, range 23 east.

Case Number: CP 2406-001 Oxford Oaks Professional Plaza

Applicant(s): Luisa Betancur and Rodolfo De Anda

Owner(s): Oxford Oaks Plaza LLC

Parcel(s): Portion of Parcel D17-069

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

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 1.7(D), the Special Magistrate, as it respects to O2024-44:

☐ recommends approval.

☒ recommends approval with the following conditions:

recommend 100'. gopher tortoise survey

☐ recommends denial.

Dated: July 9, 2024

Lindsay C.T. Holt
Special Magistrate City of Wildwood

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **RZ 2309-002 Wildwood East**

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

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	RZ 2309-002 Wildwood East
Ordinance Number	O2024-19
Applicant(s)	LPG Urban & Regional Planners, Inc
Owner(s)	Southwinds Commercial LTD
Property Location	The subject property is generally located 0.12 miles east of the Powell Rd and CR 144 intersection, north along CR 144.
Parcel(s)	G04-013
Date	August 5, 2024

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

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

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

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

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

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

(c) The possibility of adversely affecting public facilities such as schools, utilities, streets, etc;
Schools: The residential development is proposed to add 13 school-aged students to Wildwood Schools.
Potable Water & Sewer: BASED ON THE MOST RECENT ANALYSIS OF UTILITY CAPACITY, STAFF IS UNABLE TO VERIFY ADEQUATE WASTEWATER CAPACITY FOR NEW APPLICATIONS WHICH RESULT IN AN INCREASE IN DENSITY OR INTENSITY. The subject property anticipates project buildout in 2026, adding an estimated 44 ERUs of potable water and sanitary sewer. Although plans to add additional capacity have been programmed, city staff has no way of ensuring that adequate wastewater capacity will be available at the time of buildout. Policy 4.2.3., "The City shall ensure that adequate wastewater supplies and facilities are available to serve new development no later than the date on which the City anticipates issuing a certificate of occupancy." The subject property anticipates project buildout in 2026, according to the accepted TIA, adding an estimated 44 ERUs of potable water and sanitary sewer. There is an existing 12" water main and a 4" force main at the northeast corner of the CR 144 and Powell Rd intersection.
Streets: The applicant has submitted a TIA from VBH that was accepted by Sumter County's Public Works department. Access to the property is proposed from the west side of Powell Rd, using the existing right-in/right-out access from the Wildwood Preserve Apartments, with emergency access off of CR 144. Although this property will be sharing the entrance of the Wildwood Preserve Apartments, the subject property is a separate entity. Cross-access easements will need to be obtained at the site plan stage.

(d) Whether changed or changing conditions make the passage of the proposed amendment necessary;
The proposed future land use of High Density Residential – HDR requires compatible zoning. This zoning request of R-5 is compatible with the requested future land use and could be considered compatible with adjacent parcel zoning.

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

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

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

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

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

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

Case RZ 2309-002 was placed on the July 22, 2024, commission agenda for consideration of the final reading of the request for rezoning. Pursuant to the applicant's request, the case was continued to a date certain of August 12, 2024, at 9:00 a.m.

Melanie Strickland, AICP, CPM
Development Services Director

ORDINANCE NO. O2024-19

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

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

G04-013
Southwinds Commercial LTD
2.94 +/-

LEGAL DESCRIPTION:

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

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

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

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

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

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

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

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

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

DONE AND ORDAINED this _____ day of _____, 2024, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

_____
Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

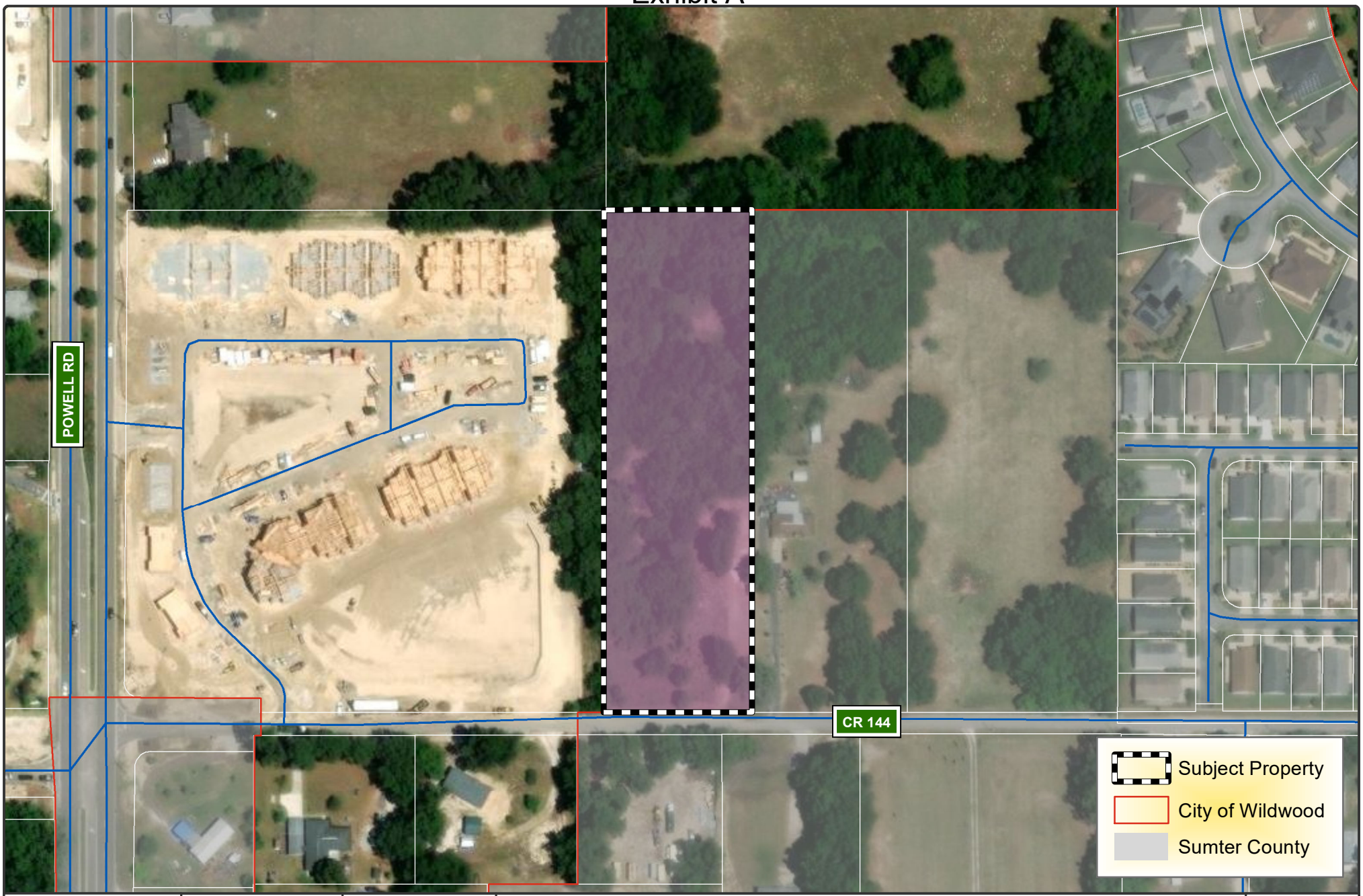
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

Exhibit A



WILDWOOD
EST. 1877
FLORIDA

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

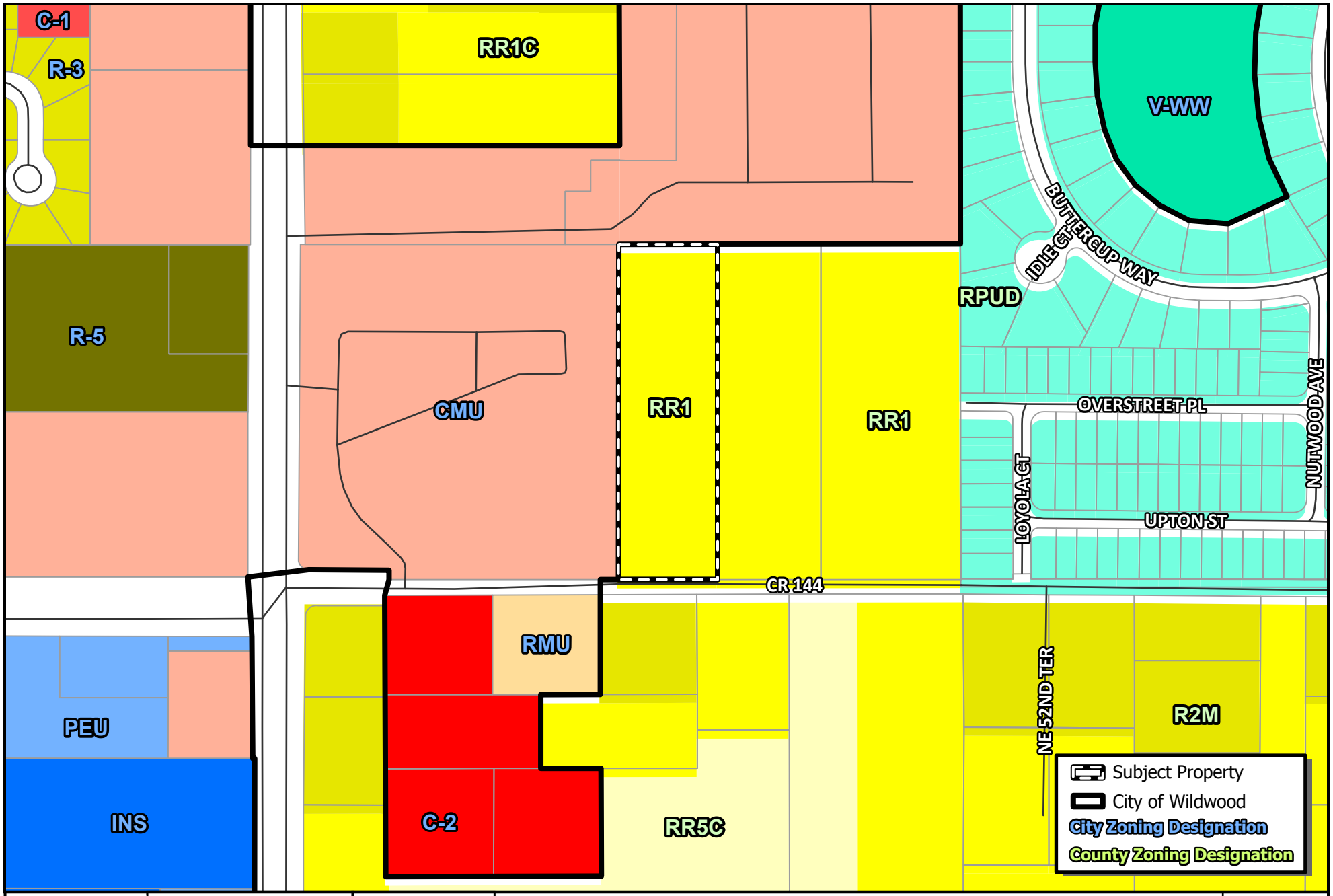
Feet
0 80 160

RZ 2309-002

WILDWOOD EAST

PARCEL G04-013

MAP 1B
LOCATION MAP
SEPTEMBER 2023



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

RZ 2309-002

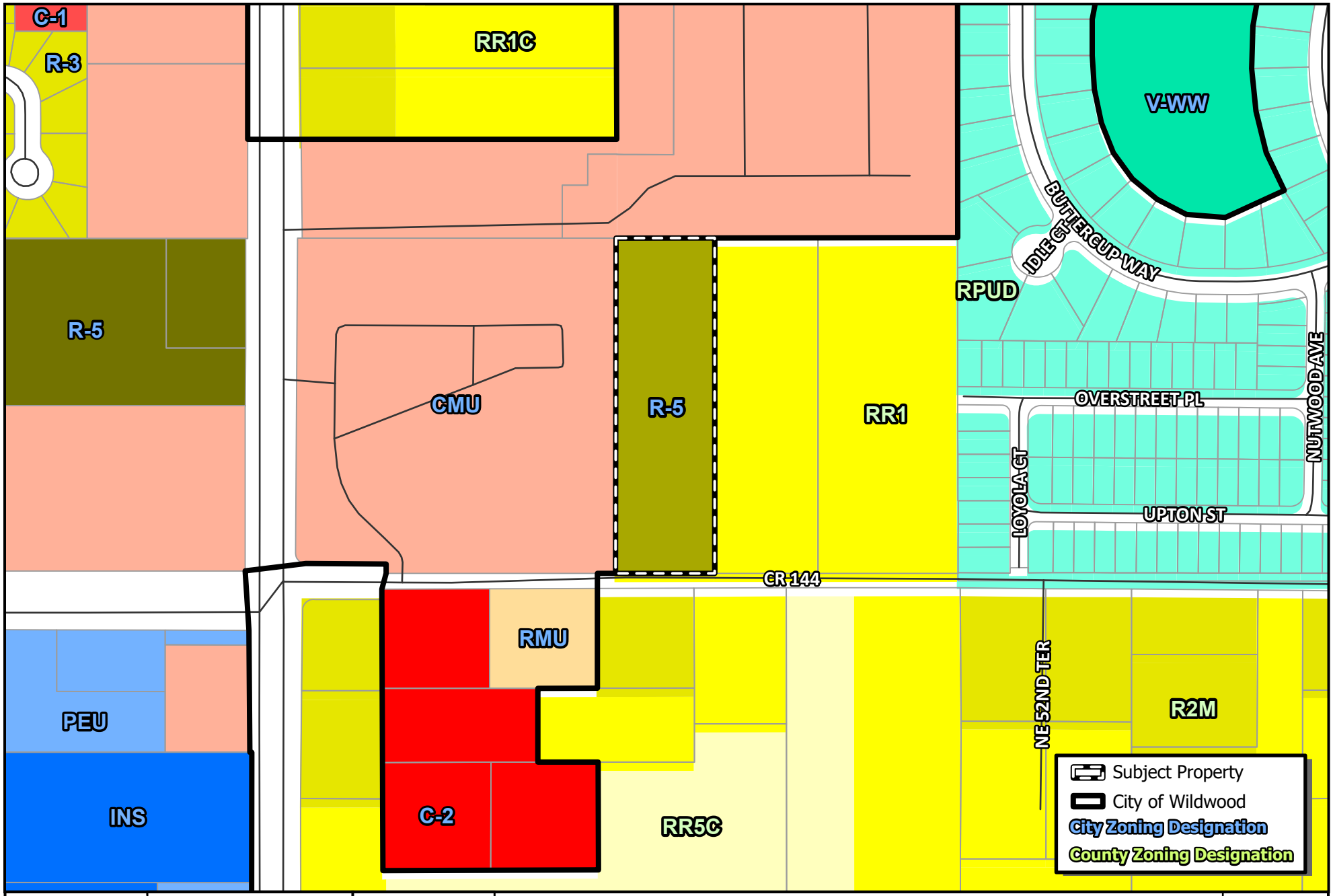
WILDWOOD EAST

PARCEL G04-013

MAP 3A

EXISTING ZONING

MAY 2024



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

N
US Feet
0 55 110 220

RZ 2309-002

WILDWOOD EAST

PARCEL G04-013

MAP 3B

PROPOSED ZONING

MAY 2024

Business Impact Estimate

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

Proposed ordinance's title/reference: O2024-19

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

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

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

Case Number: RZ 2309-002 Wildwood East

Applicant(s): LPG Urban & Regional Planners, Inc

Owner(s): Southwinds Commercial LTD

Parcel(s): G04-013

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

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

☐ recommends approval.

☒ recommends approval with the following conditions:

verification of wastewater capacity

☐ recommends denial.

Dated: June 11, 2024

Lindsay C.T. Holt
Special Magistrate City of Wildwood

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.

New Known Development

Project	Units	ERCs	Type	Status	New ERC's 2024 2nd Q	2024 3rd Q	2024 4th Q	NEW YEARLY ERCs	New ERCs 2025 1st Q	2025 2nd Q	2025 3rd Q	2025 4th Q	NEW YEARLY ERCs	New ERCs 2026 1st Q	2026 2nd Q	2026 3rd Q	2026 4th Q	NEW YEARLY ERCs	New ERCs 2027 1st Q	2027 2nd Q	2027 3rd Q	2027 4th Q	NEW YEARLY ERCs	New ERCs 2028 1st Q	2028 2nd Q	2028 3rd Q	2028 4th Q	NEW YEARLY ERCs	New ERCs 2029 1st Q	2029 2nd Q	2029 3rd Q	2029 4th Q	NEW YEARLY ERCs
Juliette Apartments	330	132	Apartments	Under construction		45	45		42																							
Wildwood Landing	101	51	Cottages	Under construction			10		10	10	10	11																				
Solamar	243	243	BFR	Under construction		50	50		50	50	43																					
Eden (fka Zora)	130	130	BFR	Under construction		30	30		30	30	10																					
Villas at Wildwood	192	192	BFR	Under construction		45	45		45	45	12																					
Wildwood Multifamily at Turkey Run	144	58	Apartments	Under review												40	18															
Twisted Oaks SFD	734	734	SFD	Under construction					10	10	10	10		15	15	15	15		15	15	15	15		15	15	15	15		15	15	15	15	
Twisted Oaks Townhomes	248	149	SFA	Under construction					25	25	25	25		25	24																	
Twisted Oaks Multifamily	277	111	Apartments	Under construction					50	50	11																					
Townhomes at Powell	128	77	Townhomes	Under construction					25	25	27																					
Oxford BFR	154	154	BFR	Approved										25	25	25	25		25	25	4											
Highfield at Twisted Oaks	374	374	SFD	Under construction			15		10	10	10	10		15	15	15	15		15	15	15	15		15	15	15	15		15	15	15	15	
100 Oaks	411	411	SFD	Under review												15	15		15	15	15	15		15	15	15	15		15	15	15	15	
Southern Waters Capital	323	129	Apartments	Under review															50	50	29											
Sumter Springs (County)	274	274	SFD/Multi-family	Under review															10	10	10	10		10	10	10	10		10	10	10	10	
Highland Homes (County)	532	532	SFD	Under review										10	10	10	10		10	10	10	10		10	10	10	10		10	10	10	10	
The Keys at Wildwood I	190	190	BFR	Under construction					80	80	30																					
The Keys at Wildwood II	302	302	BFR	Under construction			25		50	50	50	50		50	27																	
Bellweather Multifamily	248	99	Apartments	Under construction			25		25	49																						
Cassablanca at Wildwood	54	32	Townhomes	Approved										24	8																	
Evolve Apartments	248	99	Apartments	Approved								25		25	25	24																
Wildwood Place PD	300	250	Multi-family	Under review												50	50		50	50	50											
Tillman Villas	180	180	SFD	Under review							15	15		15	15	15	15		15	15	15	15		15	15							
Commander's Pointe	638	255	Multifamily	Under review												25	25		50	50	50	50		5								
Oxford Crossings (Residential)	886	443	Mixed	Awaiting Submittal												25	25		25	25	25	25		25	25	25	25		25	25	25	25	
Townhomes at Peppertree (Blount)	144	86	Townhomes	Under review								25		25	25	11																
Tillman Oaks	160	160	SFA	Under review										25	25	25	25		25	25	10			10	10	10	10		10	10	10	10	
Mateo Oaks	164	164	SFD	Under review																10	10	10		10	10	10	10		10	10	10	10	
Boulder (CR 213/CR 44A)	312	250	Mixed	Under review										10	10	10	10		10	10	10	10		10	10	10	10		10	10	10	10	
Wildwood III (CR 213/44A)	350	210	Mixed	Under review													10		25	25	25	25		25	25	25	25					
INFILL					5	5	5		5	5	5	5		5	5	5	5		5	5	5	5		5	5	5	5		5	5	5	5	
Subtotal	**8,771**	**6,471**			**5**	**175**	**250**	**430**	**457**	**439**	**258**	**176**	**1,330**	**269**	**229**	**310**	**263**	**1,071**	**345**	**355**	**298**	**205**	**1,203**	**170**	**165**	**150**	**150**	**635**	**125**	**125**	**125**	**125**	**500**

Existing Residential Developments (Additional Units)

Project	Units	ERCs	Type	Status	New ERCs 2024 2nd Q	2024 3rd Q	2024 4th Q	NEW YEARLY ERCs	New ERCs 2025 1st Q	2025 2nd Q	2025 3rd Q	2025 4th Q	NEW YEARLY ERCs	New ERCs 2026 1st Q	2026 2nd Q	2026 3rd Q	2026 4th Q	NEW YEARLY ERCs	New ERCs 2027 1st Q	2027 2nd Q	2027 3rd Q	2027 4th Q	NEW YEARLY ERCs	New ERCs 2028 1st Q	2028 2nd Q	2028 3rd Q	2028 4th Q	NEW YEARLY ERCs	New ERCs 2029 1st Q	2029 2nd Q	2029 3rd Q	2029 4th Q	NEW YEARLY ERCs
Triumph South (Phase 2)	72	72	SFD	Active					5	5	5	5		5	5	5	5		5	5	5	5		5	5	2						
Simple Life Tiny Homes	134	134	Tiny Homes	Active	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2		5	5	5	5		5	5	5	5	
Beaumont	10	10	SFD	Active	2	2	2		2																							
Densan Park (Phase 1 & 2)	86	86	SFD	Active	5	5	5		5	5	5	5		5	5	5	5		5	5	5	5		5	6							
Grand Oaks Manor (Phase 1)	145	145	SFD	Dormant	0	0	0		2	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2		5	5	5	5	
The Mark at Wildwood	105	87	Apartments	Active	25	25	12																									
Sundance Trails at Beaumont	300	250	Apartments	Active	50	50	50		50	50																						
The Wilds (Phase 2 & Phase 3)	218	87	Apartments	Active	25	25	25		12																							
Subtotal	**1,070**	**872**			**109**	**109**	**96**	**314**	**78**	**64**	**14**	**14**	**170**	**14**	**14**	**14**	**14**	**56**	**14**	**14**	**14**	**14**	**56**	**17**	**18**	**9**	**7**	**51**	**10**	**10**	**10**	**10**	**40**

ILF/ALF Developments

Project	ERCs		Status	New ERCs 2024 2nd Q	2024 3rd Q	2024 4th Q	NEW YEARLY ERCs	New ERCs 2025 1st Q	2025 2nd Q	2025 3rd Q	2025 4th Q	NEW YEARLY ERCs	New ERCs 2026 1st Q	2026 2nd Q	2026 3rd Q	2026 4th Q	NEW YEARLY ERCs	New ERCs 2027 1st Q	2027 2nd Q	2027 3rd Q	2027 4th Q	NEW YEARLY ERCs	New ERCs 2028 1st Q	2028 2nd Q	2028 3rd Q	2028 4th Q	NEW YEARLY ERCs	New ERCs 2029 1st Q	2029 2nd Q	2029 3rd Q	2029 4th Q	NEW YEARLY ERCs
Parkview Independent Living Facility	134	74	Under review												35	39																
Trailwinds ALF	130	72	Under review							36	36																					
Subtotal	**264**	**145**		**0**	**0**	**0**	**0**	**0**	**0**	**36**	**36**	**72**	**0**	**0**	**35**	**39**	**74**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

Total All Developments	New ERC's 2024			NEW YEARLY ERCs	New ERCs 2025				NEW YEARLY ERCs	New ERCs 2026				NEW YEARLY ERCs	New ERCs 2027				NEW YEARLY ERCs	New ERCs 2028				NEW YEARLY ERCs	New ERCs 2029				NEW YEARLY ERCs
	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q	
	122	348	413	883	579	592	501	260	1,932	450	379	368	325	1,522	363	373	316	223	1,275	191	187	159	157	694	135	135	135	135	540

City of Wildwood Wastewater Treatment Plant Flow Projections

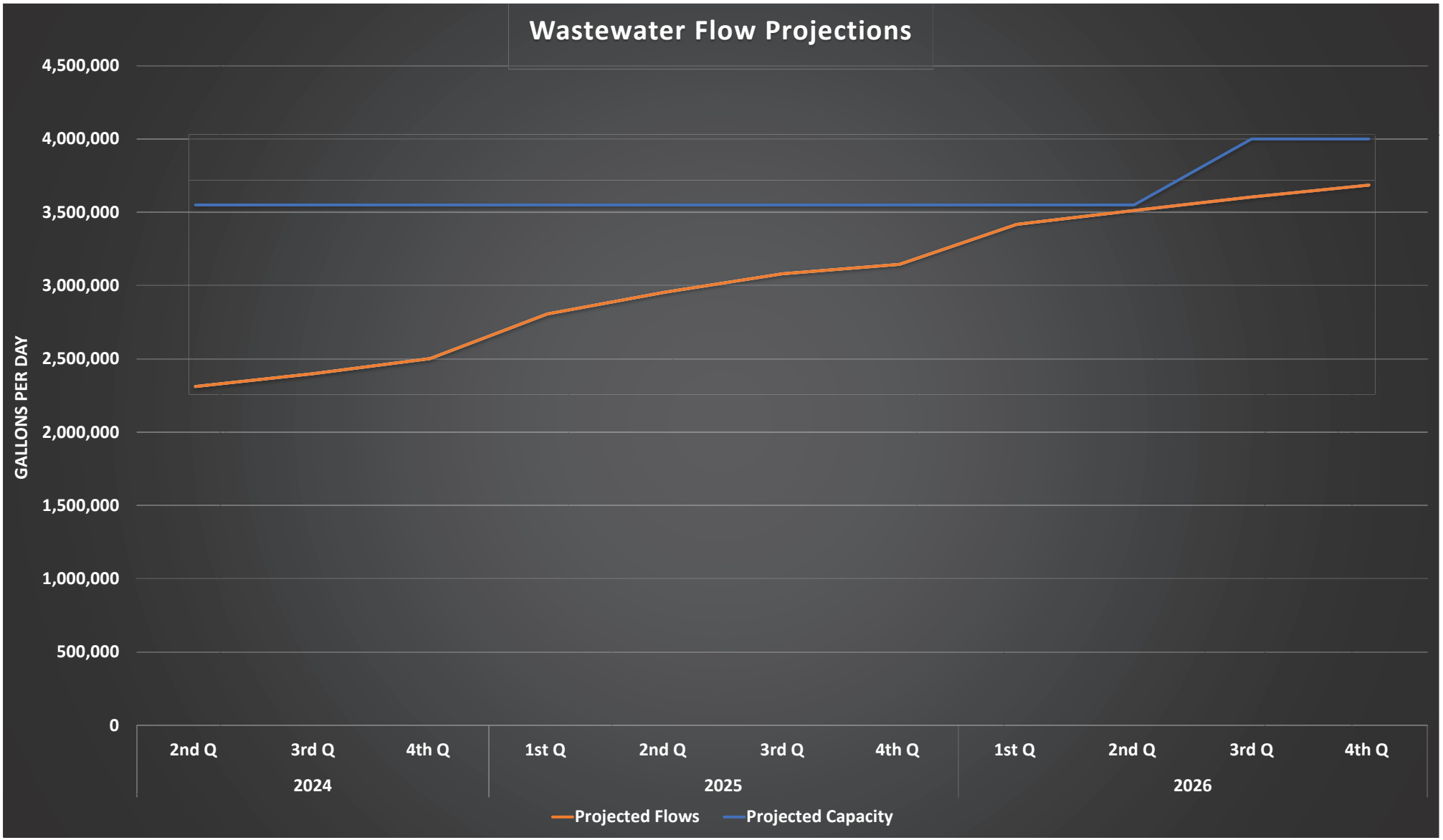
PROJECTED FLOWS (GPD) CURRENT	PROJECTED NEW FLOW (GPD)			PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)			
	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd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

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

PROJECTED CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13												
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	4,000,000	4,000,000	4,000,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000

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

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


Wastewater Flow Projections
4,500,000
4,000,000
3,500,000
3,000,000
2,500,000
2,000,000
1,500,000
1,000,000
500,000
0
GALLONS PER DAY
2nd Q
3rd Q
4th Q
1st Q
2nd Q
3rd Q
4th Q
1st Q
2nd Q
3rd Q
4th Q
2024
2025
2026
Projected Flows
Projected Capacity

City of Wildwood Wastewater Treatment Plant Flow Projections

PROJECTED FLOWS (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)			
	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	30,500	87,000	103,250	304,750	148,000	125,250	65,000	112,500	94,750	92,000	81,250	90,750	93,250	79,000	55,750	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
2,281,000	2,311,500	2,398,500	2,501,750	2,806,500	2,954,500	3,079,750	3,144,750	3,417,250	3,512,000	3,604,000	3,685,250	3,776,000	3,869,250	3,948,250	4,004,000	4,054,000	4,104,000	4,154,000	4,204,000	4,254,000	4,304,000	4,354,000	4,404,000

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

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

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

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

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

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

Threshold Margin of Error (2026 2Q)	0.53%

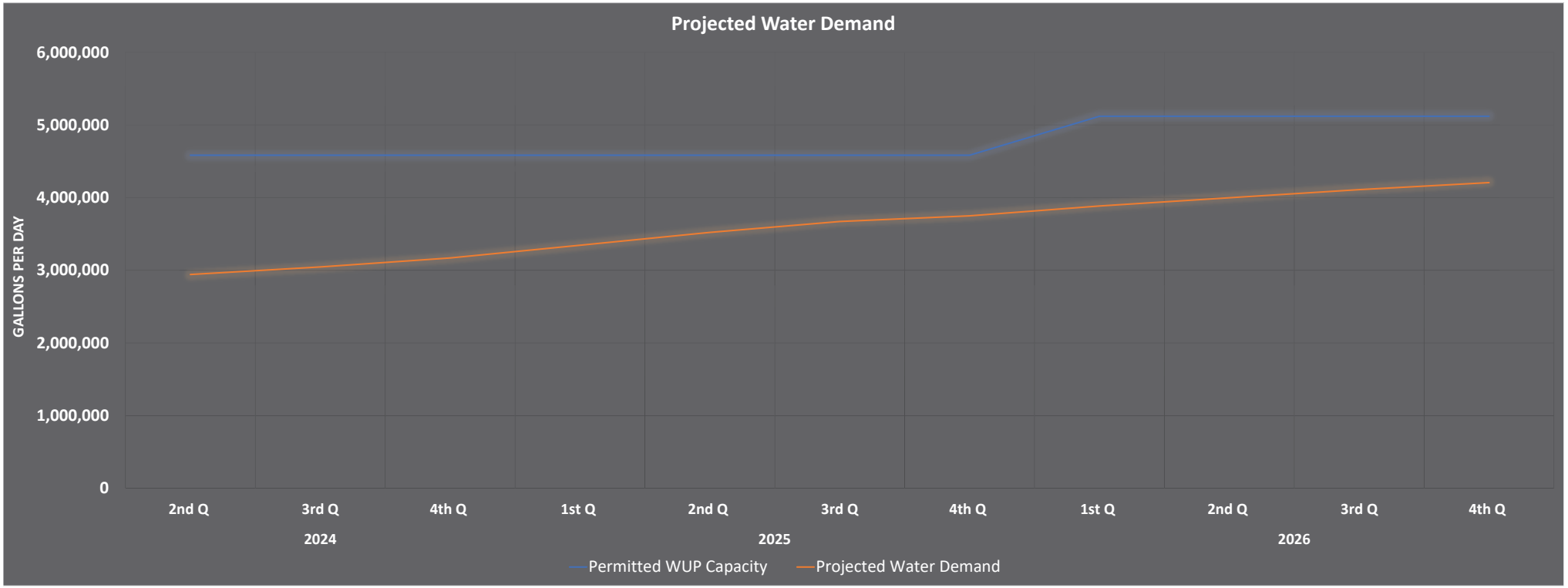
City of Wildwood Water Demand Projections

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

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

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

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



Print

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

Date Submitted: 3/5/2024

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

Address

225 E Robinson St, Suite 300

City	State	Zip Code
Orlando	FL	32801

Phone	Alt Phone	Parcel Number
407.965.0510		Parcel Number

Sumter County Traffic Impact Analysis (TIA)

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

Matthew Tadlock

Digitally signed by Matthew Tadlock
DN: cn=Matthew Tadlock, o=Sumter County Public Works, ou=Planning and Design, email=matthew.tadlock@sumtercountyfl.gov, c=US
Date: 2024.03.22 16:46:44 -04'00'

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

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

Purpose and Applicability

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

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

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

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

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

Methodology Statement

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

Sumter County 2023 County Annual Traffic Reports
Summary Table

Click here to view the table.

Exemption

Choose File No file chosen

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

Please submit your Methodology Statement

Choose File No file chosen

Please submit your TIA

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

Date of Methodology Acceptance by County

12/15/2023

Applicable Jurisdiction

Please check the applicable Jurisdiction:

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

List of Tables

Table No.	Title	Page
Table 1	: Project Trip Generation	3
Table 2	: Existing Roadway Conditions	7
Table 3	: Intersection Capacity Analysis – Existing Conditions	8
Table 4	: Year 2024 Future Roadway Capacity Analysis	11
Table 5	: Intersection Capacity Analysis –Future Conditions	13
Table 6	: Turn Lane Queue Analysis	16

List of Figures

Figure No.	Title	Page
Figure 1	Project Location Map	2
Figure 2	Existing AM and PM Peak Hour Traffic Volumes	9
Figure 3	Future Turning Movement Volumes AM Peak Hour	14
Figure 4	Future Turning Movement Volumes PM Peak Hour	15

1

Introduction

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

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

Project Description

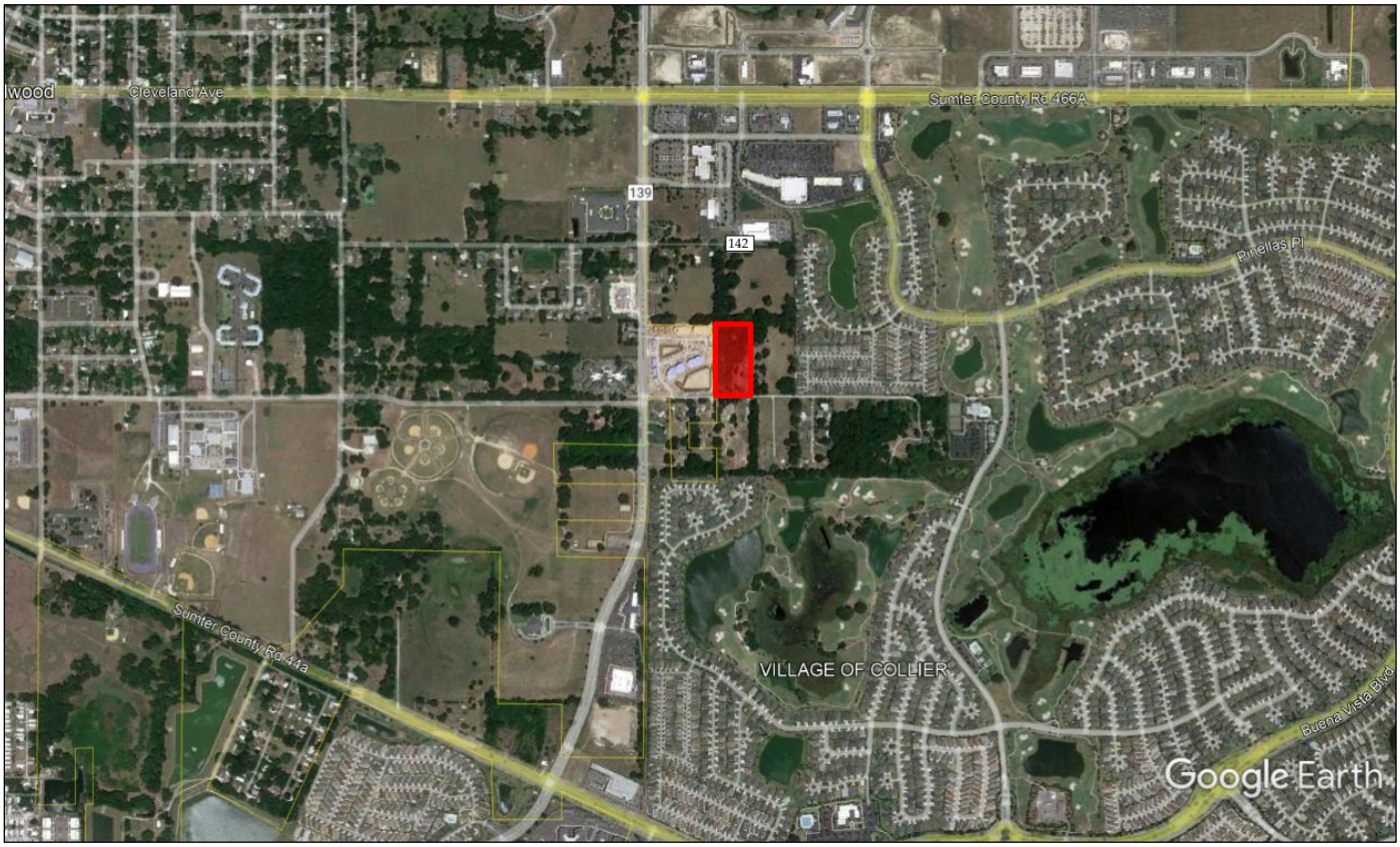
The property is generally located on the east side of Powell Road and north of CR 144, in the City of Wildwood, Sumter County, Florida as shown in **Figure 1**.

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

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

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

Figure 1 Project Location Map



Project Location

Study Area

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

Roadway Segments:

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

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

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

Trip Generation

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

Table 1: Project Trip Generation

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

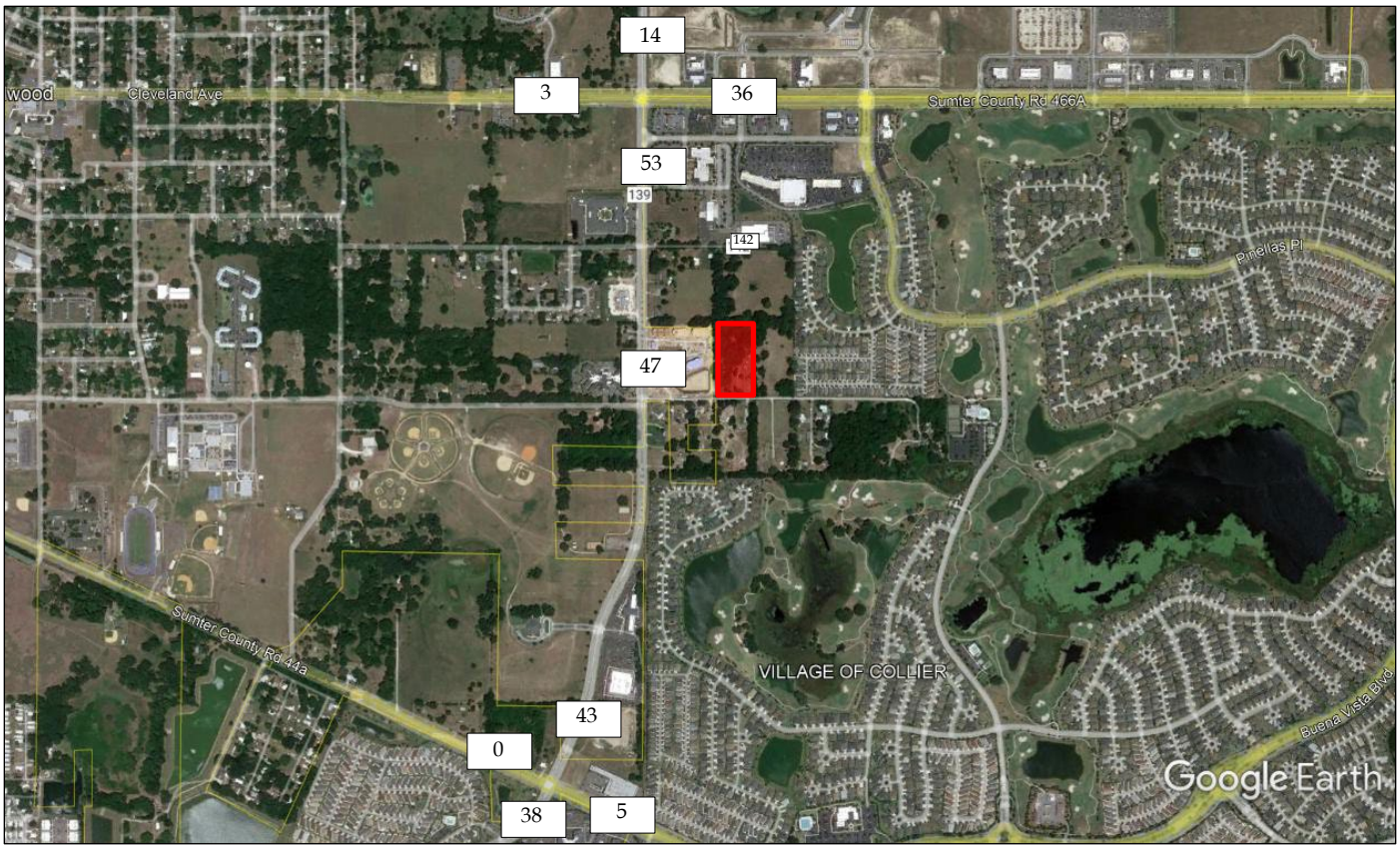
Source: *ITE Trip Generation, 11th Edition*

Trip Distribution and Assignment

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

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

Figure 2 – Project Trip Distribution Map



Project Location

38 Trip Distribution

2

Existing Conditions

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

Existing Roadway Capacity Analysis

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

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

Table 2 : Existing Roadway Conditions

AM PEAK HOUR

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

PM PEAK HOUR

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

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

Existing Intersection Capacity Analysis

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

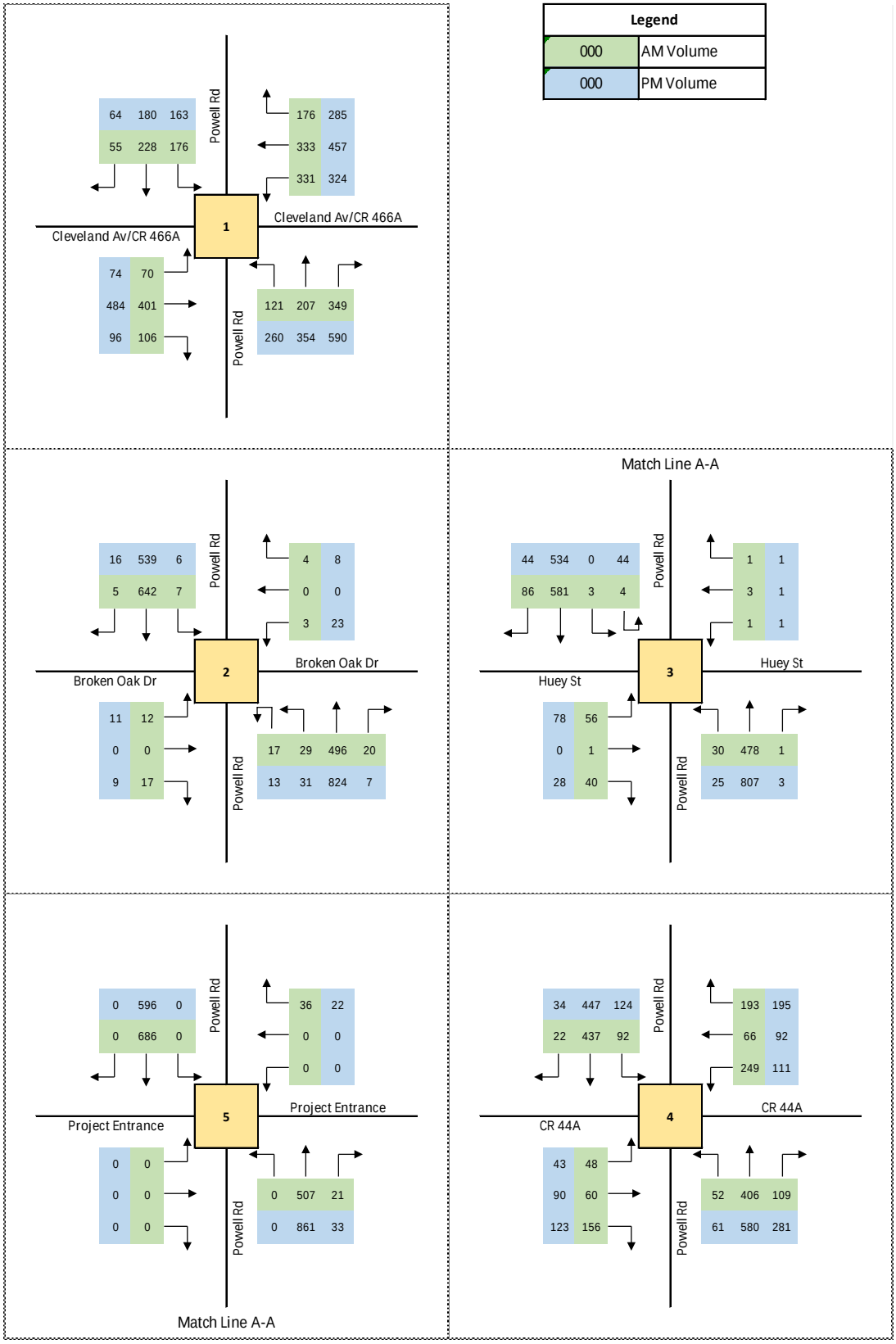
The existing intersections were evaluated using the methodology outlined in the *Highway Capacity Manual*, 6th Edition, and using the Synchro 11 Software. The results of the intersection capacity analysis for the peak hours are shown in **Table 3**. All study intersections operate at an acceptable level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

Table 3: Intersection Capacity Analysis – Existing Conditions

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

Source: Synchro 11.0, HCM 6th Edition

Figure 2 Existing AM and PM Peak Hour Traffic Volumes



3

Future Conditions

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

Future Roadway Capacity Analysis

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

Table 4 : Year 2026 Future Roadway Capacity Analysis

AM PEAK HOUR

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

PM PEAK HOUR

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

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

Future Intersection Capacity Analysis

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

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

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

Table 5 : Intersection Capacity Analysis –Future Conditions

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

Source: Synchro 11.0, HCM 6th Edition

Figure 3 Future Turning Movement Volumes AM Peak Hour

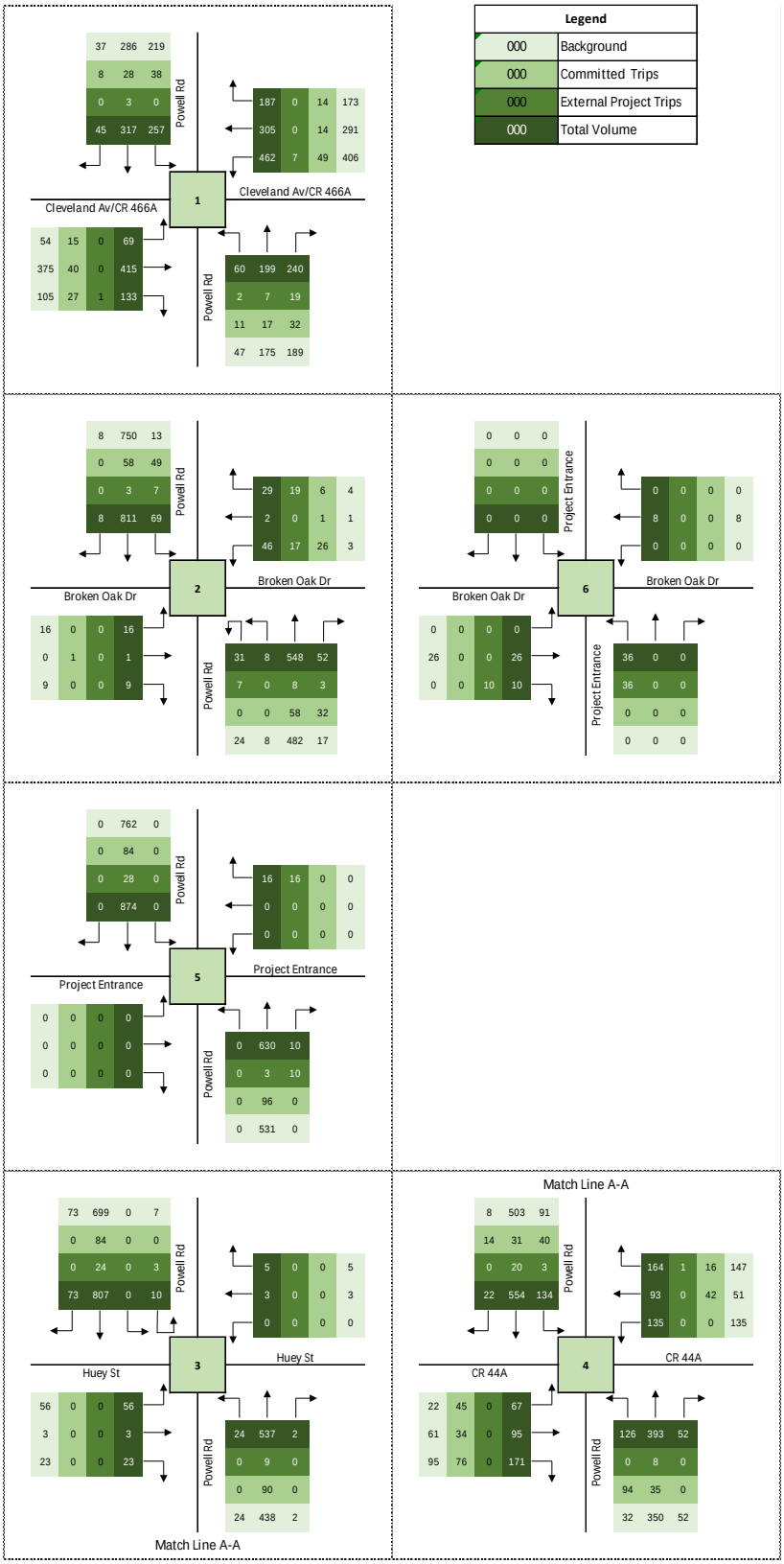
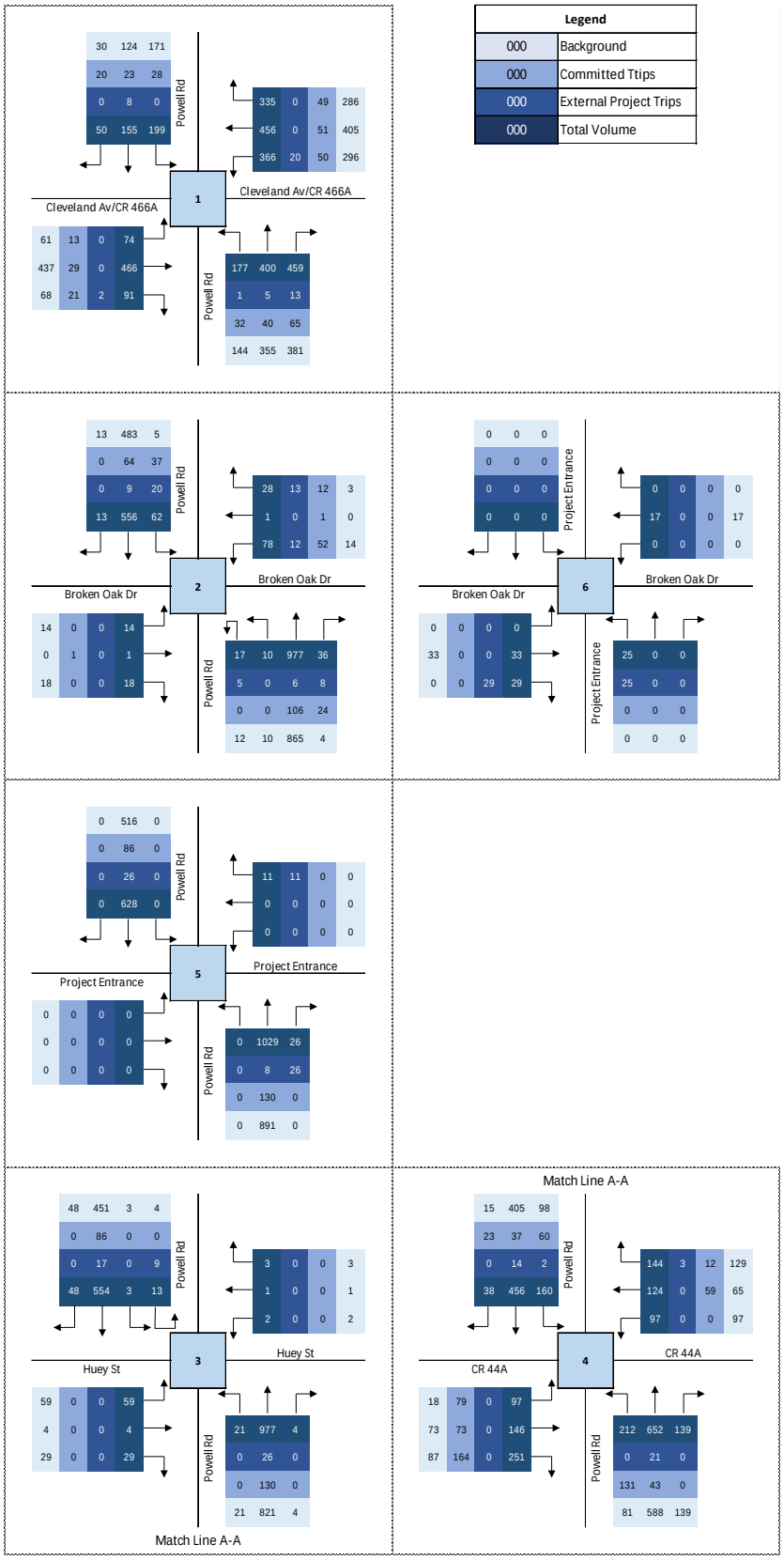


Figure 4 Future Turning Movement Volumes PM Peak Hour



Project Turn Lane Analysis

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

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

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

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

Table 6: Turn Lane Queue Analysis

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

Notes:

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

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

4

Conclusions

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

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

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

APPENDICES

APPENDIX A

Methodology

Print

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

Date Submitted: 12/7/2023

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

Address

225 E Robinson St, Suite 300

City	State	Zip Code
Orlando	FL	32801

Phone	Alt Phone	Parcel Number
407.965.0510		G04-013

Sumter County Traffic Impact Analysis (TIA)

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

Purpose and Applicability

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

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

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

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

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

Methodology Statement

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

Sumter County 2022 County Annual Traffic Reports
Summary Table

Click here to view the table.

Exemption

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

64294.01_Wildwood-Atlantic Housing_Methodology.pdf

Please submit your TIA

Choose File No file chosen

Date of Methodology Acceptance by County

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

Applicable Jurisdiction

Please check the applicable Jurisdiction:

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

Memorandum

To: Sumter County
Public Works Department

Date: December 7, 2023

Project #: 64294.01

From: Joedel Zaballero, PE, PTOE

Re: Wildwood Residential Annexation & Rezone
Traffic Impact Analysis Methodology

Purpose

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

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

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

Section 1: Project Description

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

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

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

Project buildout is anticipated in 2026.



Project Location

Source: Bing Maps 20223

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

Memorandum

Section 2: Primary Impact Area/Study Area

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

Table 1: Roadway Segments Screening

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

Sources: Sumter County CMP Database 2022
VHB, Inc.

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

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

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

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

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

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

Section 3: Data Collection/Existing Conditions

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

Section 4: Minimum Acceptable Level of Service

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

Memorandum

Section 5: Background Traffic

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

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

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

Table 2: Roadway Segments – Vested Trips

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

Sources:

Parkview at Brownwood TIA, TMC, 1/18/2021
Highfield at Twisted Oaks TIA. TMC, 1/6/2022
Powell Plaza, TEM, 10/2020
NE 81st Blvd Subdivision, MPH, 8/19/2021
Solamar at Wildwood (fka Wildwood Residential) Methodology, TMC, 2/15/2021
Townhomes at Powell Supplemental Traffic Analysis, VHB, 10/3/223

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

Table 3: Growth Rate Comparison

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

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

Memorandum

Section 6: Planned, Programmed and Committed Projects

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

Section 7: Trip Generation

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

Table 4: Trip Generation Summary

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

Source: *ITE Trip Generation, 11th Edition*

Section 8: Trip Distribution

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

Section 9: Transportation Assessment

Include AM peak hour as well.

As a result of the trip generation, trip distribution, and trip assignment previously mentioned, VHB will evaluate the adjacent transportation system to determine the necessary improvements and timing requirements to accommodate the project at (present) existing year 2023 and at future 2026 traffic conditions.

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

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

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

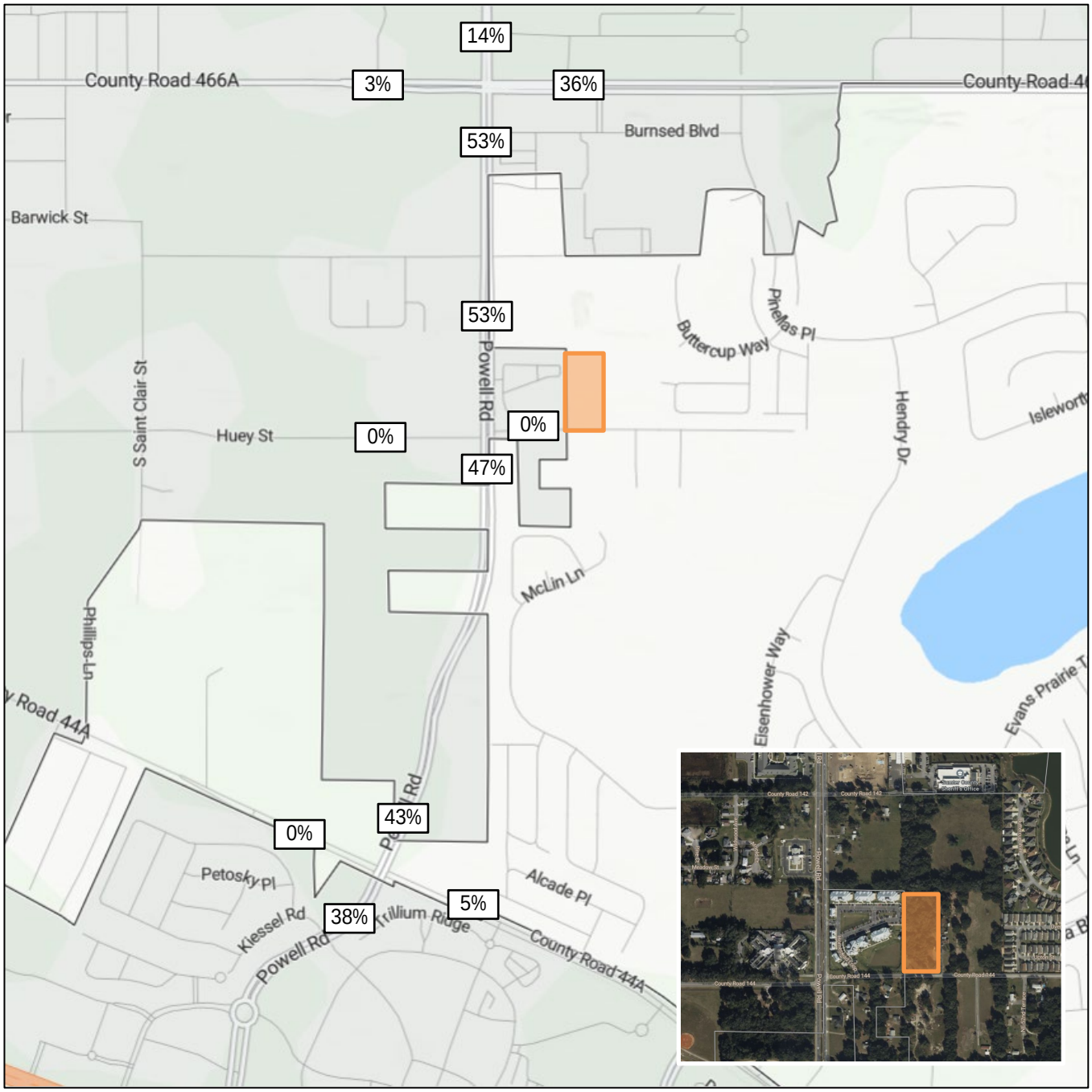
for the entire project. In addition, VHB will determine the necessary Mitigation Plan, if any is required, to accommodate the project.

Section 10: Report

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

Attachments:

Attachment A – Concept Plan
Attachment B – ITE Trip Generation Sheets
Attachment C – CFRPM Model Output

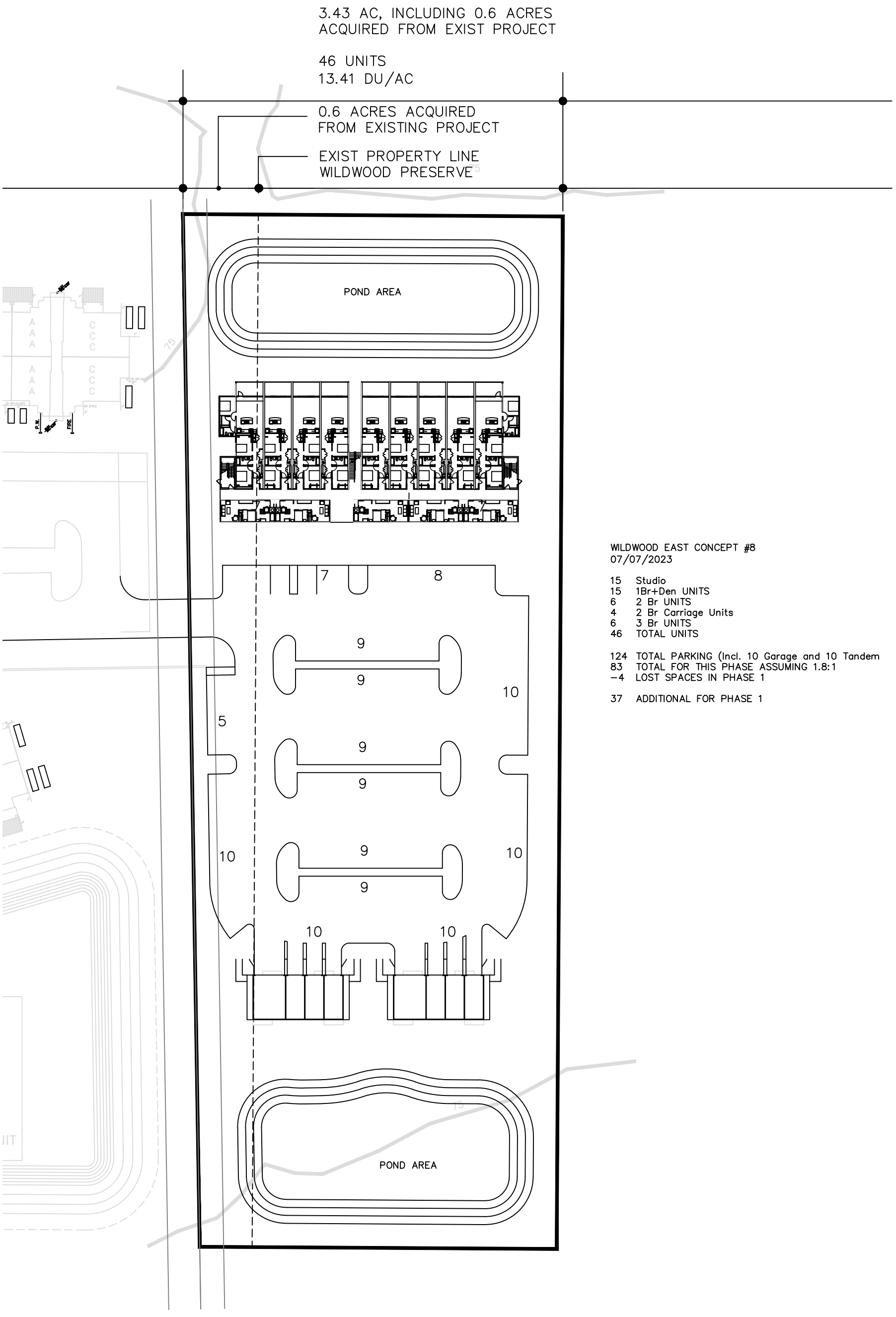


38% Project Distribution

Project Location

Source: Bing Maps 20223

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



WILDWOOD EAST CONCEPT #8
07/07/2023

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

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

37 ADDITIONAL FOR PHASE 1

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

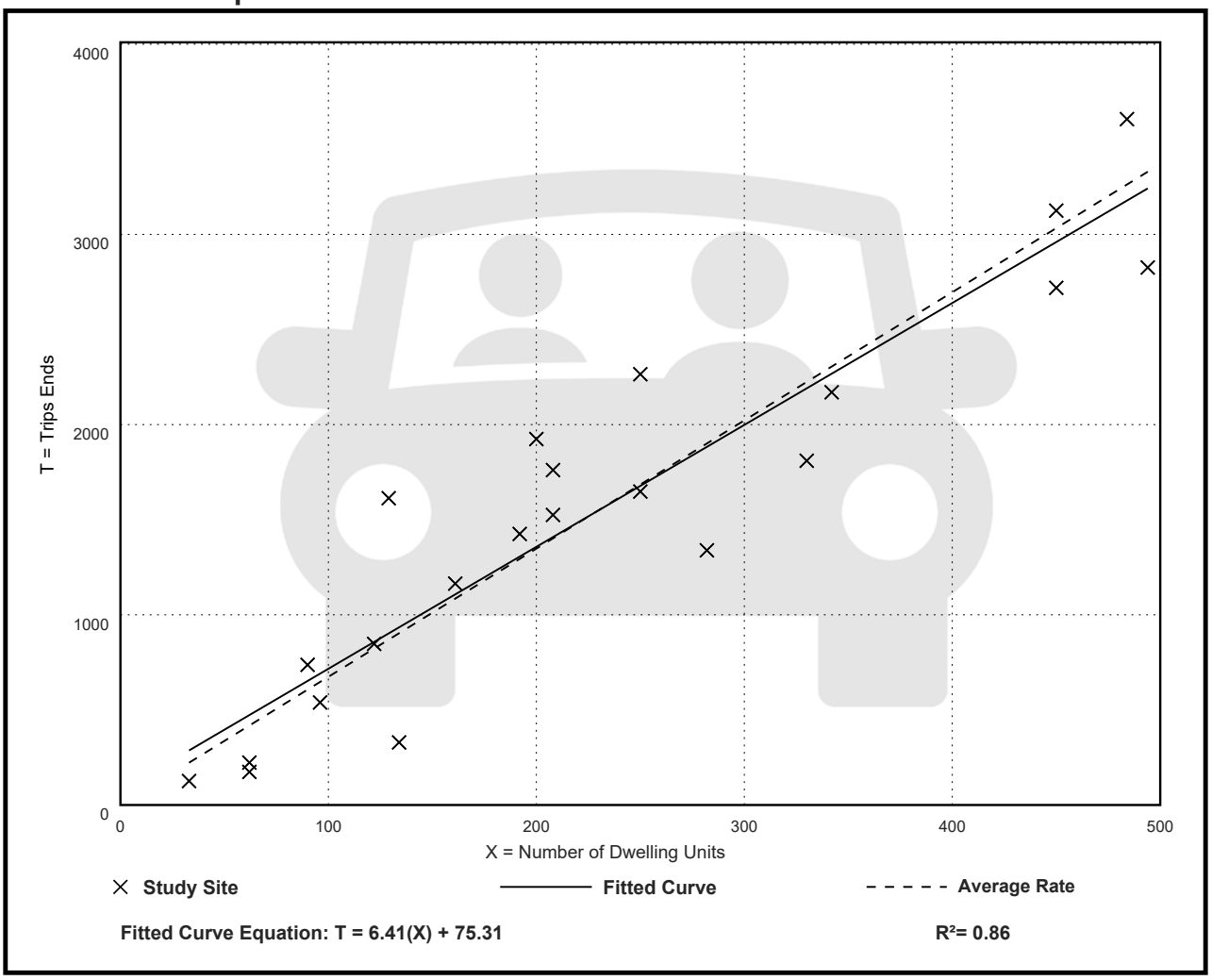
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Fitted Curve Equation: T = 6.41(X) + 75.31

R^2= 0.86

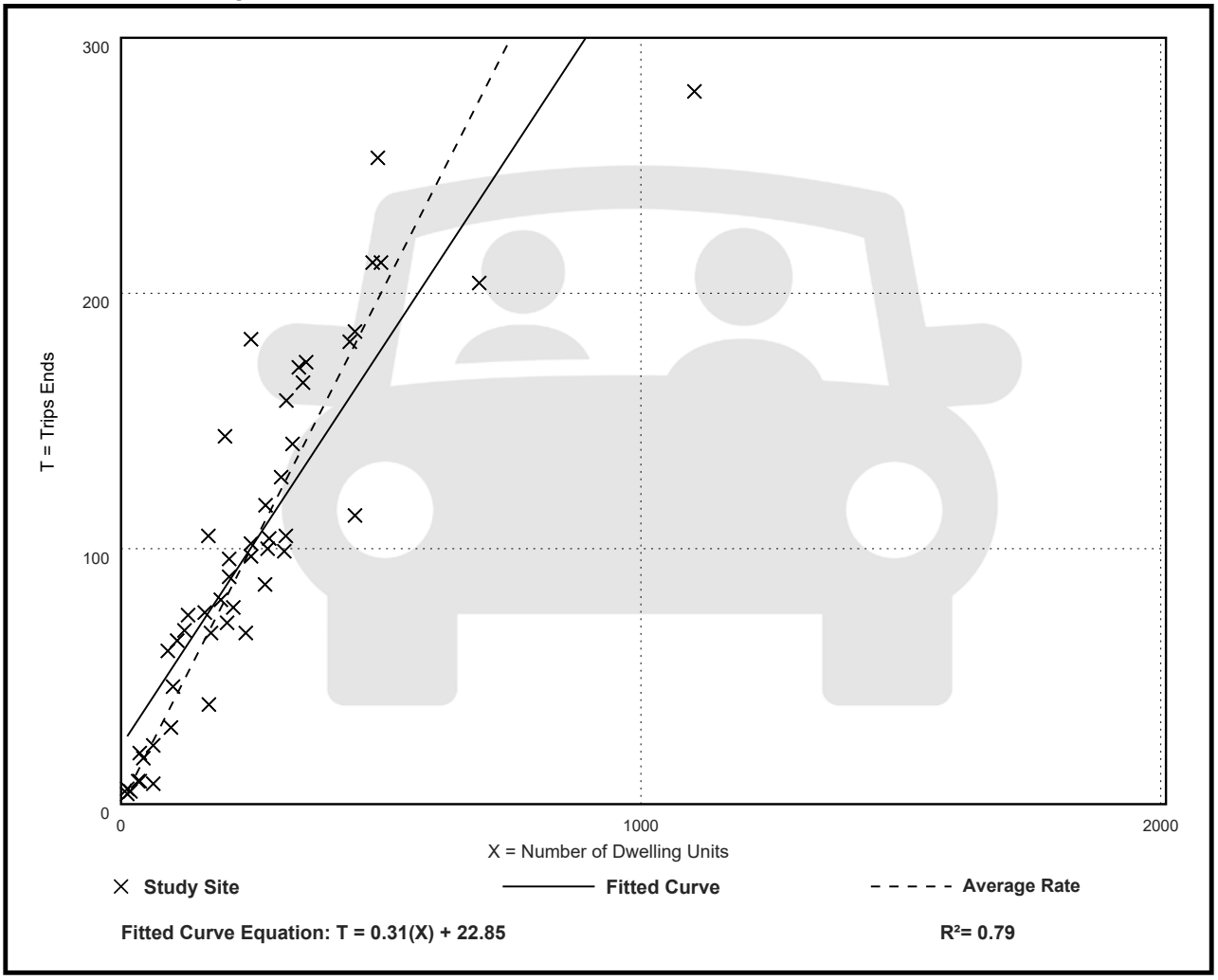
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



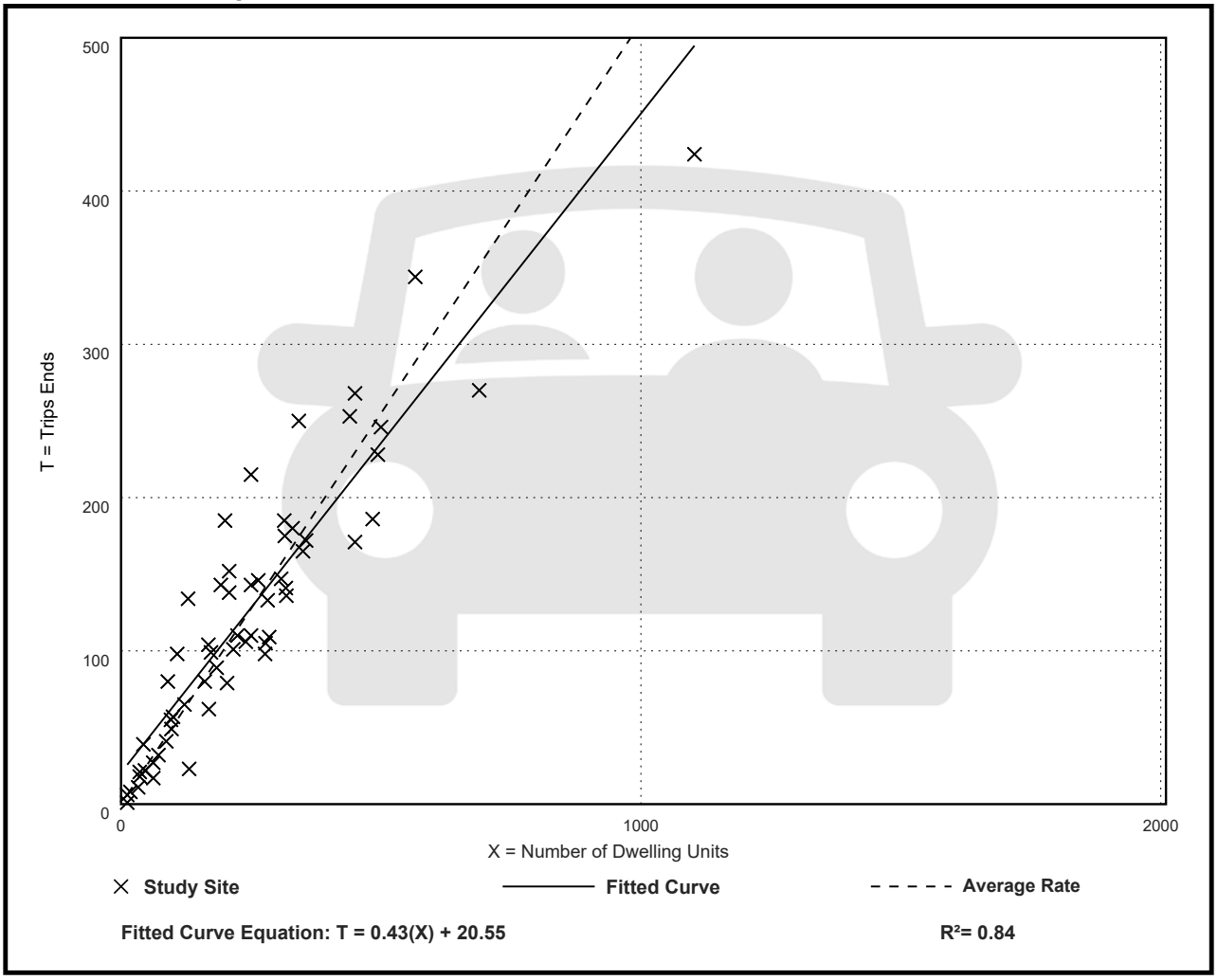
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



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

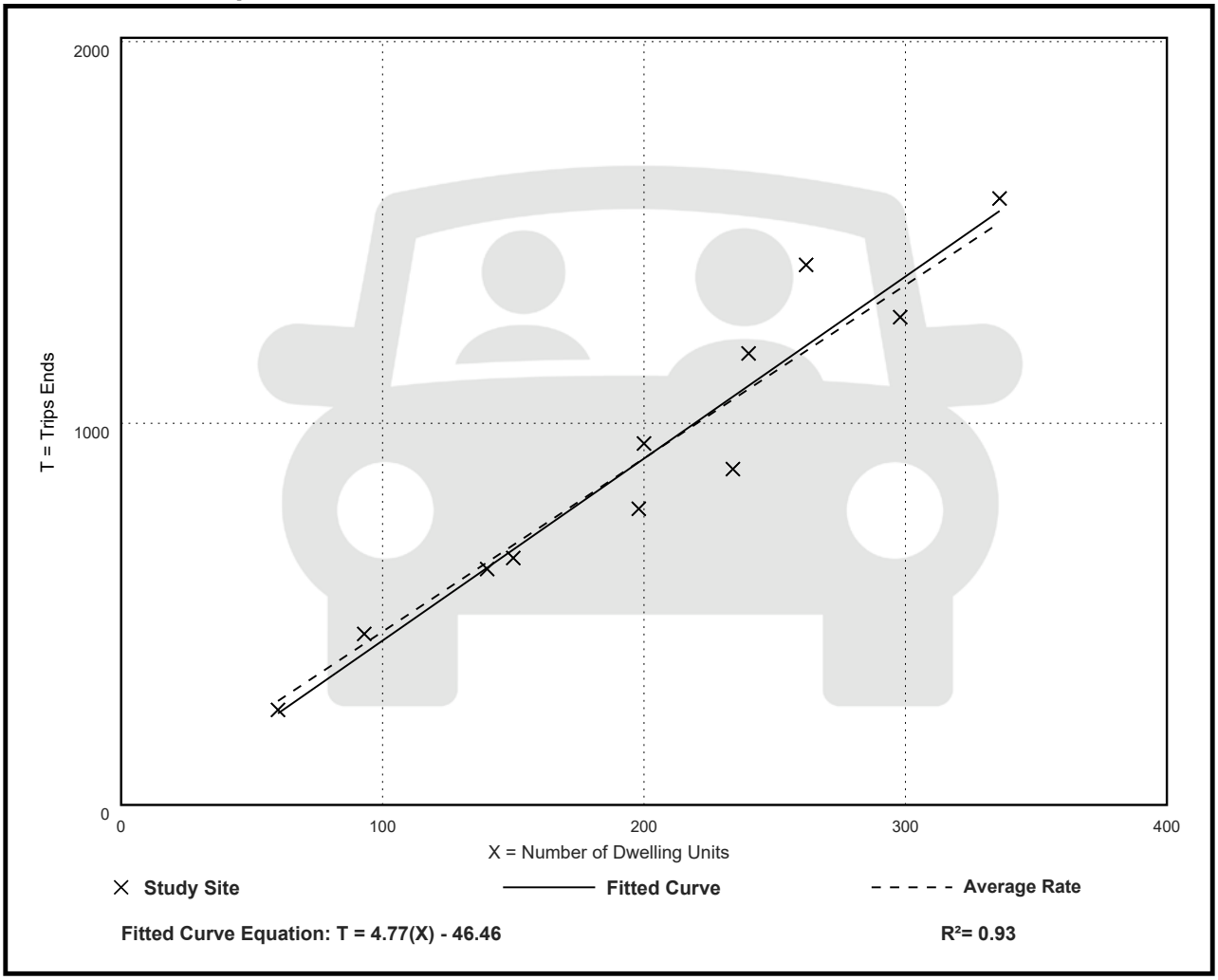
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



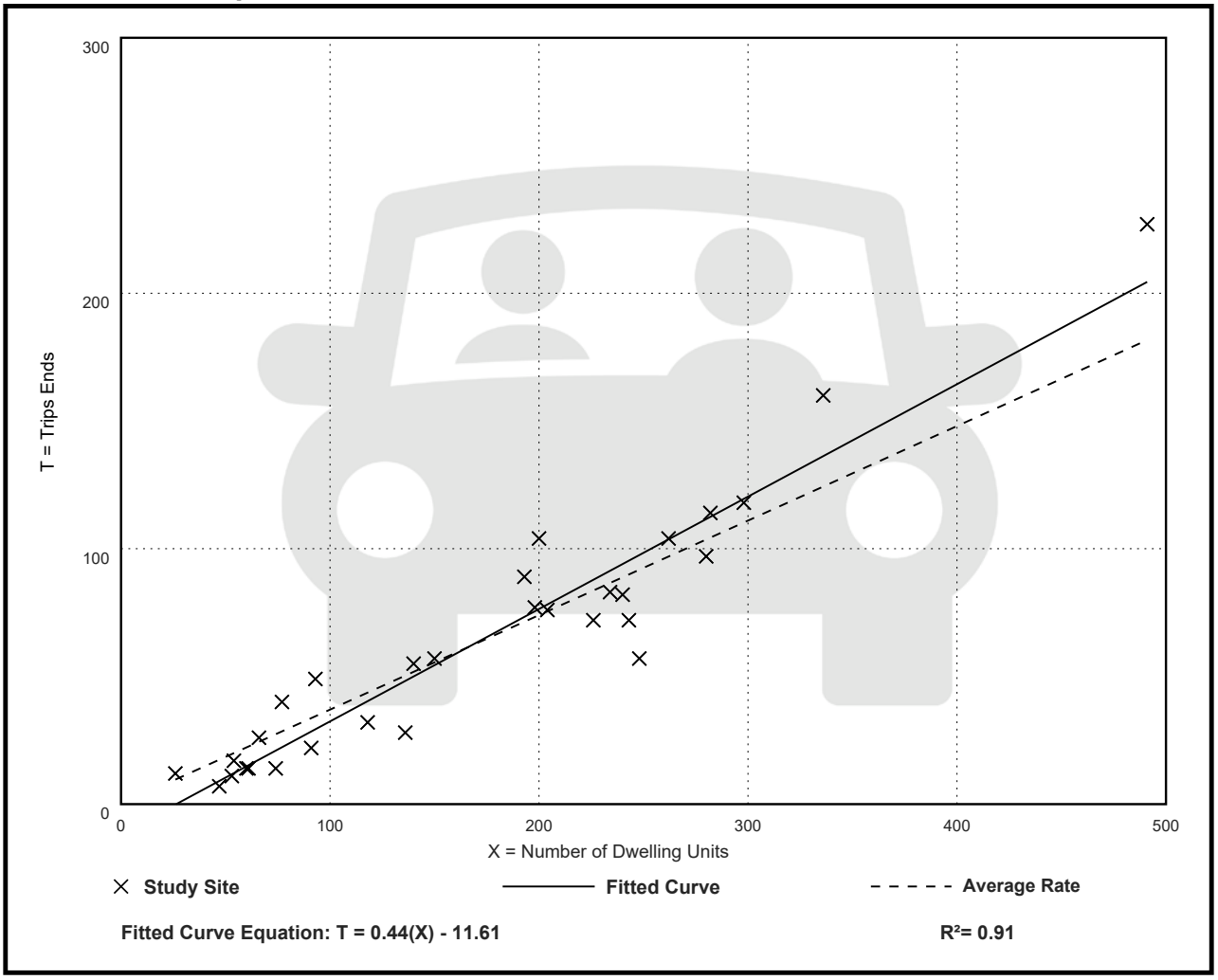
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 30
Avg. Num. of Dwelling Units: 173
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



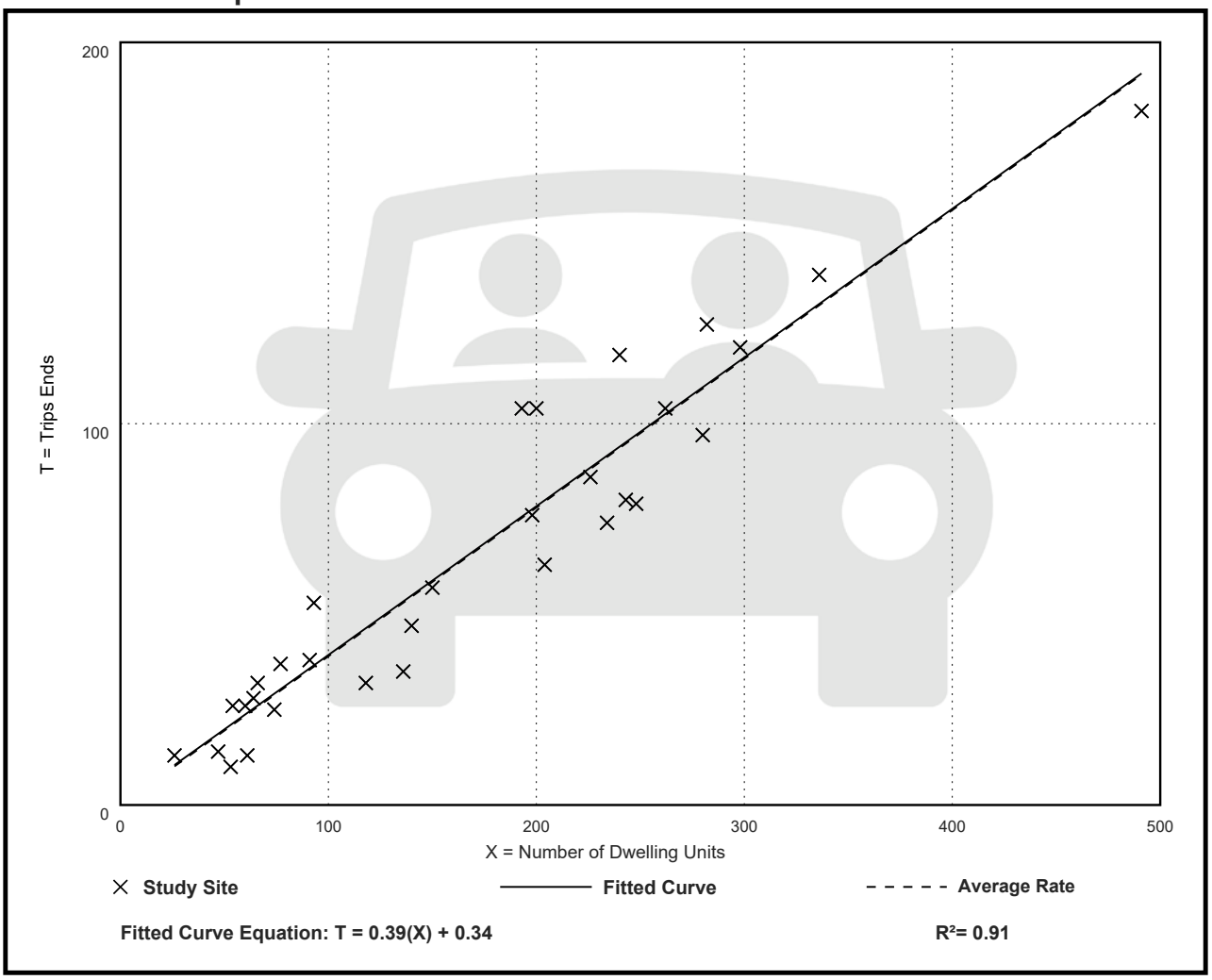
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Dwelling Units: 169
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Sumter County CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 AADT	2022 DAILY V/C	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR NB/EB VOLUME	2022 PEAK HOUR SB/WB VOLUME	2022 PEAK HOUR V/C	2022 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2027)	2027 AADT	2027 DAILY V/C	2027 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	2027 PEAK HOUR NB/EB VOLUME	2027 PEAK HOUR SB/WB VOLUME	2027 PEAK HOUR V/C	2027 PEAK HOUR LOS
4000	177		SUMTER	20	1.61	ST. CHARLES	BUENA VISTA BLVD	AMBERJACK TERR	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	4,638	0.35	C	675	264	259	0.39	C	1.00%	13,320	4,875	0.37	C	675	277	272	0.41	C
4010	176		SUMTER	20	0.66	ST. CHARLES	AMBERJACK TERR	BAILEY TRL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	8,132	0.61	D	675	463	403	0.69	D	1.00%	13,320	8,547	0.64	D	675	487	424	0.72	D
4020	178		SUMTER	20	0.83	ST. CHARLES	BAILEY TRL	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	11,586	0.87	D	675	627	519	0.93	D	1.50%	13,320	12,481	0.94	D	675	675	559	1.00	D
4030	183		SUMTER	20	0.55	TAMARIND GROVE RUN	DIVINDING CREEK PATH	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,339	0.32	C	525	143	169	0.32	C	1.00%	10,360	3,509	0.34	C	525	150	178	0.34	C
4040	11		SUMTER	20	0.71	BUTTONWOOD RUN	HARDING PATH	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	5,707	0.55	D	525	280	340	0.65	D	1.00%	10,360	5,998	0.58	D	525	294	357	0.68	D
4050	148		SUMTER	20	0.57	PENNECAMP DR	MEADOWLARK AVE	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	4,706	0.45	C	525	240	252	0.48	C	1.00%	10,360	4,946	0.48	C	525	252	265	0.50	D
4060	181		SUMTER	20	0.57	STILLWATER TRL	MORSE BLVD	LOCKHART AVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	5,533	0.53	D	525	294	253	0.56	D	1.00%	10,360	5,815	0.56	D	525	309	266	0.59	D
4070	2020-270		SUMTER	20	1.08	STILLWATER TRL	LOCKHART AVE	ODELL CIRCLE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	2,965	0.29	C	525	144	184	0.35	C	1.00%	10,360	3,116	0.30	C	525	151	193	0.37	C
4830	129		SUMTER	30	1.18	HILLSBOROUGH TRL	BUENA VISTA BLVD	ANNA MARIA AVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	12,224	0.92	D	675	507	580	0.86	D	3.75%	13,320	14,694	1.10	F	675	609	697	1.03	E
4835	130		SUMTER	55	1.34	HILLSBOROUGH TRL	ANNA MARIA AVE	MORSE BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	15,930	7,338	0.46	C	792	415	341	0.52	C	1.00%	15,930	7,712	0.48	C	792	436	358	0.55	C
4860	1		SUMTER	35	0.60	ANNA MARIA AVE	HILLSBOROUGH TRL	PINELLAS PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,976	0.38	C	525	199	197	0.38	C	1.00%	10,360	4,179	0.40	C	525	209	207	0.40	C
4870	88		SUMTER	35	0.85	CHARLOTTE CRT	HILLSBOROUGH TRL	PINELLAS PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,349	0.32	C	525	153	181	0.34	C	4.00%	10,360	4,075	0.39	C	525	186	220	0.42	C
4880	149		SUMTER	35	0.90	PINELLAS PL	BUENA VISTA BLVD	ANNA MARIA AVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	9,148	0.69	D	675	432	494	0.73	D	1.00%	13,320	9,615	0.72	D	675	454	519	0.77	D
4885	150		SUMTER	35	1.52	PINELLAS PL	ANNA MARIA AVE	MORSE BLVD	2	3	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	12,534	0.94	D	675	609	594	0.90	D	5.00%	13,320	15,997	1.20	F	675	777	758	1.15	F
4890	182		SUMTER	35	1.84	TALLEY RIDGE DR	BUENA VISTA BLVD	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,958	0.38	C	525	242	175	0.46	C	1.00%	10,360	4,160	0.40	C	525	254	184	0.48	C
4910	2020-491		NO COUNT	35	0.82	OAK FOREST DR	SOUTHERN TRACE	TALLEY RIDGE RD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	-	-	-	525	-	-	-	-	-	10,360	-	-	-	525	-	-	-	-
4915	172		SUMTER	35	0.83	SOUTHERN TRACE	CR 466	BUENA VISTA BLVD	2	3	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	5,995	0.58	D	525	318	303	0.61	D	5.00%	10,360	7,651	0.74	D	525	406	387	0.77	D
4920	147		SUMTER	35	0.79	PARR DR	BELVEDERE BLVD	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	3,876	0.29	C	675	258	195	0.38	C	1.00%	13,320	4,074	0.31	C	675	271	205	0.40	C
4930	2020-493		SUMTER	35	0.53	TRIGGERFISH RUN	BUTTONWOOD RUN	PENNECAMP DR	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	1,339	0.13	C	525	59	69	0.13	C	6.25%	10,360	1,814	0.18	C	525	80	93	0.18	C
5000	2		SUMTER	25	0.93	BAILEY TRL	BUENA VISTA BLVD N	SUNSET RIDGE DR	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	8,045	0.60	D	675	389	400	0.59	D	1.00%	13,320	8,455	0.63	D	675	409	420	0.62	D
5010	3		SUMTER	30	0.39	BAILEY TRL	SUNSET RIDGE DR	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	9,416	0.71	D	675	492	435	0.73	D	1.00%	13,320	9,896	0.74	D	675	517	457	0.77	D
5020	4		SUMTER	20	0.50	BAILEY TRL	ST. CHARLES PL	BASSINGER CRT	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	3,848	0.29	C	675	192	187	0.28	C	1.00%	13,320	4,044	0.30	C	675	202	197	0.30	C
5030	5		SUMTER	20	0.39	BAILEY TRL	BASSINGER CRT	BUENA VISTA BLVD S	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	4,706	0.35	C	675	241	258	0.38	C	1.00%	13,320	4,946	0.37	C	675	253	271	0.40	C
5080	102	-	SUMTER	35	1.00	CR 209	CR 232	CR 462 E	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	610	0.06	C	525	42	33	0.08	C	1.00%	10,360	641	0.06	C	525	44	35	0.08	C
6000	104	-	SUMTER	30	1.26	CR 213 (WALKER RD)	SR 44	CR 44A	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	13,320	505	0.04	C	675	34	20	0.05	C	2.75%	13,320	578	0.04	C	675	39	23	0.06	C
12500	184		SUMTER	55	0.76	WOODRIDGE DR	CR 103	CR 101	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	15,930	4,177	0.26	C	792	253	190	0.32	C	1.00%	15,930	4,390	0.28	C	792	266	200	0.34	C
325310	180122	180122	FDOT	60	2.73	US 301/SR 35	CR 656	CR 478	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	5,770	0.67	C	450	191	259	0.58	C	1.25%	8,600	6,140	0.71	C	450	203	276	0.61	C
3221000	99	-	SUMTER	25	1.40	CR 156	US 301/SR 35	SR 44	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	1,396	0.13	C	525	59	57	0.11	C	5.50%	10,360	1,825	0.18	C	525	77	74	0.15	C
3223000	113		SUMTER	45	3.53	CR 673	SR 93/I-75	CR 674	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	15,700	3,508	0.22	B	820	130	168	0.20	B	5.50%	15,700	4,585	0.29	B	820	170	220	0.27	B
3224000	96		SUMTER	30	1.37	CR 121	CR 462	CR 114	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	4,174	0.40	C	525	257	155	0.49	C	6.00%	10,360	5,586	0.54	D	525	344	207	0.66	D
3229000	120	-	SUMTER	35	2.08	CR 727	SR 50	CR 721	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	9,030	245	0.03	C	469	19	10	0.04	C	5.00%	9,030	313	0.03	C	469	24	13	0.05	C
3231000	121	118009	FDOT	35	0.83	CR 728	CR 469	LAKE COUNTY BOUNDARY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	611	0.06	C	525	31	40	0.08	C	1.00%	10,360	642	0.06	C	525	33	42	0.08	C
3245100	105	-	SUMTER	45	1.56	CR 229	SR 44	CR 462	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	12,390	4,654	0.38	C	616	210	217	0.35	C	5.00%	15,930	5,940	0.37	C	792	268	277	0.35	C
3245110	106	-	SUMTER	45	2.26	CR 229	CR 462	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	3,893	0.16	B	1,200	190	179	0.16	B	4.00%	24,200	4,736	0.20	B	1,200	231	218	0.19	B
3248000	90		SUMTER	35	0.29	CR 101	CR 466	WOODRIDGE DR	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	29,160	7,098	0.24	C	1,467	376	317	0.26	C	1.00%	29,160	7,460	0.26	C	1,467	395	333	0.27	C
3248102	101	-	SUMTER	35	1.25	CR 209	CR 216	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	1,363	0.13	C	525	109	80	0.21	C	5.00%	10,360	1,740	0.17	C	525	139	102	0.26	C
3248105	100	-	SUMTER	45	1.51	CR 209	CR 462 E	CR 216	2	2	URBAN	UNDIVIDED	WILDWOOD	UNINCORPORATED SUMTER COUNTY	D	12,390	2,491	0.20	C	616	266	220	0.43	C	5.00%	12,390	3,179	0.26	C	616	339	281	0.55	C
3248110	103		SUMTER	35	1.26	CR 209	CR 466	CR 202	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	1,272	0.12	C	525	191	40	0.36	C	1.00%	10,360	1,337	0.13	C	525	201	42	0.38	C
3248400	94		SUMTER	35	1.31	CR 104	US 301/SR 35	CR 101	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	5,110	3,208	0.63	C	259	108	242	0.93	C	2.75%	5,110	3,674	0.72	C	259	124	277	1.07	D
3253100	85307	85307	FDOT	60	0.61	US 301/SR 35	HERNANDO COUNTY BOUNDARY	CR 656	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	4,560	0.53	B	450	188	222	0.49	B	1.00%	8,600	4,793	0.56	C	450	198	233	0.52	B
3253110	180042	180042	FDOT	30	0.18	US 301/SR 35 (NOBLE AVE)	CR 48 (FLORIDA ST)	CR 476 (NOBLE AVE)	2	2	RURAL	UNDIVIDED	STATE	BUSHNELL	C	10,320	3,770	0.37	C	536	190	168	0.35	C	1.00%	10,320	3,962	0.38	C	536	200	177	0.37	C
3253130	180117	180117	FDOT	30	0.13	US 301/SR 35 (NOBLE AVE)	SR 48 (MAIN ST)	CR 48 (FLORIDA ST)	2	2	URBAN	UNDIVIDED	STATE	BUSHNELL	D	11,840	8,820	0.74	D	600	304	403	0.67	D	1.00%	11,840	9,270	0.78	D	600	320	424	0.71	D
3253140	180112	180112	FDOT	60	3.01	US 301/SR 35	CR 478	CR 476 (SEMINOLE AVE)	2	2	URBAN	UNDIVIDED	STATE	BUSHNELL	D	14,160	6,400	0.45	C	704	322	286	0.46	C	1.00%	14,160	6,726	0.48	C	704	338	301	0.48	C
3253150	180117	180117	FDOT	45	0.53	US 301/SR 35	CR 476 (SEMINOLE AVE)	SR 48 (MAIN ST)	4	4	URBAN	UNDIVIDED	STATE	BUSHNELL	D	37,810	8,820	0.23	C	1,900	304	403	0.21	C	1.00%	37,810	9,270	0.25	C	1,900	320	424	0.22	C
3253170	180088	180088	FDOT	45	0.45	US 301/SR 35	CR 470 E (S)	SR 471	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	18,585	4,850	0.26	C	924	244	217	0.26	C	1.00%	18,585	5,097	0.27	C	924	256	228	0.28	C
3253180	180083	180083	FDOT	45	0.11	US 301/SR 35	SR 471	CR 470 E (N)	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	18,585	16,640	0.90	C	924	838	743	0.91	C	5.00%	18,585	21,237	1.14	F	924	1,070	948	1.16	F
3253190	180041	180041	FDOT	35	3.06	US 301/SR 35	CR 470 E (N)	CR 514 (WARM SPRINGS AVE)	2	2	URBAN	UNDIVIDED	STATE	COLEMAN	D	15,540	8,831	0.57	D	788	445	394	0.56	D	1.00%	15,540	9,282	0.60	D	788	468	414	0.59	D
3253200	180041: 180077	180041: 180077	FDOT	45	1.24	US 301/SR 35 (WARM SPRINGS AVE	CR 514 (WARM SPRING AVE)	CR 468	2	2	URBAN	UNDIVIDED	STATE	COLEMAN	D	14,160	13,465	0.95	D	704	695	616	0.99	D	1.00%	14,160	14,152	1.00	D	704	730	647	1.04	F
3253210	180077	180077	FDOT	55	2.73	US 301/SR 35	CR 468	SR 91/FLORIDAS TURNPIKE	2	2	URBAN	UNDIVIDED	STATE	WILDWOOD	D	17,700	18,760	1.06	F	880	945	838	1.07	F	3.75%	17,700	22,551	1.27	F	880	1,136	1,007	1.29	F
3253220	180077: 180006	180077: 180006	FDOT	45	0.18	US 301/SR 35 (MAIN ST)	SR 91/FLORIDAS TURNPIKE	CR 156 (CLAY DRAIN RD)	2	2	URBAN	DIVIDED	STATE	WILDWOOD	D	25,410	19,435	0.76	D	1,260	952	845	0.76	D	1.50%	25,410	20,937	0.82	D	1,260	1,026	910	0.81	D
3253230	180006	180006	FDOT	45	0.51	US 301/SR 35 (MAIN ST)	CR 156 (CLAY DRAIN RD)	SR 44	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	41,790	20,110	0.48	C	2,100	959	851	0.46	C	1.00%	41,790	21,136	0.51	C	2,100	1,008	894	0.48	C
3253240	185016	185016	FDOT	40	0.79	US 301/SR 35 (MAIN ST)	SR 44	CR 44A	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	23,700	0.60	C	2,000	1,130	1,003	0.57	C	1.00%	39,800	24,909	0.63	C	2,000	1,188	1,054	0.59	C
3253250	180026	180026	FDOT	35	0.54	US 301/SR 35 (MAIN ST)	CR 44A	CR 466A (CLEVELAND AVE)	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	32,400	25,900	0.80	D	1,630	1,102	969	0.68	D	4.75%	32,400	32,664	1.01	E	1,630	1,390	1,222	0.85	D
3253270	180002	180002	FDOT	45	0.26	US 301/SR 35	CR 462 S	CR 462 (N)	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	39,800	26,460	0.66	C	2,000	1,262	1,119	0.63	C	1.00%	39,800	27,810	0.70	C	2,000	1,326	1,176	0.66	C
3253280	180002: 180206	180002: 180206	FDOT	55	1.01	US 301/SR 35	CR 462 N	CR 222	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	26,120	0.66	C	2,000	1,256	1,114	0.63	C	1.00%	39,800	27,452	0.69	C	2,000	1,320	1,170	0.66	C
3253290	180206	180206	FDOT	45	0.50	US 301/SR 35	CR 222	CR 472	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	26,200	0.66	C	2,000	1,250	1,108	0.63	C	1.00%	39,800	27,536	0.69	C	2,000	1,314	1,165	0.66	C
3269100	118		SUMTER	35	0.51	CR 721	SR 471	CR 727	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	696	0.07	C	525	40	31	0.08	C	1.00%	10,360	732	0.07	C	525	42	33	0.08	C
3290000	97		WILDWOOD	35	1.17	CR 139 (POWELL RD)	CR 44A	CR 466A	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	30,780	17,456	0.57	D	1,549	938	597	0.61	D	6.00%	30,780	23,360	0.76	D	1,549	1,255	799	0.81	D
3293100	124		SUMTER	40	0.46	CR 747	CR 478 E	CR 730	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	9,030	718	0.08	C	469	25	53	0.11	C	1.50%	9,030	773	0.09	C	469	27	57	0.12	C
3293110	123		SUMTER	40	2.01	CR 747	CR 730	CR 48	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	15,930	1,248	0.08	C	792	104	65	0.13	C	4.50%	15,930	1,555	0.10	C	792	130	81	0.16	C
3297000	112	-	SUMTER	35	1.85	CR 625	CR 476	CR 48	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	9,030	362	0.04	C	469	19	16	0.04	C	1.00%	9,030	380	0.04	C	469	20	17	0.04	C
3300000	164		SUMTER	35	0.36	BUENA VISTA BLVD	CR 472 (RAINEY TRL)	BELVEDERE BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	18,780	0.64	D	1,467	940	896	0.64	D	1.00%	29,160	19,738	0.68	D	1,467	988	942	0.67	D
3301000	111		SUMTER	45	0.73	CR 616 (HAYES RD)	CR 476	CR 48	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	12,390	5,016	0.40	C	616	198	218	0.35	C	2.00%	12,390	5,538	0.45	C	616	219	241	0.39	C
3525100	48		SUMTER	55	1.03	CR 475 N	SR 44	CR 462	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	5,588	0.23	B	1,200	239	319	0.27	B	4.25%	24,200	6,881	0.28	B	1,200	294	393	0.33	B
3525110	2020-76		SUMTER	50	3.18	CR 475 N	CR 462	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	6,242	0.26	B	1,200	350	173	0.29	B	7.50%	24,200	8,962	0.37	B	1,200	502	248	0.42	B
3526000	45		SUMTER	55	4.45	CR 470 N	SR 44	CR 412	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,600	3,592	0.42	B	450	177	183	0.41	B	5.50%	8,600	4,695	0.55	C	450	231	239	0.53	B
3528120	15		WILDWOOD	35	1.47	CR 44A	US 301/SR 35	CR 139	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	13,320	3,462	0.26	C	675	178	144	0.26	C	1.00%	13,320	3,639	0.27	C	675	187	151	0.28	C
3529000	64		SUMTER	55	6.39	CR 478A	SR 50	SR 471	2	2	URBAN	UNDIVIDED	COUNTY	WEBSTER	D	24,200	801	0.03	B	1,200	34	52	0.04	B	1.00%	24,200	842	0.03	B	1,200	36	55	0.05	B
3530000	44		SUMTER	45	0.79	CR 470 N	CR 412	CR 416 (N)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	3,990	0.16	B	1,200	207	168	0.17	B	1.00%	24,200	4,194	0.17	B	1,200	218	177	0.18	B
3532000	83		SUMTER	55	4.72	CR 575	CR 663	CR 48	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,600	836	0.10	B	450	36	43	0.10	B	4.00%	8,600	1,017	0.12	B	450	44	52	0.12	B
3533100	33		SUMTER	30	1.15	CR 466A	US 301/SR 35	CR 462/CR 139	2	2	URBAN	DIVIDED	COUNTY	WILDWOOD	D	14,763	9,784	0.66	D	713	381	440	0.62	D	1.50%	14,763	10,540	0.71	D	713	410	474	0.66	D
3534100	67		SUMTER	35	3.30	CR 478 E	SR 471	CR 707	2	2	URBAN	UNDIVIDED	COUNTY	CENTER HILL	D	24,200	2,048	0.08	B	1,200	95	97	0.08	B	2.50%	24,200	2,317	0.10	B	1,200	107	110	0.09	B
3534110	66		SUMTER	55	2.77	CR 478 E (VIRGINIA AVE)	CR 707	CR 48 E	2	2	URBAN	UNDIVIDED	COUNTY	CENTER HILL	D	24,200	1,224	0.05	B	1,200	38	81	0.07	B	3.25%	24,200	1,436	0.06	B	1,200	45	95	0.08	B
3535100	70		SUMTER	55	3.67	CR 478 W	US 301/SR 35	CR 747	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	2,816	0.12	B	1,200	119	128	0.11	B	2.75%	24,200	3,225	0.13	B	1,200	136	147	0.12	B
3535110	68		SUMTER	55	1.26	CR 478 E	CR 747	SR 471	2	2	URBAN	UNDIVIDED	COUNTY	WEBSTER	D	24,200	375	0.02	B	1,200	35	18	0.03	B	1.00%	24,200	394	0.02	B	1,200	37	19	0.03	B
3537100	2020-18		SUMTER	45	1.39	CR 466	CR 475	CR 229	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	6,963	0.29	B	1,200	297	190	0.25	B	4.25%	24,200	8,574	0.35	B	1,200	366	234	0.31	B
3537120	49		SUMTER	55	2.20	CR 475 N	CR 466	MARION COUNTY BOUNDARY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	7,106	0.29	B	1,200	350	308	0.29	B	4.50%	24,200	8,855	0.37	B	1,200	436	384	0.36	B
3537130	23		SUMTER	35	0.99	CR 466	CR 209	US 301/SR 35	2	2	URBAN	DIVIDED	COUNTY	WILDWOOD	D	14,763	9,970	0.68	D	713	362	477	0.67	D	3.00%	14,763	11,558	0.78	D	713	420	553	0.78	D
3537140	24	187004	SUMTER	45	0.27	CR 466	US 301/SR 35	CR 105	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	35,820	25,468	0.71	C	1,800	1,010	1,148	0.64	C	1.00%	35,820	26,767	0.75	C	1,800	1,062	1,207	0.67	C
3537150	25		SUMTER	45	0.78	CR 466	CR 103	CR 101	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	35,820	24,251	0.68	C	1,800	1,121	1,131	0.63	C	1.00%	35,820	25,488	0.71	C	1,800	1,178	1,189	0.66	C
3537160	27		SUMTER	45	2.30	CR 466	BUENA VISTA BLVD	MORSE BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	35,820	23,320	0.65	C	1,800	979	1,006	0.56

Sumter County CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 AADT	2022 DAILY V/C	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR NB/EB VOLUME	2022 PEAK HOUR SB/WB VOLUME	2022 PEAK HOUR V/C	2022 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2027)	2027 AADT	2027 DAILY V/C	2027 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	2027 PEAK HOUR NB/EB VOLUME	2027 PEAK HOUR SB/WB VOLUME	2027 PEAK HOUR V/C	2027 PEAK HOUR LOS
3542100	16		SUMTER	45	2.01	CR 462	CR 475	CR 229	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	844	0.03	B	1,200	19	72	0.06	B	1.00%	24,200	887	0.04	B	1,200	20	76	0.06	B
3542120	21		SUMTER	45	1.05	CR 462	CR 229	CR 223	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	1,651	0.07	B	1,200	66	104	0.09	B	1.00%	24,200	1,735	0.07	B	1,200	69	109	0.09	B
3542130	17		SUMTER	45	1.34	CR 462	CR 223	CR 209	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	2,842	0.12	B	1,200	111	250	0.21	B	3.00%	24,200	3,295	0.14	B	1,200	129	290	0.24	B
3542150	18		SUMTER	55	1.01	CR 462	CR 209	US 301/SR 35	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	24,200	3,348	0.14	B	1,200	112	286	0.24	B	1.00%	24,200	3,519	0.15	B	1,200	118	301	0.25	B
3543100	46		SUMTER	35	0.75	CR 472	US 301/SR 35	CR 117	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	14,060	6,086	0.43	C	713	329	218	0.46	C	3.25%	14,060	7,141	0.51	D	713	386	256	0.54	D
3545100	972210	972210	FDOT	70	3.35	SR 91/FLORIDAS TURNPIKE	SR 93/I-75	US 301/SR 35	4	4	RURAL	FREEWAY	STATE	WILDWOOD	C	48,000	42,410	0.88	C	2,770	2,654	1,799	0.96	C	1.00%	48,000	44,573	0.93	C	2,770	2,789	1,891	1.01	D
3545110	972200	972200	FDOT	70	7.32	SR 91/FLORIDAS TURNPIKE	US 301/SR 35	LAKE COUNTY BOUNDARY	4	4	RURAL	FREEWAY	STATE	WILDWOOD	C	48,000	46,882	0.98	C	2,770	2,609	2,314	0.94	C	1.00%	48,000	49,273	1.03	D	2,770	2,742	2,432	0.99	C
3546100	180208	180208	FDOT	70	1.78	SR 93/I-75	HERNANDO COUNTY BOUNDARY	CR 673	6	6	RURAL	FREEWAY	STATE	UNINCORPORATED SUMTER COUNTY	C	69,000	53,169	0.77	C	3,990	1,870	2,044	0.51	B	1.00%	69,000	55,881	0.81	C	3,990	1,965	2,148	0.54	B
3546120	180194	180194	FDOT	70	5.91	SR 93/I-75	CR 673	CR 48	6	6	RURAL	FREEWAY	STATE	BUSHNELL	C	69,000	53,464	0.77	C	3,990	2,508	2,378	0.63	B	1.25%	69,000	56,890	0.82	C	3,990	2,668	2,530	0.67	B
3546130	180358	180358	FDOT	70	6.43	SR 93/I-75	CR 48 (FLORIDA ST)	CR 470 E	6	6	RURAL	FREEWAY	STATE	BUSHNELL	C	69,000	55,771	0.81	C	3,990	3,145	2,711	0.79	C	2.75%	69,000	63,874	0.93	C	3,990	3,602	3,105	0.90	C
3546140	189920	189920	FDOT	70	7.71	SR 93/I-75	CR 470 E	SR 91/FLORIDAS TURNPIKE	6	6	RURAL	FREEWAY	STATE	UNINCORPORATED SUMTER COUNTY	C	69,000	54,359	0.79	C	3,990	3,054	2,654	0.77	C	1.00%	69,000	57,132	0.83	C	3,990	3,210	2,789	0.80	C
3546150	180186	180186	FDOT	70	0.82	SR 93/I-75	SR 91/FLORIDAS TURNPIKE	SR 44	6	6	RURAL	FREEWAY	STATE	UNINCORPORATED SUMTER COUNTY	C	69,000	91,014	1.32	E	3,990	5,122	4,434	1.28	E	1.00%	69,000	95,657	1.39	F	3,990	5,383	4,660	1.35	E
3546180	180188	180188	FDOT	70	6.37	SR 93/I-75	SR 44	MARION COUNTY BOUNDARY	6	6	RURAL	FREEWAY	STATE	UNINCORPORATED SUMTER COUNTY	C	69,000	70,250	1.02	D	3,990	3,954	3,423	0.99	C	1.00%	69,000	73,833	1.07	D	3,990	4,156	3,598	1.04	D
3547105	180209	180209	FDOT	45	0.51	US 27/US 441/SR 500	MARION COUNTY BOUNDARY	BUENOS AIRES BLVD	6	6	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	59,900	37,300	0.62	C	3,020	1,301	1,757	0.58	C	1.00%	59,900	39,203	0.65	C	3,020	1,367	1,847	0.61	C
3547120	180209	180209	FDOT	45	0.51	US 27/US 441/SR 500	BUENOS AIRES BLVD	MORSE BLVD	6	6	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	59,900	37,300	0.62	C	3,020	1,301	1,757	0.58	C	1.00%	59,900	39,203	0.65	C	3,020	1,367	1,847	0.61	C
3549100	60		SUMTER	55	1.34	CR 476 W	HERNANDO COUNTY BOUNDARY	CR 575	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	18,000	5,028	0.28	B	890	168	250	0.28	B	4.25%	18,000	6,191	0.34	B	890	207	308	0.35	B
3549110	61		SUMTER	45	2.01	CR 476 W	CR 575	CR 476B	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	18,000	5,905	0.33	B	890	180	310	0.35	B	3.25%	18,000	6,929	0.38	B	890	211	364	0.41	B
3549120	62		SUMTER	45	1.55	CR 476 W	CR 476B	CR 625	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	18,000	5,405	0.30	B	890	173	290	0.33	B	2.25%	18,000	6,041	0.34	B	890	193	324	0.36	B
3549130	56		SUMTER	45	1.82	CR 476 W	CR 625	CR 616	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	5,802	0.24	B	1,200	186	327	0.27	B	1.75%	24,200	6,328	0.26	B	1,200	203	357	0.30	B
3549140	63		SUMTER	45	2.34	CR 476 W	CR 616	US 301/SR 35	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	5,572	0.23	B	1,200	223	328	0.27	B	4.00%	24,200	6,779	0.28	B	1,200	271	399	0.33	B
3549160	54		SUMTER	30	0.27	CR 476 (SEMINOLE AVE)	US 301/SR 35	CR 48	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	10,360	5,832	0.56	D	525	220	355	0.68	D	5.00%	10,360	7,443	0.72	D	525	281	453	0.86	D
3550100	43		SUMTER	45	2.90	CR 470 N	CR 416 N	CR 479	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	6,930	0.29	B	1,200	405	198	0.34	B	1.00%	24,200	7,283	0.30	B	1,200	426	208	0.36	B
3550110	39		SUMTER	55	2.48	CR 470 E	SR 93/I-75	US 301/SR 35	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	17,029	0.70	C	1,200	685	685	0.57	C	1.50%	24,200	18,345	0.76	D	1,200	738	738	0.62	C
3551100	180201	180201	FDOT	45	1.15	SR 44	US 301/SR 35	CR 139	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	41,790	17,810	0.43	C	2,100	692	941	0.45	C	1.00%	41,790	18,718	0.45	C	2,100	727	989	0.47	C
3551130	180102	180102	FDOT	45	2.59	SR 44	CR 44A	US 301/SR 35	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	41,790	18,510	0.44	C	2,100	662	988	0.47	C	1.00%	41,790	19,454	0.47	C	2,100	696	1,038	0.49	C
3552100	180203	180203	FDOT	60	2.92	SR 44	CITRUS COUNTY BOUNDARY	CR 470 N	4	4	RURAL	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	44,900	12,640	0.28	B	2,350	636	564	0.27	B	1.00%	44,900	13,285	0.30	B	2,350	668	593	0.28	B
3552110	180203: 180202	180203: 180202	FDOT	60	3.67	SR 44	CR 470 N	CR 475	4	4	RURAL	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	44,900	11,690	0.26	B	2,350	589	522	0.25	B	1.00%	44,900	12,286	0.27	B	2,350	619	549	0.26	B
3552120	180202	180202	FDOT	60	1.73	SR 44	CR 475	SR 93/I-75	4	4	RURAL	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	44,900	10,740	0.24	B	2,350	541	480	0.23	B	1.00%	44,900	11,288	0.25	B	2,350	569	504	0.24	B
3552130	180102	180102	FDOT	45	1.00	SR 44	SR 93/I-75	CR 44A	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	66,200	18,510	0.28	B	3,280	662	988	0.30	B	1.00%	66,200	19,454	0.29	B	3,280	696	1,038	0.32	B
3553100	2020-378		SUMTER	35	0.27	CR 48	CR 478 (VIRGINIA AVE)	CR 469	2	2	RURAL	UNDIVIDED	COUNTY	CENTER HILL	D	21,300	6,975	0.33	B	1,110	188	333	0.30	B	2.00%	21,300	7,701	0.36	B	1,110	208	368	0.33	B
3553130	71		SUMTER	30	0.51	CR 48 (FLORIDA ST)	US 301/SR 35 (NOBLE AVE)	CR 476 W	2	2	URBAN	UNDIVIDED	BUSHNELL	BUSHNELL	D	10,360	3,626	0.35	C	525	164	219	0.42	C	1.25%	10,360	3,858	0.37	C	525	175	233	0.44	C
3553140	37		SUMTER	55	2.75	CR 469	CR 728	CR 48 E	2	2	RURAL	UNDIVIDED	COUNTY	CENTER HILL	D	9,940	4,863	0.49	C	518	193	166	0.37	C	4.50%	9,940	6,060	0.61	C	518	241	207	0.47	C
3553150	38		SUMTER	55	2.90	CR 469	SR 50	CR 728	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	12,390	4,567	0.37	C	616	192	160	0.31	C	5.00%	12,390	5,829	0.47	C	616	245	204	0.40	C
3553160	72		SUMTER	35	0.59	CR 48	CR 476 W	CR 557	2	2	RURAL	UNDIVIDED	COUNTY	BUSHNELL	D	21,300	8,713	0.41	B	1,110	388	460	0.41	B	4.50%	21,300	10,858	0.51	C	1,110	484	573	0.52	C
3553170	75	187001	SUMTER	55	1.75	CR 48	CR 557	CR 747	2	2	RURAL	UNDIVIDED	COUNTY	BUSHNELL	D	21,300	8,341	0.39	B	1,110	339	452	0.41	B	4.00%	21,300	10,148	0.48	B	1,110	412	550	0.50	C
3553180	73	187001	SUMTER	45	1.26	CR 48	CR 747	SR 471	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	7,301	0.30	B	1,200	308	346	0.29	B	3.50%	24,200	8,671	0.36	B	1,200	366	411	0.34	B
3553190	76		SUMTER	55	1.45	CR 48	SR 471	CR 567	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	7,340	0.30	B	1,200	310	336	0.28	B	4.50%	24,200	9,147	0.38	B	1,200	386	419	0.35	B
3553200	77		SUMTER	55	1.82	CR 48	CR 567	CR 569 (NORTH AVE)	2	2	RURAL	UNDIVIDED	COUNTY	CENTER HILL	D	21,300	8,608	0.40	B	1,110	350	381	0.34	B	4.25%	21,300	10,599	0.50	C	1,110	431	469	0.42	B
3553210	77		ADJACENT	55	1.82	CR 48	CR 569 (NORTH AVE)	CR 478 (VIRGINIA AVE)	2	2	RURAL	UNDIVIDED	COUNTY	CENTER HILL	D	21,300	8,608	0.40	B	1,110	350	381	0.34	B	4.25%	21,300	10,599	0.50	C	1,110	431	469	0.42	B
3554120	180016: 180009	180016: 180009	FDOT	40	1.00	SR 48 (CR 48 W)	CR 609	CR 311 (N WEST ST)	4	4	RURAL	DIVIDED	STATE	BUSHNELL	D	30,400	12,055	0.40	C	1,580	594	527	0.38	C	1.75%	30,400	13,147	0.43	C	1,580	648	575	0.41	C
3554130	174	180009	SUMTER	40	0.52	SR 48 (CR 48 W)	CR 311 (N WEST ST)	CR 475 S (MAIN ST)	4	4	RURAL	DIVIDED	STATE	BUSHNELL	D	30,400	13,215	0.43	C	1,580	578	554	0.37	C	1.00%	30,400	13,889	0.46	C	1,580	607	582	0.38	C
3554140	175	180207	FDOT	40	0.25	SR 48 (MAIN ST N)	US 301/SR 35	SR 48	4	4	URBAN	UNDIVIDED	STATE	BUSHNELL	D	39,800	12,551	0.32	C	2,000	450	627	0.31	C	5.75%	39,800	16,599	0.42	C	2,000	595	829	0.41	C
3555100	80		SUMTER	45	0.54	CR 48	CITRUS COUNTY BOUNDARY	CR 575	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,600	4,814	0.56	C	450	158	239	0.53	B	1.00%	8,600	5,060	0.59	C	450	166	251	0.56	C
3555110	74		SUMTER	45	5.16	CR 48	CR 575	CR 625	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,600	5,671	0.66	C	450	283	214	0.63	C	2.75%	8,600	6,495	0.76	C	450	324	245	0.72	C
3555120	81		SUMTER	45	1.77	CR 48	CR 625	CR 616	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	6,286	0.26	B	1,200	231	320	0.27	B	2.50%	24,200	7,112	0.29	B	1,200	261	362	0.30	B
3555130	2020-105		SUMTER	45	0.48	CR 48	CR 616	CR 313	4	4	URBAN	DIVIDED	COUNTY	BUSHNELL	D	35,820	7,398	0.21	C	1,800	349	346	0.19	C	1.00%	35,820	7,775	0.22	C	1,800	367	364	0.20	C
3556100	78		SUMTER	35	2.93	CR 48	CR 469	CR 558	2	2	URBAN	UNDIVIDED	COUNTY	CENTER HILL	D	24,200	5,600	0.23	B	1,200	174	299	0.25	B	1.25%	24,200	5,959	0.25	B	1,200	185	318	0.27	B
3556110	79		SUMTER	55	0.20	CR 48	CR 558	LAKE COUNTY BOUNDARY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	4,221	0.17	B	1,200	118	231	0.19	B	2.00%	24,200	4,660	0.19	B	1,200	130	255	0.21	B
3557110	36		SUMTER	45	1.02	CR 468 (WARM SPRINGS AVE)	US 301/SR 35	CR 513	4	4	RURAL	DIVIDED	COUNTY	WILDWOOD	D	27,360	11,776	0.43	C	1,422	477	568	0.40	C	5.75%	27,360	15,574	0.57	C	1,422	631	751	0.53	C
3557120	2020-52		SUMTER	55	1.74	CR 468 (WARM SPRINGS AVE)	CR 513	CR 501	4	4	RURAL	DIVIDED	COUNTY	WILDWOOD	D	27,360	15,107	0.55	C	1,422	378	548	0.39	C	7.75%	27,360	21,941	0.80	C	1,422	549	796	0.56	C
3557130	35		SUMTER	55	2.00	CR 468	CR 501	SANDALWOOD DR	4	4	RURAL	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	28,880	24,291	0.84	C	1,501	1,092	1,078	0.73	C	2.00%	28,880	26,819	0.93	C	1,501	1,206	1,190	0.80	C
3557140	34		SUMTER	45	0.90	CR 468 (WARM SPRINGS AVE)	SANDALWOOD DR	SR 44	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	37,810	24,892	0.66	C	1,900	1,125	1,003	0.59	C	7.00%	37,810	34,912	0.92	C	1,900	1,578	1,407	0.83	C
3558110	180061	180061	FDOT	35	0.26	SR 471	CR 478 E (S)	CR 478 E (N)	2	2	URBAN	UNDIVIDED	STATE	WEBSTER	D	24,200	7,631	0.32	B	1,200	384	341	0.32	B	1.00%	24,200	8,021	0.33	B	1,200	404	358	0.34	B
3558120	181001	181001	FDOT	35	1.26	SR 471	CR 478 (N)	CR 722	2	2	URBAN	UNDIVIDED	STATE	WEBSTER	D	24,200	7,400	0.31	B	1,200	373	330	0.31	B	1.00%	24,200	7,777	0.32	B	1,200	392	347	0.33	B
3558140	181001	181001	FDOT	55	1.26	SR 471	CR 722	CR 48 E	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	24,200	7,400	0.31	B	1,200	373	330	0.31	B	1.00%	24,200	7,777	0.32	B	1,200	392	347	0.33	B
3558150	181003	181003	FDOT	55	1.01	SR 471	CR 48 E	CR 476	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	24,200	7,220	0.30	B	1,200	255	340	0.28	B	4.75%	24,200	9,106	0.38	B	1,200	322	429	0.36	B
3558170	180020	180020	FDOT	55	2.27	SR 471	SR 50	CR 721	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	6,250	0.73	C	450	315	279	0.70	C	2.75%	8,600	7,158	0.83	C	450	361	320	0.80	C
3558180	180061	180061	FDOT	55	1.01	SR 471	CR 721	CR 478A	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	24,200	7,631	0.32	B	1,200	384	341	0.32	B	1.00%	24,200	8,021	0.33	B	1,200	404	358	0.34	B
3558190	180061	180061	FDOT	35	0.50	SR 471	CR 478A	CR 478 E (S)	2	2	URBAN	UNDIVIDED	STATE	WEBSTER	D	24,200	7,631	0.32	B	1,200	384	341	0.32	B	1.00%	24,200	8,021	0.33	B	1,200	404	358	0.34	B
3559100	180204	180204	FDOT	60	2.40	SR 50	HERNANDO COUNTY BOUNDARY	CR 478A	2	4	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	7,020	0.82	C	450	274	290	0.64	C	1.00%	44,900	7,378	0.16	B	2,350	288	305	0.13	B
3559110	180021	180021	FDOT	60	1.77	SR 50	CR 478A	SR 471	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	6,890	0.80	C	450	347	308	0.77	C	1.00%	8,600	7,241	0.84	C	450	365	324	0.81	C
3560110	180118	180118	FDOT	55	6.08	SR 50	SR 471	CR 469	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	7,990	0.93	C	450	287	369	0.82	C	1.00%	8,600	8,398	0.98	C	450	302	388	0.86	C
3560120	180017	180017	FDOT	55	0.35	SR 50	CR 469	LAKE COUNTY BOUNDARY	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	10,357	1.20	D	450	521	462	1.16	D	1.00%	8,600	10,885	1.27	D	450	548	486	1.22	D
4000100	92		SUMTER	35	1.46	CR 102	US 301/SR 35	CR 101	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	1,256	0.05	B	1,200	33	89	0.07	B	5.00%	24,200	1,603	0.07	B	1,200	42	114	0.10	B
4002000	91		SUMTER	35	1.97	CR 101	WOODRIDGE DR	CR 102	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	4,597	0.19	B	1,200	316	146	0.26	B	4.25%	24,200	5,661	0.23	B	1,200	389	180	0.32	B
4008000	107	-	SUMTER	40	1.75	CR 237	CR 222	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	12,390	560	0.05	C	616	43	25	0.07	C	5.00%	12,390	715	0.06	C	616	55	32	0.09	C
4009000	109	188030	FDOT	45	0.26	MARSH BEND TRAIL / CR 501	CR 470E	CR 500	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	12,390	6,079	0.49	C	616	288	278	0.47	C	5.00%	41,930	7,759	0.19	C	2,114	368	355	0.17	C
5000000	136		SUMTER	35	0.51	BUENA VISTA BLVD	EL CAMINO REAL	MARION COUNTY BOUNDARY	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	14,555	0.50	D	1,467	706	666	0.48	D	1.00%	29,160	15,297	0.52	D	1,467	742	700	0.51	D
5000110	10		SUMTER	30	0.29	BUENOS AIRES BLVD	EL CAMINO REAL	US 27/US 441/SR 500	4	4	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	9,956	0.34	C	1,467	429	548	0.37	C	1.00%	29,160	10,464	0.36	C	1,467	451	576	0.39	C
5000300	128		SUMTER	35	0.54	EL CAMINO REAL	BUENA VISTA BLVD	ENRIQUE DR	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	15,151	0.52	D	1,467	703	770	0.52	D	1.00%	29,160	15,924	0.55	D	1,467	739	809	0.55	D
5000390	127		SUMTER	35	1.83	EL CAMINO REAL	ENRIQUE DR	BUENOS AIRES BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	16,992	0.58	D	1,467	807	827	0.56	D	1.00%	29,160	17,859	0.61	D	1,467	848	869	0.59	D
5000420	138		SUMTER	35	1.82	MORSE BLVD N	RIO GRANDE AVE	EL CAMINO REAL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	F	N/A	10,260	0.01	D	N/A	472	502	N/A	D	1.00%	N/A	10,783	N/A	E	N/A	496	528	N/A	E
5000430	137		SUMTER	35	1.00	MORSE BLVD N	CR 466	RIO GRANDE AVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	F	N/A	16,966	0.02	F	N/A	782	827	N/A	F	1.00%	N/A	17,831	N/A	F	N/A	822	869	N/A	F
5000500	151		SUMTER	25	0.32	RIO GRANDE AVE	MORSE BLVD N	LAKE COUNTY BOUNDARY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	7,804	0.75	D	525	379	418	0.80	D	1.00%	10,360	8,202	0.79	D	525	398	439	0.84	D
5000700	125		SUMTER	20	0.29	EL CAMINO REAL/PAIGE PLACE	MORSE BLVD N	LAKE COUNTY BOUNDARY	2	2	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,763	11,224	0.76	D	713	540	548	0.77	D	1.00%	14,763	11,797	0.80	D	713	568	576	0.81	D
5999990	126		SUMTER	35	0.59	EL CAMINO REAL	BUENOS AIRES BLVD	MORSE BLVD (N)	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	11,556	0.40	C	1,467	506	567	0.39	C	1.00%	29,160	12,145	0.42	C	1,467	532	596	0.41	C
6000001	154		SUMTER	55	0.22	MORSE BLVD S	SR 44	KRISTINE WAY	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	35,820	16,624	0.46	C	1,800	734	772	0.43	C	8.75%	35,820	25,286	0.71	C	1,800	1,116	1,174	0.65	C
6000002	155		SUMTER	55	1.63	MORSE BLVD S	KRISTINE WAY	HILLSBOROUGH TRL	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	35,820	19,101	0.53	C	1,800	826	929	0.52	C	5.25%	35,820	24,670	0.69	C	1,800	1,067	1,200	0.67	C
6000003	132		SUMTER	35	0.96	MORSE BLVD	HILLSBOROUGH TRL	PINELLAS PL	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	16,973	0.58	D	1,467	780	825	0.56	D	4.25%	29,160	20,900	0.72	D	1,467	960	1,016	0.69	D
6000004	133		SUMTER	35	0.36	MORSE BLVD	PINELLAS PL	CR 466A	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	17,949	0.62	D	1,467	825	888	0.61	D	1.00%	29,160	18,865	0.65	D	1,467	867	933	0.64	D
6000005	158		SUMTER	35	0.39	BUENA

Sumter County CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 AADT	2022 DAILY V/C	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR NB/EB VOLUME	2022 PEAK HOUR SB/WB VOLUME	2022 PEAK HOUR V/C	2022 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2027)	2027 AADT	2027 DAILY V/C	2027 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	2027 PEAK HOUR NB/EB VOLUME	2027 PEAK HOUR SB/WB VOLUME	2027 PEAK HOUR V/C	2027 PEAK HOUR LOS
6000065	85		SUMTER	30	0.97	CANAL ST	BONITA BLVD	ODELL CIR (N)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	6,251	0.47	C	675	287	332	0.49	C	1.50%	13,320	6,734	0.51	D	675	309	358	0.53	D
6000070	2020-198		SUMTER	35	0.76	CANAL ST	ODELL CIR N	STILLWATER TRL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	5,804	0.44	C	675	258	274	0.41	C	2.50%	13,320	6,567	0.49	C	675	292	310	0.46	C
6000080	0		NO COUNT	25	0.62	CHURCHILL DOWNS	BELEVEDERE BLVD	MORVEN PARKWAY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	-	-	-	675	-	-	-	-	-	13,320	-	-	-	675	-	-	-	-
6000085	89		SUMTER	35	2.00	NE 90TH ST (CR 100)	TERMINUS (LAKE ELLA RD)	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,362	0.32	C	525	137	162	0.31	C	7.25%	10,360	4,771	0.46	C	525	194	230	0.44	C
6000090	188040	188040	FDOT	35	0.23	LYNNHAVEN LN	CR 472	CHURCHILL DOWNS	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	1,920	0.14	C	675	164	149	0.24	C	1.00%	13,320	2,018	0.15	C	675	172	157	0.25	C
6000095	0		NO COUNT	35	0.30	LYNNHAVEN LN	CHURCHILL DOWNS	BELVEDERE BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	-	-	-	675	-	-	-	-	-	13,320	-	-	-	675	-	-	-	-
6000100	145		SUMTER	25	0.44	ODELL CIR	BUENA VISTA BLVD S	BACKWATER WAY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	6,500	0.49	C	675	296	396	0.59	D	1.00%	13,320	6,832	0.51	D	675	311	416	0.62	D
6000105	143		SUMTER	35	0.38	ODELL CIR	CANAL ST S	ARVIN LN	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	7,015	0.53	D	675	379	366	0.56	D	1.00%	13,320	7,373	0.55	D	675	398	385	0.59	D
6000110	141		SUMTER	25	0.51	ODELL CIR	MORSE BLVD N (S)	STILLWATER TRL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	6,191	0.46	C	675	278	352	0.52	D	1.00%	13,320	6,507	0.49	C	675	292	370	0.55	D
6000115	146		SUMTER	30	1.55	ODELL CIR	STILLWATER TRL	MORSE BLVD N (N)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	11,040	0.83	D	675	574	578	0.86	D	1.75%	13,320	12,040	0.90	D	675	626	630	0.93	D
6000120	140		SUMTER	30	0.31	ODELL CIR	MORSE BLVD N	CANAL ST (N)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	5,173	0.39	C	675	293	256	0.43	C	1.00%	13,320	5,437	0.41	C	675	308	269	0.46	C
6000125	139		SUMTER	30	0.36	ODELL CIR	CANAL ST	BUENA VISTA BLVD (N)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	4,669	0.35	C	675	265	268	0.40	C	1.00%	13,320	4,907	0.37	C	675	279	282	0.42	C
6000130	180		SUMTER	20	0.39	STILLWATER TRL	CANAL ST	MORSE BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	10,488	0.36	C	1,467	459	539	0.37	C	1.00%	29,160	11,023	0.38	C	1,467	482	566	0.39	C
6000135	179		SUMTER	35	0.35	STILLWATER TRL	BUENA VISTA BLVD	CANAL ST	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	10,322	0.35	C	1,467	459	516	0.35	C	1.00%	29,160	10,849	0.37	C	1,467	482	542	0.37	C
6000145	98		SUMTER	35	0.51	CR 139 (POWELL RD)	SR 44	CR 44A	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	30,780	12,446	0.40	C	1,549	482	629	0.41	C	4.50%	30,780	15,510	0.50	D	1,549	601	784	0.51	D
32230001	114		SUMTER	40	0.63	CR 673	CR 674	US 301/SR 35	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	15,700	2,532	0.16	B	820	103	125	0.15	B	3.00%	15,700	2,935	0.19	B	820	119	145	0.18	B
32531601	180088	180088	FDOT	50	5.60	US 301/SR 35	CR 542	CR 470 E (S)	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	24,200	4,850	0.20	B	1,200	244	217	0.20	B	1.00%	24,200	5,097	0.21	B	1,200	256	228	0.21	B
32531602	180001 180042	180001 180042	FDOT	55	1.36	US 301/SR 35	CR 476 (NOBLE AVE)	CR 542	2	2	URBAN	UNDIVIDED	STATE	BUSHNELL	D	14,160	4,160	0.29	C	704	210	186	0.30	C	1.00%	14,160	4,372	0.31	C	704	220	195	0.31	C
32532601	185008	185008	FDOT	40	1.28	US 301/SR 35	CR 466A (CLEVELAND AVE)	CR 462 (S)	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	30,650	0.77	C	2,000	1,249	1,093	0.62	C	7.25%	39,800	43,493	1.09	F	2,000	1,772	1,551	0.89	C
32533001	180210	180210	FDOT	45	1.26	US 301/SR 35	CR 472	CR 466	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	41,790	31,100	0.74	C	2,100	1,311	1,013	0.62	C	2.75%	41,790	35,618	0.85	C	2,100	1,501	1,160	0.71	C
32533101	180100	180100	FDOT	45	0.75	US 301/SR 35	CR 466	CR 204	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	19,580	0.49	C	2,000	1,173	729	0.59	C	1.00%	39,800	20,579	0.52	C	2,000	1,233	766	0.62	C
32533102	180100	180100	FDOT	45	1.52	US 301/SR 35	CR 204	MARION COUNTY BOUNDARY	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	19,580	0.49	C	2,000	1,173	729	0.59	C	1.00%	39,800	20,579	0.52	C	2,000	1,233	766	0.62	C
33000001	163		SUMTER	20	0.33	BUENA VISTA BLVD	BELVEDERE BLVD	TALL TREES LN	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	18,280	0.63	D	1,467	955	845	0.65	D	1.00%	29,160	19,212	0.66	D	1,467	1,004	888	0.68	D
33000002	162		SUMTER	35	0.23	BUENA VISTA BLVD	TALL TREES LN	LAUREL MANOR DR	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	18,301	0.63	D	1,467	914	814	0.62	D	1.50%	29,160	19,715	0.68	D	1,467	985	877	0.67	D
33000003	156		SUMTER	35	0.15	BUENA VISTA BLVD	LAUREL MANOR DR	CR 466	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	15,658	0.54	D	1,467	725	729	0.50	D	1.00%	29,160	16,457	0.56	D	1,467	762	766	0.52	D
35270001	188014	188014	FDOT	55	2.45	CR 470 E	US 301/SR 35	NE 50TH WAY	2	0	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	8,380	0.35	B	1,200	422	374	0.35	B	2.25%	0	9,366	-	-	0	472	418	-	-
35270002	40		SUMTER	55	1.49	CR 470 E	NE 50TH WAY	CR 501	2	0	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	24,200	15,678	0.65	C	1,200	647	465	0.54	C	5.50%	0	20,491	-	-	0	846	608	-	-
35270003	41		SUMTER	55	2.56	CR 470 E	CR 501	LAKE COUNTY BOUNDARY	2	0	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	24,200	15,563	0.64	C	1,200	691	529	0.58	C	5.50%	0	20,340	-	-	0	903	691	-	-
35281102	12		SUMTER	35	1.54	CR 44A	SR 44 W	CR 213	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	1,599	0.07	B	1,200	65	103	0.09	B	7.50%	24,200	2,296	0.09	B	1,200	93	148	0.12	B
35281103	2020-1100		WILDWOOD	35	1.13	CR 44A	CR 213	US 301/SR 35	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	24,200	16,341	0.68	C	1,200	406	725	0.60	C	8.00%	24,200	24,010	0.99	D	1,200	597	1,065	0.89	D
35281301	13	-	SUMTER	35	0.52	CR 44A	CR 139	BUENA VISTA BLVD	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	30,780	7,827	0.25	C	1,549	307	374	0.24	C	1.00%	30,780	8,226	0.27	C	1,549	323	393	0.25	C
35281302	14		SUMTER	25	2.80	CR 44A	BUENA VISTA BLVD	SR 44 (E)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	3,155	0.13	B	1,200	119	174	0.15	B	9.25%	24,200	4,910	0.20	B	1,200	185	271	0.23	B
35310001	187006	187006	SUMTER	35	0.43	CR 475 S (MAIN STREET)	SR 48 W	JUMPER DR S	4	4	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	30,780	6,470	0.21	C	1,549	326	289	0.21	C	1.00%	30,780	6,800	0.22	C	1,549	343	304	0.22	C
35310002	52		SUMTER	45	0.57	CR 475 S (MAIN STREET)	JUMPER DR S	CR 542 W	4	4	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	37,810	5,951	0.16	C	1,900	286	258	0.15	C	1.00%	37,810	6,255	0.17	C	1,900	301	271	0.16	C
35310003	51	-	CONSTRUCTION	55	1.27	CR 475 S (MAIN STREET)	CR 542 W	CR 532 W	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	5,681	0.23	B	1,200	308	223	0.26	B	2.25%	24,200	6,350	0.26	B	1,200	344	249	0.29	B
35310004	50	-	CONSTRUCTION	55	3.69	CR 475 S (MAIN STREET)	CR 532 W	CR 470 E	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	5,297	0.22	B	1,200	314	214	0.26	B	2.25%	24,200	5,920	0.24	B	1,200	351	239	0.29	B
35320001	84	188011	FDOT	55	1.60	CR 575	CR 476	CR 663	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	15,700	1,053	0.07	B	820	42	61	0.07	B	1.00%	15,700	1,107	0.07	B	820	44	64	0.08	B
35331101	29		SUMTER	45	0.75	CR 466A	CR 462/CR 139	CR 133 (NE 57TH Dr)	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	37,810	26,935	0.71	C	1,900	1,095	1,277	0.67	C	4.50%	37,810	33,566	0.89	C	1,900	1,365	1,591	0.84	C
35331102	30		SUMTER	45	0.68	CR 466A	CR 133 (NE 57TH DR)	BUENA VISTA BLVD	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	37,810	28,605	0.76	C	1,900	1,270	1,305	0.69	C	3.75%	37,810	34,386	0.91	C	1,900	1,527	1,569	0.83	C
35331103	31		ADJACENT	45	1.07	CR 466A	BUENA VISTA BLVD	CANAL ST	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	37,810	19,155	0.51	C	1,900	879	858	0.46	C	1.00%	37,810	20,132	0.53	C	1,900	924	902	0.49	C
35331104	31		SUMTER	45	1.07	CR 466A	CANAL ST	MORSE BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	37,810	19,155	0.51	C	1,900	879	858	0.46	C	1.00%	37,810	20,132	0.53	C	1,900	924	902	0.49	C
35331105	32	187031	SUMTER	45	0.61	CR 466A	MORSE BLVD	LAKE COUNTY BOUNDARY	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	37,810	21,232	0.56	C	1,900	785	1,026	0.54	C	1.00%	37,810	22,315	0.59	C	1,900	825	1,078	0.57	C
35371401	2020-25		SUMTER	45	0.25	CR 466	CR 105	CR 103	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	35,820	20,116	0.56	C	1,800	848	1,000	0.56	C	1.00%	35,820	21,142	0.59	C	1,800	891	1,051	0.58	C
35380001	58		SUMTER	45	1.55	CR 476B	SW 95TH AVE	CR 476 W	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	18,000	2,299	0.13	B	890	141	70	0.16	B	1.00%	18,000	2,416	0.13	B	890	148	74	0.17	B
35411002	187003	187003	FDOT	45	1.14	CR 462	CR 121	CR 134	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	F	N/A	11,070	0.01	B	N/A	528	468	N/A	B	5.75%	N/A	14,640	N/A	C	N/A	698	619	N/A	C
35411003	20		SUMTER	45	0.50	CR 462	CR 134	CR 466A	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	F	N/A	13,377	0.01	C	N/A	733	433	N/A	C	4.50%	N/A	16,670	N/A	C	N/A	913	540	N/A	D
35411101	2020-12	-	SUMTER	35	0.85	CR 462	CR 131	CR 121	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	F	N/A	14,230	0.01	C	N/A	2,265	2,671	N/A	F	5.00%	N/A	18,161	N/A	D	N/A	2,891	3,409	N/A	F
35431101	2020-800		WILDWOOD	35	0.93	CR 472	CR 117	LYNN HAVEN LN	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,060	7,718	0.55	D	713	271	372	0.52	D	4.75%	14,060	9,733	0.69	D	713	342	469	0.66	D
35431102	47		SUMTER	35	0.82	CR 472	LYNN HAVEN LN	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	7,136	0.54	D	675	278	365	0.54	D	2.75%	13,320	8,173	0.61	D	675	318	418	0.62	D
35480001	180197	180197	FDOT	60	16.73	SR 471	POLK COUNTY BOUNDARY	SR 50	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	4,080	0.47	B	450	156	170	0.38	B	4.25%	8,600	5,024	0.58	C	450	192	209	0.46	B
35501001	42		SUMTER	35	1.78	CR 470 N	CR 479	SR 93/I-75	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	8,454	0.35	B	1,200	494	249	0.41	B	1.00%	24,200	8,885	0.37	B	1,200	519	262	0.43	B
35511201	180201	180201	FDOT	45	0.63	SR 44	CR 139	BUENA VISTA BLVD	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	41,790	17,810	0.43	C	2,100	692	941	0.45	C	1.00%	41,790	18,718	0.45	C	2,100	727	989	0.47	C
35511202	180005	180005	FDOT	55	2.94	SR 44	BUENA VISTA BLVD	CR 468	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	41,790	21,620	0.52	C	2,100	1,031	915	0.49	C	1.50%	41,790	23,291	0.56	C	2,100	1,111	986	0.53	C
35541001	82		SUMTER	45	0.18	CR 48 (FLORIDA ST)	CR 313	SR 93/I-75	4	4	URBAN	DIVIDED	COUNTY	BUSHNELL	D	37,810	18,941	0.50	C	1,900	641	628	0.34	C	6.25%	37,810	25,648	0.68	C	1,900	868	850	0.46	C
35541002	173	180016	SUMTER	40	0.32	SR 48 (CR 48 W)	SR 93/I-75	CR 609	4	4	RURAL	DIVIDED	STATE	BUSHNELL	D	31,920	17,514	0.55	C	1,659	650	696	0.42	C	3.50%	31,920	20,801	0.65	C	1,659	772	827	0.50	C
35581601	180089	180089	FDOT	55	6.29	SR 471	CR 476	US 301/SR 35	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	24,200	5,400	0.22	B	1,200	272	241	0.23	B	1.00%	24,200	5,675	0.23	B	1,200	286	253	0.24	B
40010001	2020-278		SUMTER	35	0.24	CR 103	CR 466 E	WOODRIDGE DR	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	30,780	3,485	0.11	C	1,549	154	188	0.12	C	2.25%	30,780	3,895	0.13	C	1,549	172	210	0.14	C
40090001	108		SUMTER	55	2.43	MARSH BEND TRAIL / CR 501	CR 500	CORBIN TRL	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	24,200	11,703	0.48	C	1,200	516	474	0.43	B	8.25%	59,900	17,395	0.29	C	3,020	767	705	0.25	C
40090002	108		ADJACENT	55	0.48	MARSH BEND TRAIL / CR 501	CORBIN TRL	CR 468 (WARM SPRINGS AVE)	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	35,820	11,703	0.33	C	1,800	516	474	0.29	C	8.25%	35,820	17,395	0.49	C	1,800	767	705	0.43	C
40090003	131		SUMTER	25	1.20	MARSH BEND TRAIL	CR 468 (WARM SPRINGS AVE)	DUNHAM DR	2	2	URBAN	DIVIDED	COUNTY	WILDWOOD	D	14,763	7,639	0.52	D	713	368	433	0.61	D	5.00%	14,763	9,750	0.66	D	713	470	553	0.78	D
50000101	135		SUMTER	35	0.49	BUENA VISTA BLVD	CR 466	SADDLEBROOK LN	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	17,841	0.61	D	1,467	765	810	0.55	D	1.00%	29,160	18,751	0.64	D	1,467	804	851	0.58	D
50000102	134		SUMTER	35	1.39	BUENA VISTA BLVD	SADDLEBROOK LN	EL CAMINO REAL	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	19,234	0.66	D	1,467	855	890	0.61	D	1.00%	29,160	20,215	0.69	D	1,467	899	935	0.64	D
59999951	171		SUMTER	35	0.50	MORSE BLVD N	CR 466A	ODELL CIR S. END	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	23,375	0.80	D	1,467	1,080	1,128	0.77	D	1.00%	29,160	24,567	0.84	D	1,467	1,135	1,186	0.81	D
59999952	161		SUMTER	35	0.54	MORSE BLVD N	ODELL CIR S. END	BONITA BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	15,263	0.52	D	1,467	721	729	0.50	D	1.00%	29,160	16,042	0.55	D	1,467	758	766	0.52	D
59999953	170		SUMTER	35	1.12	MORSE BLVD N	BONITA BLVD	ODELL CIR N. END	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	12,929	0.44	C	1,467	609	550	0.42	C	1.00%	29,160	13,589	0.47	D	1,467	640	578	0.44	C
59999954	160		SUMTER	35	0.86	MORSE BLVD N	ODELL CIR N. END	STILLWATER TRL	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	15,312	0.53	D	1,467	745	646	0.51	D	1.00%	29,160	16,093	0.55	D	1,467	783	679	0.53	D
59999955	159		SUMTER	35	0.98	MORSE BLVD N	STILLWATER TRL	CR 466	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	23,474	0.81	D	1,467	1,105	1,082	0.75	D	1.00%	29,160	24,671	0.85	D	1,467	1,161	1,137	0.79	D
60000051	169		SUMTER	35	0.42	BUENA VISTA BLVD	ST. CHARLES PL	ODELL CIR S. END	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	15,651	0.54	D	1,467	735	773	0.53	D	1.00%	29,160	16,449	0.56	D	1,467	772	812	0.55	D
60000052	168		SUMTER	35	0.68	BUENA VISTA BLVD	ODELL CIR S. END	BONITA BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	12,583	0.43	C	1,467	617	640	0.44	C	1.00%	29,160	13,225	0.45	D	1,467	648	673	0.46	D
60000053	157		SUMTER	35	0.94	BUENA VISTA BLVD	BONITA BLVD	ODELL CIR N. END	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	13,597	0.47	D	1,467	683	702	0.48	D	1.00%	29,160	14,291	0.49	D	1,467	718	738	0.50	D
60000054	167		SUMTER	35	0.61	BUENA VISTA BLVD	ODELL CIR N. END	STILLWATER TRL	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	21,217	0.73	D	1,467	1,033	1,071	0.73	D	1.00%	29,160	22,299	0.76	D	1,467	1,086	1,126	0.77	D
60000055	166		SUMTER	35	0.58	BUENA VISTA BLVD	STILLWATER TRL	TEMBERRY FOREST DR	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	17,165	0.59	D	1,467	856	909	0.62	D	1.00%	29,160	18,041	0.62	D	1,467	900	955	0.65	D
60000056	165		SUMTER	35	0.93	BUENA VISTA BLVD	TEMBERRY FOREST DR	C-472 (RAINEY TRL)	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	20,459	0.70	D	1,467	988	998	0.68	D	1.00%	29,160	21,503	0.74	D	1,467	1,038	1,049	0.72	D
60000201	0		NO COUNT	30	0.12	MARIPOSA WAY	500 FT SOUTH MARIPOSA WAY	MORSE BLVD N	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	-	-	-	675	-	-	-	-	-	13,320	-	-	-	675	-	-	-	-
60000801	188037	188037	FDOT	25	1.12	CHURCHILL DOWNS	MORVEN PARKWAY	LYNNHAVEN LN	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	1,120	0.08	C	675	83	86	0.13	C	1.00%	13,320	1,177	0.09	C	675	87	90	0.13	C
60001001	144		SUMTER	30	0.38	ODELL CIR	BACKWATER WAY	CANAL ST S	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	6,792	0.51	D	675	346	366	0.54	D	1.00%	13,320	7,138	0.54	D	675	364	385	0.57	D
60001051	142		SUMTER	25	0.52	ODELL CIR	ARVIN LN	MORSE BLVD N (S)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	7,857	0.59	D	675	441	364	0.65	D	1.00%	13,320	8,258	0.62	D	675	463	383	0.69	D
355113021	180005	180005	WILDWOOD	55	1.26	SR 44	CR 468	LAKE COUNTY BOUNDARY	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	39,800	21,620	0.54	C	2,000	1,031	915	0.52	C	1.50%	39,800	23,291	0.59	C	2,000	1,111	986	0.56	C
400100012	93		SUMTER	35	2.01	CR 103	WOODRIDGE DR	CR 102	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	3,938	0.38	C	525	192	179	0.37	C	2.75%	10,360	4,510	0.44	C	525	220	205	0.42	C

APPENDIX B

Turning Movement County, Signal Timing Plans, Peak Season Report

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 466A	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	12/12/23
		COUNT PERIODS:			

ALL VEHICLES / ALL MOVEMENTS

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

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 466A	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	12/12/23
		COUNT PERIODS:			

HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	1	3	2	1	7	0	0	3	0	0	3	10	0	5	1	0	0	6	0	2	1	1	0	4	10	20
7:15 AM	0	0	1	2	1	4	0	0	0	1	0	1	5	0	0	2	1	0	3	0	4	3	0	0	7	10	15
7:30 AM	0	2	3	1	0	6	0	2	2	0	0	4	10	0	1	1	0	0	2	0	1	0	0	0	1	3	13
7:45 AM	0	0	3	0	0	3	0	1	5	2	0	8	11	0	2	5	1	0	8	0	2	2	2	2	8	16	27
Total	**0**	**3**	**10**	**5**	**2**	**20**	**0**	**3**	**10**	**3**	**0**	**16**	**36**	**0**	**8**	**9**	**2**	**0**	**19**	**0**	**9**	**6**	**3**	**2**	**20**	**39**	**75**
8:00 AM	0	2	0	2	3	7	0	1	3	0	0	4	11	0	1	3	1	0	5	0	2	2	0	0	4	9	20
8:15 AM	0	1	2	0	0	3	0	3	4	2	0	9	12	0	2	3	0	0	5	0	3	3	1	0	7	12	24
8:30 AM	0	0	3	1	2	6	0	2	4	0	0	6	12	0	4	4	0	0	8	0	1	2	0	0	3	11	23
8:45 AM	0	1	4	2	0	7	0	1	4	2	0	7	14	0	5	5	2	0	12	0	3	2	0	1	6	18	32
Total	**0**	**4**	**9**	**5**	**5**	**23**	**0**	**7**	**15**	**4**	**0**	**26**	**49**	**0**	**12**	**15**	**3**	**0**	**30**	**0**	**9**	**9**	**1**	**1**	**20**	**50**	**99**
4:00 PM	0	1	1	1	0	3	0	0	1	0	0	1	4	0	0	3	0	0	3	0	0	0	1	0	1	4	8
4:15 PM	0	0	1	0	2	3	0	0	1	0	0	1	4	0	0	2	0	0	2	0	0	3	0	0	3	5	9
4:30 PM	0	0	5	0	0	5	0	0	2	1	0	3	8	0	2	0	1	0	3	0	1	0	2	0	3	6	14
4:45 PM	0	0	4	0	0	4	0	0	1	0	0	1	5	0	3	1	1	0	5	0	0	0	0	0	0	5	10
Total	**0**	**1**	**11**	**1**	**2**	**15**	**0**	**0**	**5**	**1**	**0**	**6**	**21**	**0**	**5**	**6**	**2**	**0**	**13**	**0**	**1**	**3**	**3**	**0**	**7**	**20**	**41**
5:00 PM	0	0	0	1	0	1	0	0	2	0	0	2	3	0	0	1	0	0	1	0	0	4	1	0	5	6	9
5:15 PM	0	0	1	0	0	1	0	1	1	0	0	2	3	0	1	0	0	0	1	0	2	1	0	0	3	4	7
5:30 PM	0	0	2	1	0	3	0	2	0	0	0	2	5	0	0	1	0	0	1	0	0	2	0	1	3	4	9
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	1	0	1	1	0	1	3	4	5
Total	**0**	**0**	**3**	**2**	**0**	**5**	**0**	**4**	**3**	**0**	**0**	**7**	**12**	**0**	**1**	**3**	**0**	**0**	**4**	**0**	**3**	**8**	**1**	**2**	**14**	**18**	**30**

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

SECTION	64294.01	**CITY**	Wildwood
STATE ROUTE	CR 139-Powell Road	**INTERSECTING ROUTE**	CR 466A
OBSERVER	VHB	**DATE OF COUNT**	1/0/00
COUNTY	Sumter	**WEATHER**	Good
MILEPOST	3.982	**COMPLETED BY**	VV
COUNT HOURS		**DATE**	12/12/23

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

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

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road

CR 466A
EAST APPROACH

CR 139-Powell Road
SOUTH APPROACH

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

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

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 142	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	11/29/23
		COUNT PERIODS:			

ALL VEHICLES / ALL MOVEMENTS

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

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 142	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	11/29/23
		COUNT PERIODS:			

HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	1	5	1	0	7	0	0	8	0	0	8	15	0	1	0	0	0	1	0	0	0	0	0	0	1	16
7:15 AM	0	0	3	0	0	3	0	0	8	0	0	8	11	0	1	0	0	0	1	0	0	0	0	0	0	1	12
7:30 AM	0	0	6	0	0	6	0	0	3	0	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:45 AM	0	0	4	0	0	4	0	0	8	0	0	8	12	0	0	0	0	0	0	0	2	0	0	0	2	2	14
Total	**0**	**1**	**18**	**1**	**0**	**20**	**0**	**0**	**27**	**0**	**0**	**27**	**47**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**2**	**4**	**51**
8:00 AM	0	0	4	0	0	4	0	0	6	0	0	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:15 AM	0	0	3	0	0	3	0	0	3	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:30 AM	1	0	4	0	0	5	0	0	3	1	0	4	9	0	1	0	0	0	1	0	0	0	0	0	0	1	10
8:45 AM	0	1	7	0	0	8	0	0	4	0	0	4	12	0	1	0	1	0	2	0	0	0	0	0	0	2	14
Total	**1**	**1**	**18**	**0**	**0**	**20**	**0**	**0**	**16**	**1**	**0**	**17**	**37**	**0**	**2**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**40**
4:00 PM	0	0	1	0	0	1	0	0	4	0	0	4	5	0	0	0	1	0	1	0	0	0	0	0	0	1	6
4:15 PM	0	0	2	0	0	2	0	0	4	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:30 PM	0	0	3	0	0	3	0	0	3	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:45 PM	0	0	9	0	0	9	0	0	2	0	0	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	**0**	**0**	**15**	**0**	**0**	**15**	**0**	**0**	**13**	**0**	**0**	**13**	**28**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**29**
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	1	0	0	2	0	0	3	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	0	1	0	0	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	1	0	0	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	**0**	**1**	**3**	**0**	**0**	**4**	**0**	**0**	**6**	**0**	**0**	**6**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

SECTION	64294.01	**CITY**	Wildwood
STATE ROUTE	CR 139-Powell Road	**INTERSECTING ROUTE**	CR 142
OBSERVER	VHB	**DATE OF COUNT**	1/0/00
COUNTY	Sumter	**WEATHER**	Good
MILEPOST	3.982	**COMPLETED BY**	VV
COUNT HOURS		**DATE**	11/29/23

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

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

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road

CR 142
EAST APPROACH

CR 139-Powell Road
SOUTH APPROACH

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

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

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 144 Huey St	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	11/29/23
		COUNT PERIODS:			

ALL VEHICLES / ALL MOVEMENTS

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

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 144 Huey St	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	11/29/23
		COUNT PERIODS:			

HEAVY VEHICLES (TRUCKS + BUSSES)

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

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

SECTION	64294.01	**CITY**	Wildwood
STATE ROUTE	CR 139-Powell Road	**INTERSECTING ROUTE**	CR 144 Huey St
OBSERVER	VHB	**DATE OF COUNT**	1/0/00
COUNTY	Sumter	**WEATHER**	Good
MILEPOST	3.982	**COMPLETED BY**	VV
COUNT HOURS		**DATE**	11/29/23

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

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

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road

CR 144 Huey St
EAST APPROACH

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

CR 139-Powell Road
SOUTH APPROACH

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

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 44A	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	12/19/23
		COUNT PERIODS:			

ALL VEHICLES / ALL MOVEMENTS

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

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 44A	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	12/19/23
		COUNT PERIODS:			

HEAVY VEHICLES (TRUCKS + BUSSES)

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

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

SECTION	64294.01	**CITY**	Wildwood
STATE ROUTE	CR 139-Powell Road	**INTERSECTING ROUTE**	CR 44A
OBSERVER	VHB	**DATE OF COUNT**	1/0/00
COUNTY	Sumter	**WEATHER**	Good
MILEPOST	3.982	**COMPLETED BY**	VV
COUNT HOURS		**DATE**	12/19/23

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

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

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road

CR 44A
EAST APPROACH

CR 139-Powell Road
SOUTH APPROACH

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

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

VEHICLE TURNING MOVEMENT COUNT

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

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	0	80	3	0	83	0	0	167	0	0	167	250	0	0	0	0	0	0	0	0	0	6	0	6	6	256
7:15 AM	0	0	96	4	0	100	0	0	168	0	0	168	268	0	0	0	0	0	0	0	0	0	13	0	13	13	281
7:30 AM	0	0	139	8	0	147	0	0	180	0	0	180	327	0	0	0	0	0	0	0	0	0	10	0	10	10	337
7:45 AM	0	0	145	3	0	148	0	0	177	0	0	177	325	0	0	0	0	0	0	0	0	0	7	0	7	7	332
Total	**0**	**0**	**460**	**18**	**0**	**478**	**0**	**0**	**692**	**0**	**0**	**692**	**1,170**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**0**	**36**	**36**	**1,206**
8:00 AM	0	0	127	6	0	133	0	0	161	0	0	161	294	0	0	0	0	0	0	0	0	0	6	0	6	6	300
8:15 AM	0	0	112	3	0	115	0	0	150	0	0	150	265	0	0	0	0	0	0	0	0	0	5	0	5	5	270
8:30 AM	0	0	145	1	0	146	0	0	154	0	0	154	300	0	0	0	0	0	0	0	0	0	4	0	4	4	304
8:45 AM	0	0	147	0	0	147	0	0	160	0	0	160	307	0	0	0	0	0	0	0	0	0	3	0	3	3	310
Total	**0**	**0**	**531**	**10**	**0**	**541**	**0**	**0**	**625**	**0**	**0**	**625**	**1,166**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**18**	**18**	**1,184**
4:00 PM	0	0	204	7	0	211	0	0	167	0	0	167	378	0	0	0	0	0	0	0	0	0	2	0	2	2	380
4:15 PM	0	0	211	9	0	220	0	0	149	0	0	149	369	0	0	0	0	0	0	0	0	0	6	0	6	6	375
4:30 PM	0	0	200	9	0	209	0	0	166	0	0	166	375	0	0	0	0	0	0	0	0	0	7	0	7	7	382
4:45 PM	0	0	195	5	0	200	0	0	146	0	0	146	346	0	0	0	0	0	0	0	0	0	6	0	6	6	352
Total	**0**	**0**	**810**	**30**	**0**	**840**	**0**	**0**	**628**	**0**	**0**	**628**	**1,468**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**21**	**21**	**1,489**
5:00 PM	0	0	255	10	0	265	0	0	135	0	0	135	400	0	0	0	0	0	0	0	0	0	3	0	3	3	403
5:15 PM	0	0	207	6	0	213	0	0	142	0	0	142	355	0	0	0	0	0	0	0	0	0	6	0	6	6	361
5:30 PM	0	0	176	11	0	187	0	0	155	0	0	155	342	0	0	0	0	0	0	0	0	0	5	0	5	5	347
5:45 PM	0	0	115	6	0	121	0	0	136	0	0	136	257	0	0	0	0	0	0	0	0	0	5	0	5	5	262
Total	**0**	**0**	**753**	**33**	**0**	**786**	**0**	**0**	**568**	**0**	**0**	**568**	**1,354**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**19**	**19**	**1,373**
AM	0	0	507	21	0	528	0	0	686	0	0	686	1214	0	0	0	0	0	0	0	0	0	36	0	36	36	0.9272997
AM Truck	0	0	18	0	0	18	0	0	27	0	0	27	45	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Truck %	0.0%	0.0%	3.6%	0.0%	0.0%	3.4%	0.0%	0.0%	3.9%	0.0%	0.0%	3.9%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
PM	0	0	861	33	0	894	0	0	596	0	0	596	1490	0	0	0	0	0	0	0	0	0	22	0	22	22	0.9379653
PM Truck	0	0	14	1	0	15	0	0	9	0	0	9	24	0	0	0	0	0	0	0	0	0	1	0	1	1	
PM Truck %	0.0%	0.0%	1.6%	3.0%	0.0%	1.7%	0.0%	0.0%	1.5%	0.0%	0.0%	1.5%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	0.0%	4.5%	4.5%	

VEHICLE TURNING MOVEMENT COUNT

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

HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	0	6	0	0	6	0	0	8	0	0	8	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7:15 AM	0	0	4	0	0	4	0	0	8	0	0	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:30 AM	0	0	6	0	0	6	0	0	5	0	0	5	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
7:45 AM	0	0	2	0	0	2	0	0	9	0	0	9	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	**0**	**0**	**18**	**0**	**0**	**18**	**0**	**0**	**30**	**0**	**0**	**30**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48**
8:00 AM	0	0	6	0	0	6	0	0	5	0	0	5	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
8:15 AM	0	0	3	0	0	3	0	0	4	0	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:30 AM	0	0	10	0	0	10	0	0	7	0	0	7	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
8:45 AM	0	0	12	0	0	12	0	0	6	0	0	6	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
Total	**0**	**0**	**31**	**0**	**0**	**31**	**0**	**0**	**22**	**0**	**0**	**22**	**53**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53**
4:00 PM	0	0	2	0	0	2	0	0	4	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:15 PM	0	0	4	0	0	4	0	0	3	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:30 PM	0	0	3	1	0	4	0	0	3	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:45 PM	0	0	6	0	0	6	0	0	2	0	0	2	8	0	0	0	0	0	0	0	0	0	1	0	1	1	9
Total	**0**	**0**	**15**	**1**	**0**	**16**	**0**	**0**	**12**	**0**	**0**	**12**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**29**
5:00 PM	0	0	1	0	0	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	1	0	0	1	0	0	3	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	1	0	0	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	**0**	**0**	**3**	**0**	**0**	**3**	**0**	**0**	**6**	**0**	**0**	**6**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

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

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

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

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road



Project Entrance
EAST APPROACH

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

CR 139-Powell Road
SOUTH APPROACH

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

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

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

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT						ADT (+/-) Change	A.M. Peak Hour						P.M. Peak Hour					
					2017	2018	2019	2020	2021	2022		Time	Total	NB/EB	SB/WB	K	D	Time	Total	NB/EB	SB/WB	K	D
52	S C 475	100' South of CR 542	02/17/22	24-HR	6000	5396	3502	5130	-	**5951**	**16%**	11:00 AM	456	228	228	0.08	0.50	3:30 PM	544	286	258	0.09	0.53
53	C 476A (Dr Martin Luther King Jr Ave)	W of S Justice St	02/24/22	24-HR	-	-	-	-	-	**849**	**-**	7:45 AM	67	32	35	0.08	0.52	6:15 PM	88	45	43	0.10	0.51
54	W C 476 (W Seminole Ave)	W of S Roland St	02/17/22	24-HR	4919	4325	4545	5216	-	**5832**	**12%**	7:00 AM	433	234	199	0.07	0.54	4:15 PM	575	220	355	0.10	0.62
55	E C 476 (E Noble Ave)	E of Flanner Ave	02/10/22	24-HR	2806	2448	2528	2877	-	**3187**	**11%**	7:30 AM	288	99	189	0.09	0.66	4:00 PM	337	175	162	0.11	0.52
56	W C 476	W of CR 616	02/17/22	24-HR	4705	4871	4955	4962	-	**5802**	**17%**	7:00 AM	382	264	118	0.07	0.69	4:30 PM	513	186	327	0.09	0.64
57	C 476A (S Jasper St)	2000' S of E C 476	03/15/22	24-HR	623	-	-	611	-	**390**	**-36%**	7:45 AM	31	20	11	0.08	0.65	3:45 PM	46	23	23	0.12	0.50
58	C 476B	1500' N of SW 95th Ave	03/15/22	24-HR	2037	1934	1942	1817	-	**2299**	**27%**	7:00 AM	195	74	121	0.08	0.62	4:00 PM	211	141	70	0.09	0.67
59	E C 476	500' E of C 476A (S Jasper St)	02/10/22	24-HR	2595	-	-	-	-	**2755**	**-**	7:30 AM	255	91	164	0.09	0.64	4:00 PM	290	147	143	0.11	0.51
60	W C 476	500' W of C 575	02/17/22	24-HR	3145	3848	3753	4308	-	**5028**	**17%**	9:15 AM	331	167	164	0.07	0.50	4:00 PM	418	168	250	0.08	0.60
61	W C 476	100' W of C 476B	02/17/22	24-HR	4393	4360	4710	4598	-	**5905**	**28%**	9:45 AM	388	197	191	0.07	0.51	4:30 PM	490	180	310	0.08	0.63
62	W C 476	100' E of C 476B	02/17/22	24-HR	4897	4227	4353	4192	-	**5405**	**29%**	8:30 AM	353	182	171	0.07	0.52	4:30 PM	463	173	290	0.09	0.63
63	W C 476	500' W of CR 603	02/17/22	24-HR	5058	4657	4730	5421	-	**5572**	**3%**	7:00 AM	458	286	172	0.08	0.62	4:00 PM	551	223	328	0.10	0.60
64	C 478A	500' W of SR 471	02/17/22	24-HR	756	731	755	680	-	**801**	**18%**	7:00 AM	81	57	24	0.10	0.70	5:30 PM	86	34	52	0.11	0.60
65	CR 647	100' N of W C 476	02/17/22	24-HR	-	-	-	-	-	**658**	**-**	10:15 AM	47	16	31	0.07	0.66	5:00 PM	60	40	20	0.09	0.67
66	E C 478	1 Mi S of E C 48	02/10/22	24-HR	1124	943	1021	1016	-	**1224**	**20%**	6:45 AM	112	64	48	0.09	0.57	4:45 PM	119	38	81	0.10	0.68
67	E C 478	200' E of NE 9th St	03/15/22	24-HR	1779	1584	1596	1539	-	**2048**	**33%**	7:15 AM	147	71	76	0.07	0.52	5:00 PM	192	95	97	0.09	0.51
68	C 478A	200' W of CR 755	02/24/22	24-HR	-	-	-	-	-	**375**	**-**	6:45 AM	37	13	24	0.10	0.65	3:15 PM	53	35	18	0.14	0.66
69	CR 614	500' S of W C 476	03/15/22	24-HR	1768	1600	1779	1752	-	**685**	**-61%**	7:15 AM	57	42	15	0.08	0.74	4:15 PM	82	30	52	0.12	0.63
70	W C 478	1 Mile E of US 301	02/17/22	24-HR	2662	2109	2092	2146	-	**2816**	**31%**	7:15 AM	224	117	107	0.08	0.52	4:00 PM	247	119	128	0.09	0.52
71	E C 48 (N Florida St)	S of E Joe P Strickland Jr Ave	02/10/22	24-HR	4014	3543	3545	3758	-	**3626**	**-4%**	8:00 AM	287	200	87	0.08	0.70	4:30 PM	383	164	219	0.11	0.57
72	E C 48	E of S Justice St	02/10/22	24-HR	7189	6475	7150	7721	-	**8713**	**13%**	7:45 AM	657	252	405	0.08	0.62	4:15 PM	848	388	460	0.10	0.54
73	E C 48	E of SE 26th Dr	02/10/22	24-HR	5699	5490	5666	5962	-	**7301**	**22%**	7:00 AM	577	287	290	0.08	0.50	4:15 PM	654	308	346	0.09	0.53
74	W C 48	W of CR 625	02/17/22	24-HR	4494	4167	4222	4153	-	**5671**	**37%**	10:45 AM	365	207	158	0.06	0.57	1:30 PM	497	283	214	0.09	0.57
75	E C 48	500' W of CR 747	02/10/22	24-HR	6857	6162	6667	7088	-	**8341**	**18%**	7:45 AM	641	249	392	0.08	0.61	4:00 PM	791	339	452	0.09	0.57
76	E C 48	300' E of CR 747	02/10/22	24-HR	5673	5172	5767	6024	-	**7340**	**22%**	7:00 AM	571	255	316	0.08	0.55	4:15 PM	646	310	336	0.09	0.52
77	E C 48	300' W of Old RR Tracks (W Jefferson St)	02/10/22	24-HR	6084	5709	6051	6211	-	**8608**	**39%**	6:30 AM	653	338	315	0.08	0.52	4:15 PM	731	350	381	0.08	0.52
78	E C 48	500' W of CR 702	02/10/22	24-HR	3825	4221	4023	3775	-	**5600**	**48%**	7:00 AM	479	290	189	0.09	0.61	4:00 PM	473	174	299	0.08	0.63
79	E C 48	50' NE of CR 558	02/10/22	24-HR	2775	3105	4303	3422	-	**4221**	**23%**	6:45 AM	353	222	131	0.08	0.63	4:45 PM	349	118	231	0.08	0.66
80	W C 48	100' W of C 575	02/17/22	24-HR	3970	3864	3792	3458	-	**4814**	**39%**	10:45 AM	336	179	157	0.07	0.53	4:30 PM	397	158	239	0.08	0.60
81	W C 48	400' W of CR 616	02/17/22	24-HR	5632	5344	5407	5778	-	**6286**	**9%**	10:45 AM	451	249	202	0.07	0.55	4:15 PM	551	231	320	0.09	0.58
82	W C 48	150' E of CR 313	02/17/22	24-HR	8657	11082	10439	12396	-	**18941**	**53%**	11:00 AM	1221	607	614	0.06	0.50	1:30 PM	1269	641	628	0.07	0.51
83	C 575	1.5 Mi S of W C 48	02/17/22	24-HR	632	581	690	639	-	**836**	**31%**	7:00 AM	62	32	30	0.07	0.52	4:15 PM	79	36	43	0.09	0.54
84	C 575	300' N of W C 476	02/17/22	24-HR	-	-	-	-	-	**1053**	**-**	7:45 AM	77	24	53	0.07	0.69	12:30 PM	103	42	61	0.10	0.59
85	Canal St	200' S of Odell Cir (North End)	01/20/22	24-HR	8103	6839	5629	7158	-	**6251**	**-13%**	11:00 AM	577	298	279	0.09	0.52	1:15 PM	619	287	332	0.10	0.54
86	Canal St	200' N of Odell Cir (South End)	02/03/22	24-HR	5298	4767	5199	5049	-	**4881**	**-3%**	11:00 AM	453	230	223	0.09	0.51	12:45 PM	468	235	233	0.10	0.50
87	Canal St	200' S of Odell Cir (South End)	02/03/22	24-HR	4211	3684	3571	3582	-	**4010**	**12%**	10:30 AM	378	196	182	0.09	0.52	12:00 PM	416	214	202	0.10	0.51
88	Charlotte Ct	N of Hillsborough Trl	02/03/22	24-HR	2915	3056	3218	3710	-	**3349**	**-10%**	10:45 AM	322	147	175	0.10	0.54	12:00 PM	334	153	181	0.10	0.54
89	CR 100	150' S of E C 466	01/13/22	24-HR	1575	1874	2080	2478	-	**3362**	**36%**	7:00 AM	285	188	97	0.08	0.66	3:15 PM	299	137	162	0.09	0.54
90	CR 101	100' S of Woodridge Dr	01/13/22	24-HR	7814	7448	7772	8107	-	**7098**	**-12%**	7:00 AM	573	152	421	0.08	0.73	2:30 PM	693	376	317	0.10	0.54
91	CR 101	600' N of Woodridge Dr	01/13/22	24-HR	4282	3861	4198	4656	-	**4597**	**-1%**	7:00 AM	527	148	379	0.11	0.72	4:45 PM	462	316	146	0.10	0.68
92	CR 102	W of CR 103	01/13/22	24-HR	1156	1076	1324	1440	-	**1256**	**-13%**	7:00 AM	198	149	49	0.16	0.75	4:30 PM	122	33	89	0.10	0.73
93	CR 103	200' N of Woodridge Dr	01/13/22	24-HR	3516	3422	3720	3873	-	**3938**	**2%**	6:45 AM	427	139	288	0.11	0.67	2:45 PM	371	192	179	0.09	0.52
94	CR 104	W of CR 103	01/13/22	24-HR	2655	2437	2928	3387	-	**3208**	**-5%**	7:00 AM	439	350	89	0.14	0.80	4:45 PM	350	108	242	0.11	0.69
95	CR 117	100' South of C 472	01/20/22	24-HR	-	-	-	-	-	**2964**	**-**	7:00 AM	288	133	155	0.10	0.54	4:45 PM	303	156	147	0.10	0.51
96	CR 121	S of CR 128	01/20/22	24-HR	3085	2772	3366	3583	-	**4174**	**16%**	7:15 AM	378	89	289	0.09	0.76	4:30 PM	412	257	155	0.10	0.62
97	CR 139 (Powell Rd)	S of C 466A	01/27/22	24-HR	10599	11485	13419	15097	-	**17456**	**16%**	11:00 AM	1428	774	654	0.08	0.54	4:30 PM	1535	938	597	0.09	0.61
98	C 139 (Powell Rd)	N of SR 44	02/10/22	24-HR	9551	9937	10667	12273	-	**12446**	**1%**	11:00 AM	1102	491	611	0.09	0.55	3:45 PM	1111	482	629	0.09	0.57
99	CR 156	E of CR 181	01/27/22	24-HR	-	-	-	-	-	**1396**	**-**	7:15 AM	138	104	34	0.10	0.75	4:45 PM	116	59	57	0.08	0.51
100	CR 209	S of E C 466	01/27/22	24-HR	-	-	-	-	-	**2491**	**-**	7:00 AM	219	76	143	0.09	0.65	5:00 PM	486	266	220	0.20	0.55
101	CR 209	N of CR 222	01/27/22	24-HR	-	-	-	-	-	**1363**	**-**	7:00 AM	157	71	86	0.12	0.55	4:45 PM	189	109	80	0.14	0.58

EAGLE EPAC TIMING SHEET

CONTROLLER SETTINGS

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

COORDINATION SETTINGS

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

5018

INTERSECTION: CR44A & Powell Rd/CR139

DATE: June 2019

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.	Coordination Settings: Dial 1 AVC Split Sec	Dial 2/AM Split Sec	Dial 3/PM Split Sec
1		10	3.0	15		4.0	1.0				Lock			
2		20	3.0	30		4.0	1.0	7	33	min	Non Lock			
3		10	3.0	26		4.0	1.0				Lock			
4		10	3.0	25		4.0	1.0	7	33		Non Lock			
5		10	3.0	19		4.0	1.0				Lock			
6		20	3.0	30		4.0	1.0	7	33	min	Non Lock			
7		10	3.0	15		4.0	1.0				Lock			
8		10	3.0	36		4.0	1.0	7	33		Non Lock			
											Off Set			

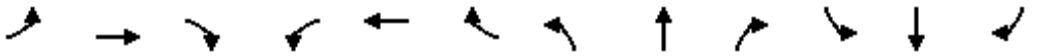
5020

INTERSECTION: CR466A & Powell Rd / CR462E

DATE: June 2019

APPENDIX C

Synchro – Existing Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	401	106	331	333	176	121	207	349	176	228	55
Future Volume (veh/h)	70	401	106	331	333	176	121	207	349	176	228	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1633	1841	1856	1856	1856	1885	1841	1826	1856	1841	1796	1781
Adj Flow Rate, veh/h	76	436	103	360	362	139	132	225	229	191	248	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	18	4	3	3	3	1	4	5	3	4	7	8
Cap, veh/h	109	1425	334	254	1802	817	213	359	309	261	278	62
Arrive On Green	0.07	0.51	0.51	0.07	0.51	0.51	0.08	0.20	0.20	0.07	0.20	0.20
Sat Flow, veh/h	1555	2812	659	3428	3526	1598	1753	1826	1572	1753	1424	316
Grp Volume(v), veh/h	76	270	269	360	362	139	132	225	229	191	0	303
Grp Sat Flow(s),veh/h/ln	1555	1749	1722	1714	1763	1598	1753	1826	1572	1753	0	1739
Q Serve(g_s), s	6.5	12.1	12.3	10.0	7.6	6.3	8.0	15.2	18.5	10.0	0.0	22.9
Cycle Q Clear(g_c), s	6.5	12.1	12.3	10.0	7.6	6.3	8.0	15.2	18.5	10.0	0.0	22.9
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	109	886	873	254	1802	817	213	359	309	261	0	340
V/C Ratio(X)	0.70	0.30	0.31	1.42	0.20	0.17	0.62	0.63	0.74	0.73	0.00	0.89
Avail Cap(c_a), veh/h	161	886	873	254	1802	817	353	541	466	261	0	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.4	19.4	19.5	62.5	18.0	17.7	41.0	49.7	51.0	44.0	0.0	52.9
Incr Delay (d2), s/veh	7.9	0.9	0.9	209.5	0.3	0.5	2.9	1.8	3.5	10.2	0.0	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	8.8	8.8	19.2	5.5	4.3	6.5	11.5	12.0	3.8	0.0	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.3	20.3	20.4	272.0	18.2	18.1	44.0	51.5	54.4	54.2	0.0	65.1
LnGrp LOS	E	C	C	F	B	B	D	D	D	D	A	E
Approach Vol, veh/h		615			861			586			494	
Approach Delay, s/veh		26.4			124.3			50.9			60.9	
Approach LOS		C			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	73.4	15.2	31.4	14.4	74.0	15.0	31.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	40.0	21.0	40.0	14.0	40.0	10.0	40.0
Max Q Clear Time (g_c+I1), s	12.0	14.3	10.0	24.9	8.5	9.6	12.0	20.5
Green Ext Time (p_c), s	0.0	3.3	0.2	1.5	0.1	2.7	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	71.7
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	17	3	0	4	46	496	20	7	642	5
Future Vol, veh/h	12	0	17	3	0	4	46	496	20	7	642	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	8	0	0	67	0	0	0	3	0	0	4	0
Mvmt Flow	14	0	20	3	0	5	53	577	23	8	747	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1161	1472	377	1085	1464	300	753	0	0	600	0	0
Stage 1	766	766	-	695	695	-	-	-	-	-	-	-
Stage 2	395	706	-	390	769	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.5	6.9	8.84	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4	3.3	4.17	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	143	128	626	106	130	702	866	-	-	987	-	-
Stage 1	348	415	-	277	447	-	-	-	-	-	-	-
Stage 2	586	442	-	459	413	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	135	119	626	97	121	702	866	-	-	987	-	-
Mov Cap-2 Maneuver	242	241	-	184	231	-	-	-	-	-	-	-
Stage 1	327	412	-	260	420	-	-	-	-	-	-	-
Stage 2	546	415	-	441	410	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.5	16.6	0.8	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	866	-	-	378	318	987	-	-
HCM Lane V/C Ratio	0.062	-	-	0.089	0.026	0.008	-	-
HCM Control Delay (s)	9.4	-	-	15.5	16.6	8.7	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.1	0	-	-

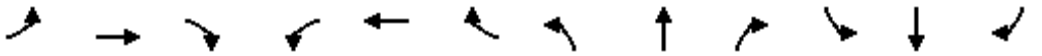
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	1	40	1	3	1	30	478	1	21	581	86
Future Vol, veh/h	56	1	40	1	3	1	30	478	1	21	581	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	33	0	3	3	0	0	3	6
Mvmt Flow	62	1	44	1	3	1	33	525	1	23	638	95

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

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	861	-	-	363	258	1051	-	-
HCM Lane V/C Ratio	0.038	-	-	0.294	0.021	0.022	-	-
HCM Control Delay (s)	9.3	-	-	19	19.3	8.5	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0.1	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	60	156	249	66	193	52	406	109	92	437	22
Future Volume (veh/h)	48	60	156	249	66	193	52	406	109	92	437	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1885	1870	1885	1870	1856	1900	1870	1856	1752
Adj Flow Rate, veh/h	54	67	118	280	74	165	58	456	85	103	491	23
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	1	2	1	2	3	0	2	3	10
Cap, veh/h	696	1899	847	823	2073	932	150	555	253	181	621	29
Arrive On Green	0.03	0.53	0.53	0.09	0.58	0.58	0.04	0.16	0.16	0.06	0.18	0.18
Sat Flow, veh/h	1781	3610	1610	1795	3554	1598	1781	3526	1610	1781	3429	160
Grp Volume(v), veh/h	54	67	118	280	74	165	58	456	85	103	252	262
Grp Sat Flow(s),veh/h/ln	1781	1805	1610	1795	1777	1598	1781	1763	1610	1781	1763	1827
Q Serve(g_s), s	2.2	1.4	6.0	11.1	1.4	7.7	4.3	20.0	7.5	7.7	21.8	21.9
Cycle Q Clear(g_c), s	2.2	1.4	6.0	11.1	1.4	7.7	4.3	20.0	7.5	7.7	21.8	21.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	696	1899	847	823	2073	932	150	555	253	181	319	331
V/C Ratio(X)	0.08	0.04	0.14	0.34	0.04	0.18	0.39	0.82	0.34	0.57	0.79	0.79
Avail Cap(c_a), veh/h	904	1899	847	930	2073	932	342	952	435	331	476	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	18.3	19.4	13.4	14.2	15.5	54.7	65.2	60.0	53.3	62.6	62.6
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.2	0.0	0.4	1.6	3.1	0.8	2.8	5.2	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	1.1	4.3	8.1	1.1	5.3	3.6	14.2	5.6	6.5	15.5	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	18.3	19.7	13.7	14.2	15.9	56.4	68.3	60.7	56.1	67.8	67.8
LnGrp LOS	B	B	B	B	B	B	E	E	E	E	E	E
Approach Vol, veh/h		239			519			599			617	
Approach Delay, s/veh		18.6			14.5			66.1			65.8	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	91.0	12.7	35.8	11.3	100.1	16.6	32.0
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	* 23	* 43	* 23	* 43	* 23	* 43	* 23	* 43
Max Q Clear Time (g_c+I1), s	13.1	8.0	6.3	23.9	4.2	9.7	9.7	22.0
Green Ext Time (p_c), s	0.6	0.8	0.1	2.8	0.1	1.0	0.2	3.2

Intersection Summary	
HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D

Notes

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

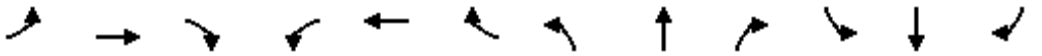
Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	36	507	21	0	686
Future Vol, veh/h	0	36	507	21	0	686
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	0	39	545	23	0	738

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	284	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	719	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	719	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	719	-
HCM Lane V/C Ratio	-	-	0.054	-
HCM Control Delay (s)	-	-	10.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	484	96	324	457	285	260	354	590	163	180	64
Future Volume (veh/h)	74	484	96	324	457	285	260	354	590	163	180	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1870	1900	1870	1885	1900	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	78	509	96	341	481	232	274	373	394	172	189	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	1	2	0	2	1	0	3	0	0	4	2
Cap, veh/h	423	1315	247	883	1567	704	382	495	430	246	279	90
Arrive On Green	0.07	0.44	0.44	0.07	0.44	0.44	0.13	0.27	0.27	0.07	0.21	0.21
Sat Flow, veh/h	1711	3009	565	3510	3554	1598	1810	1856	1610	1810	1333	430
Grp Volume(v), veh/h	78	302	303	341	481	232	274	373	394	172	0	250
Grp Sat Flow(s),veh/h/ln	1711	1791	1783	1755	1777	1598	1810	1856	1610	1810	0	1763
Q Serve(g_s), s	3.2	15.4	15.6	7.1	11.8	12.8	15.5	24.9	32.1	10.0	0.0	17.6
Cycle Q Clear(g_c), s	3.2	15.4	15.6	7.1	11.8	12.8	15.5	24.9	32.1	10.0	0.0	17.6
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	423	783	779	883	1567	704	382	495	430	246	0	369
V/C Ratio(X)	0.18	0.39	0.39	0.39	0.31	0.33	0.72	0.75	0.92	0.70	0.00	0.68
Avail Cap(c_a), veh/h	481	783	779	883	1567	704	425	550	477	246	0	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.7	25.7	25.8	19.0	24.4	24.7	34.9	45.4	48.0	40.0	0.0	49.2
Incr Delay (d2), s/veh	0.2	1.4	1.5	0.3	0.5	1.2	5.1	5.3	21.4	8.5	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	11.1	11.2	5.1	8.6	8.8	11.8	17.8	21.7	8.8	0.0	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	27.2	27.2	19.3	24.9	25.9	40.0	50.7	69.5	48.5	0.0	51.4
LnGrp LOS	B	C	C	B	C	C	D	D	E	D	A	D
Approach Vol, veh/h		683			1054			1041			422	
Approach Delay, s/veh		26.2			23.3			55.0			50.2	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	64.0	22.8	33.2	14.5	64.5	15.0	41.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	40.0	21.0	40.0	14.0	40.0	10.0	40.0
Max Q Clear Time (g_c+I1), s	9.1	17.6	17.5	19.6	5.2	14.8	12.0	34.1
Green Ext Time (p_c), s	0.1	3.6	0.3	1.3	0.1	3.8	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	9	23	0	8	44	824	7	6	539	16
Future Vol, veh/h	11	0	9	23	0	8	44	824	7	6	539	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	12	0	9	24	0	8	46	867	7	6	567	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1114	1554	292	1259	1559	437	584	0	0	874	0	0
Stage 1	588	588	-	963	963	-	-	-	-	-	-	-
Stage 2	526	966	-	296	596	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	165	114	710	129	113	573	1001	-	-	781	-	-
Stage 1	467	499	-	278	337	-	-	-	-	-	-	-
Stage 2	508	336	-	694	495	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	156	108	710	122	107	573	1001	-	-	781	-	-
Mov Cap-2 Maneuver	280	222	-	213	217	-	-	-	-	-	-	-
Stage 1	446	495	-	265	321	-	-	-	-	-	-	-
Stage 2	478	321	-	679	491	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.9	21.3	0.4	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1001	-	-	385	254	781	-	-
HCM Lane V/C Ratio	0.046	-	-	0.055	0.128	0.008	-	-
HCM Control Delay (s)	8.8	-	-	14.9	21.3	9.6	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.4	0	-	-

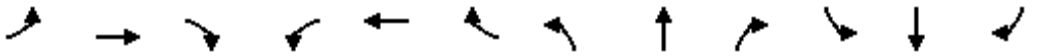
Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	78	0	28	1	1	1	25	807	3	44	534	44
Future Vol, veh/h	78	0	28	1	1	1	25	807	3	44	534	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	0	4	0	0	0	0	2	0	0	1	7
Mvmt Flow	85	0	30	1	1	1	27	877	3	48	580	48

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

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	964	-	-	303	262	777	-	-
HCM Lane V/C Ratio	0.028	-	-	0.38	0.012	0.062	-	-
HCM Control Delay (s)	8.8	-	-	24	18.9	9.9	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.7	0	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	90	123	111	92	195	61	580	281	124	447	34
Future Volume (veh/h)	43	90	123	111	92	195	61	580	281	124	447	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1870	1870	1870	1885	1900	1900	1885	1856
Adj Flow Rate, veh/h	46	96	82	118	98	147	65	617	210	132	476	34
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	0	0	0	2	2	2	1	0	0	1	3
Cap, veh/h	672	1842	822	735	1876	837	213	732	329	199	799	57
Arrive On Green	0.03	0.51	0.51	0.04	0.53	0.53	0.04	0.20	0.20	0.07	0.24	0.24
Sat Flow, veh/h	1781	3610	1610	1810	3554	1585	1781	3582	1610	1810	3391	242
Grp Volume(v), veh/h	46	96	82	118	98	147	65	617	210	132	251	259
Grp Sat Flow(s),veh/h/ln	1781	1805	1610	1810	1777	1585	1781	1791	1610	1810	1791	1842
Q Serve(g_s), s	2.0	2.1	4.2	5.0	2.1	7.7	4.6	26.5	19.1	9.1	19.9	20.0
Cycle Q Clear(g_c), s	2.0	2.1	4.2	5.0	2.1	7.7	4.6	26.5	19.1	9.1	19.9	20.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	672	1842	822	735	1876	837	213	732	329	199	422	434
V/C Ratio(X)	0.07	0.05	0.10	0.16	0.05	0.18	0.30	0.84	0.64	0.66	0.59	0.60
Avail Cap(c_a), veh/h	882	1842	822	916	1876	837	401	967	435	333	484	497
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	19.7	20.2	17.0	18.3	19.7	48.2	61.2	58.3	48.0	54.4	54.4
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.1	0.1	0.5	0.8	5.3	2.1	3.8	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	1.7	3.0	3.8	1.6	5.4	3.8	18.4	12.6	7.8	14.2	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	19.8	20.5	17.1	18.4	20.1	49.0	66.5	60.3	51.7	55.9	55.9
LnGrp LOS	B	B	C	B	B	C	D	E	E	D	E	E
Approach Vol, veh/h		224			363			892			642	
Approach Delay, s/veh		19.6			18.7			63.8			55.1	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	88.4	13.1	44.5	11.2	91.2	18.1	39.5
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	* 23	* 43	* 23	* 43	* 23	* 43	* 23	* 43
Max Q Clear Time (g_c+I1), s	7.0	6.2	6.6	22.0	4.0	9.7	11.1	28.5
Green Ext Time (p_c), s	0.2	0.8	0.1	2.9	0.1	1.1	0.2	4.2

Intersection Summary	
HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	22	861	33	0	596
Future Vol, veh/h	0	22	861	33	0	596
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	4	2	3	0	2
Mvmt Flow	0	23	916	35	0	634

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	476	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.98	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.34	-	-	-	-
Pot Cap-1 Maneuver	0	530	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	530	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	530	-
HCM Lane V/C Ratio	-	-	0.044	-
HCM Control Delay (s)	-	-	12.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

APPENDIX D

Committed Development

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

Sources:

Parkview at Brownwood TIA, TMC, 1/18/2021
Highfield at Twisted Oaks TIA. TMC, 1/6/2022
Powell Plaza, TEM, 10/2020
NE 81st Blvd Subdivision, MPH, 8/19/2021
Solamar at Wildwood (fka Wildwood Residential) Methodology, TMC, 2/15/2021
Townhomes at Powell Supplemental Traffic Analysis, VHB, 10/3/223

PARKVIEW AT BROWNWOOD
Project № 20034.2, v2.2
January 2021

TRAFFIC IMPACT ANALYSIS
SUMTER COUNTY
FLORIDA

Prepared by:

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

Prepared for:
Blount Standard LLC
609 E Pine Street
Orlando, Florida 32801

EXECUTIVE SUMMARY

Project Information

Name:	Parkview at Brownwood
Location:	West of the intersection of CR 44A and Powell Road, on the north side of CR 44A
Jurisdiction:	City of Wildwood, Sumter County, Florida
Description:	350 Multi-Family Apartments 185 Unit Assisted Living Facility 76,230 Square Feet of Medical Office 76,230 Square Feet of Commercial Space

Findings

Trip Generation:	8,258 Daily Trips / 376 AM Peak Hour Trips / 658 PM Peak Hour Trip
Roadway Capacity:	The roadway segment analysis reveals that the study roadway segments will operate at an acceptable LOS in the existing and buildout scenarios.
Intersection Capacity:	The signalized intersections of CR 466A & Powell Road and SR 44 & Powell Road are expected to operate below standard LOS due to background traffic. The project driveways will operate at an overall adequate LOS.
Access Plan:	Three (3) access driveways on CR 44A; one (1) full access and two (2) Right-In/Right-Out.
Alternative Transportation Modes:	Sidewalks are not available on CR 44A adjacent to the site. Powell Road is equipped with sidewalks. Bicycle lanes are not present on CR 44A, nor Powell Road. No fixed-route bus service in study area but Sumter County Connection offers a door to door service within the City.

Recommendations

Access Improvements:	Construct a 155-foot right turn deceleration lane westbound on CR 44A at the main project entrance. Construct a 215-foot left turn deceleration lane eastbound on CR 44A at the main project entrance. Add dual left turn lanes in the southbound approach at the intersection of CR 466A and Powell Road and in the eastbound approach at the intersection of SR 44 and Powell Road.
Proportionate Share:	The proportionate share of the cost of the intersection improvements at CR 466A & Powell Road is 8.6%. The proportionate share of the cost at SR 44 & Powell Road is 47%.

PROFESSIONAL ENGINEERING CERTIFICATION

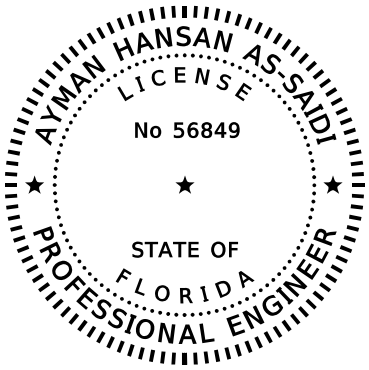
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional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

PROJECT: Parkview at Brownwood

LOCATION: City of Wildwood, Sumter County, Florida

CLIENT: Blount Standard LLC

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

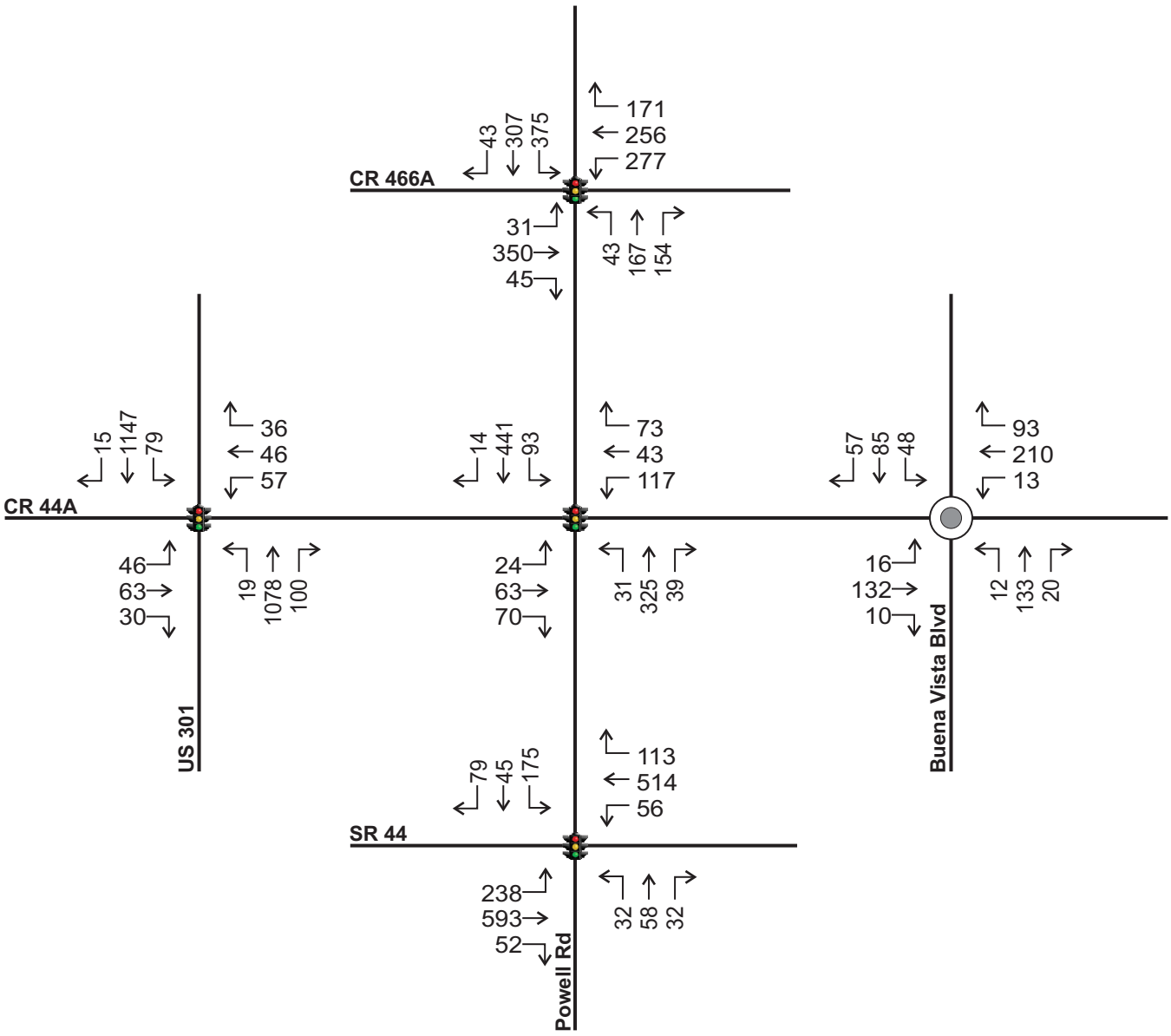


THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

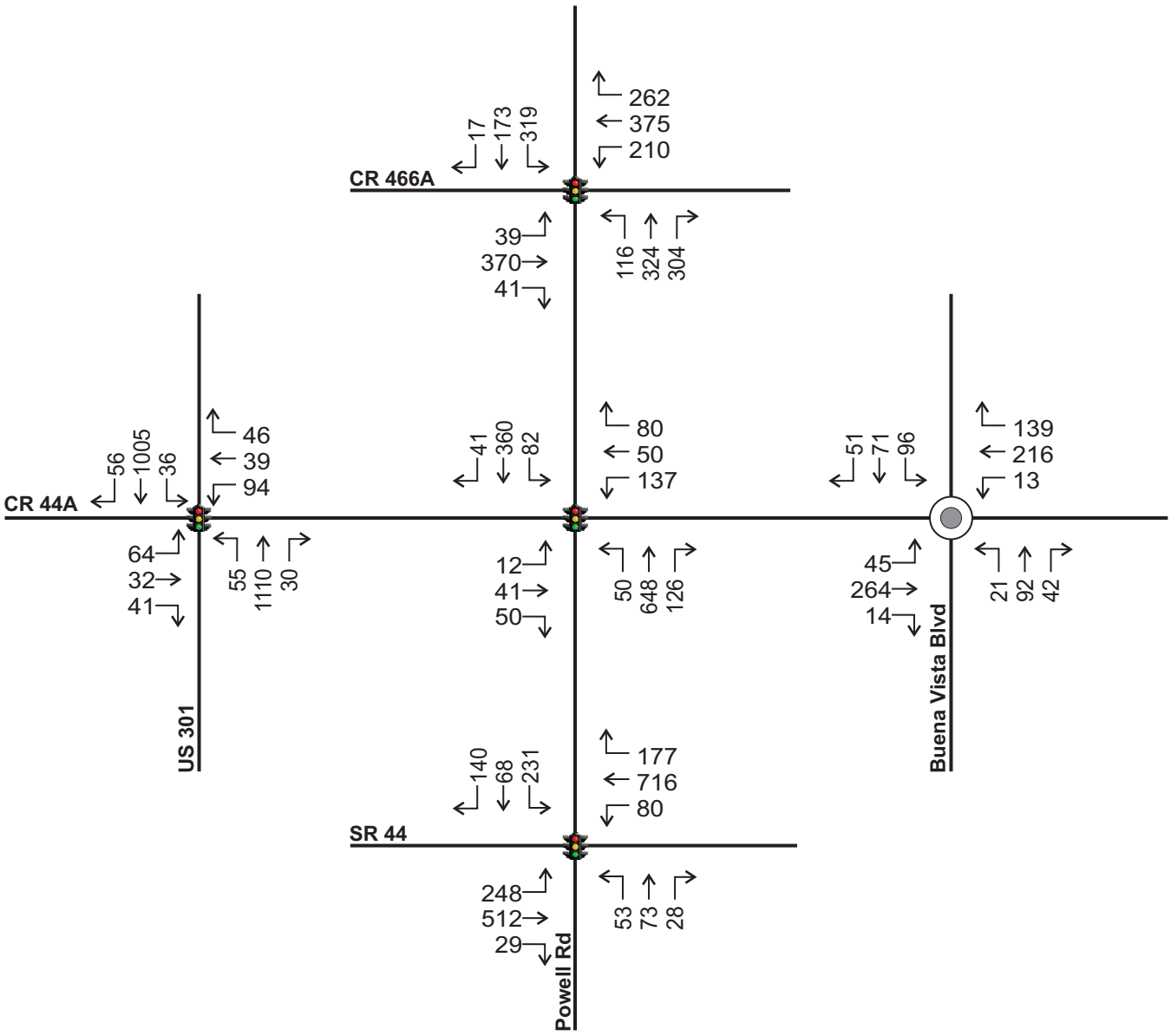
PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

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



Existing AM Peak Intersection Volumes
Parkview at Brownwood
20034.2, v2.2

Figure 2



Existing PM Peak Intersection Volumes
Parkview at Brownwood
20034.2, v2.2

Figure 3

3.0 PROJECT TRAFFIC

3.1 Trip Generation

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

Table 3
Trip Generation Analysis

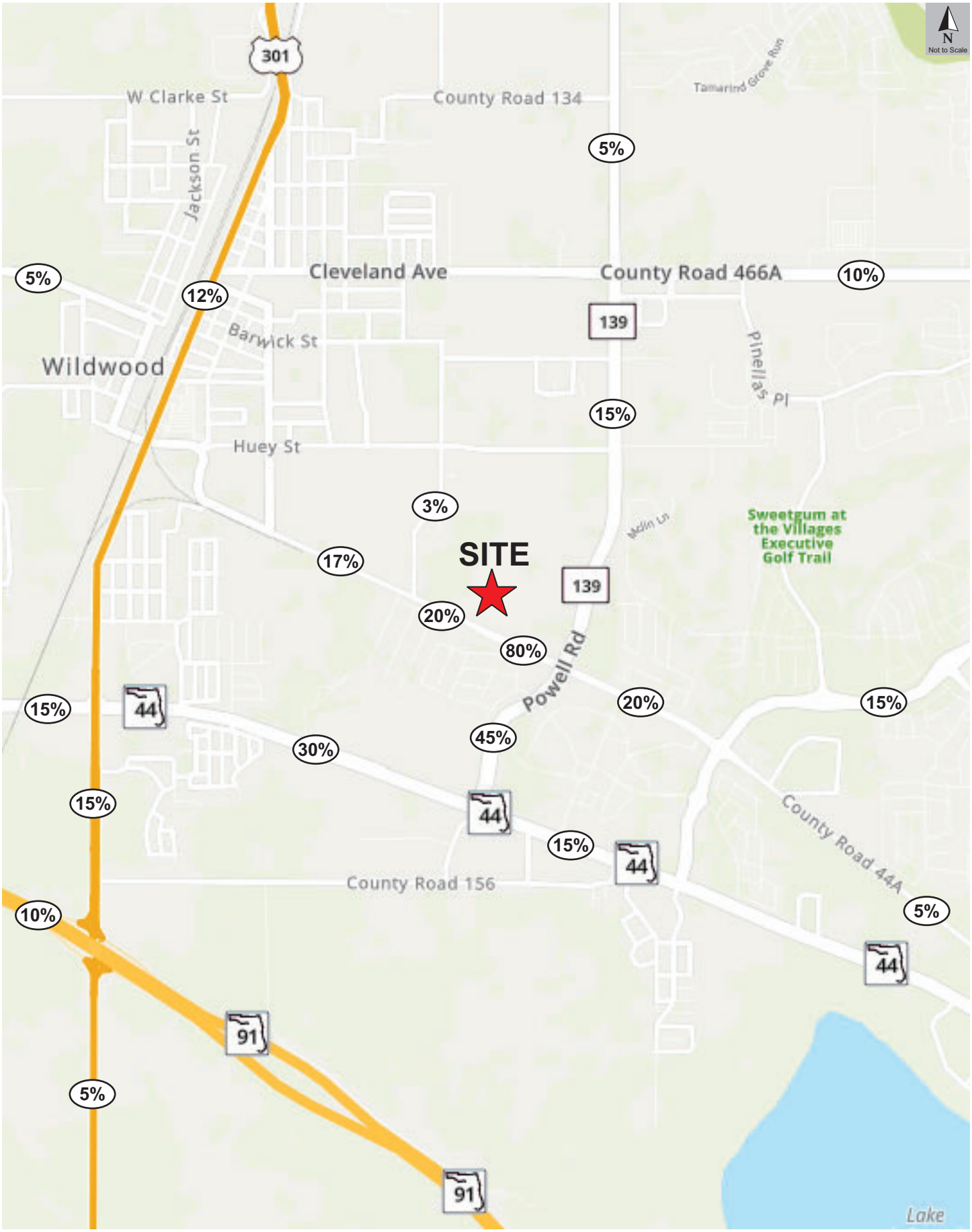
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
221	Multi-Family Apartments	350 DU	5.45	1,906	0.36	126	33	93	0.44	154	94	60
252	Senior Housing Attached	185 DU	3.70	685	0.20	37	13	24	0.26	48	26	22
720	Medical Office	76.23 KSF	37.27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

Trip Generation analysis based on ITE Trip Generation Manual, 10th Edition.
The ITE equations were used when R^2 was greater than 0.75 & has 20 or more studies
Internal Capture based on ITE Trip Generation Handbook, 3rd Edition
Pass-By rate based on ITE Trip Generation Handbook, 3rd Edition is 34%; however, per Sumter County guidelines it may not exceed 20%

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

3.2 Trip Distribution

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



Project Trip Distribution
Parkview at Brownwood
20034.2, v2.2

Figure 4

A

4.2 Projected Roadway Segment Capacity

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

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

Table 5
Projected Roadway Segment Capacity Analysis

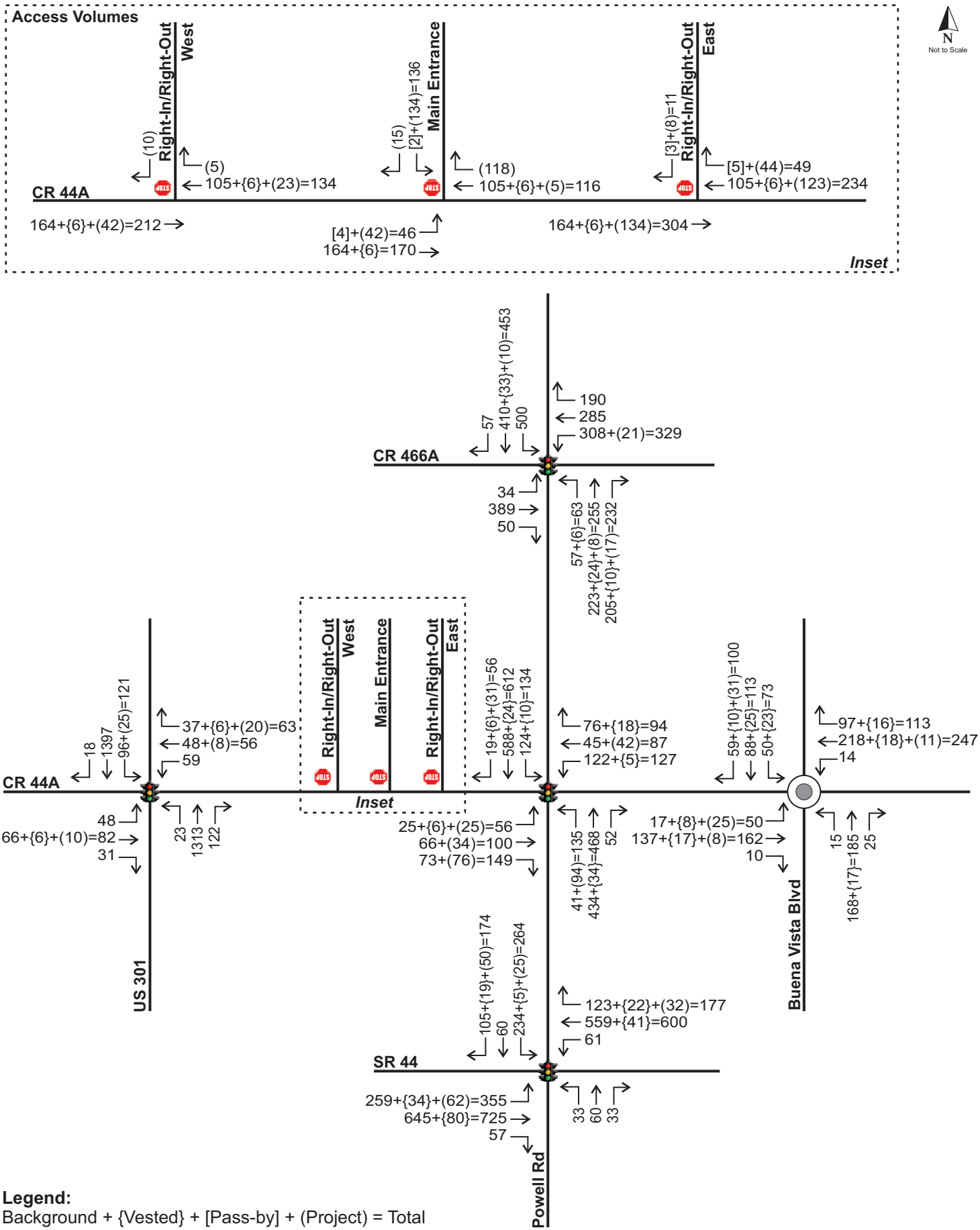
Road Name	# LNS	LOS Std	LOS Cap	AGR	Background 2024 NB/EB	Background 2024 SB/WB	Background 2024 LOS	Project Trips % Dist	Project Trips NB/EB	Project Trips SB/WB	Total Volume NB/EB	Total Volume SB/WB	Total Volume LOS
CR 139 / Powell Rd													
SR 44 to CR 44A	2	D	1,467	8.36%	991	783	D	45%	132	164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

AGR denotes Annual Growth Rate

4.3 Intersection Capacity Analysis

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

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



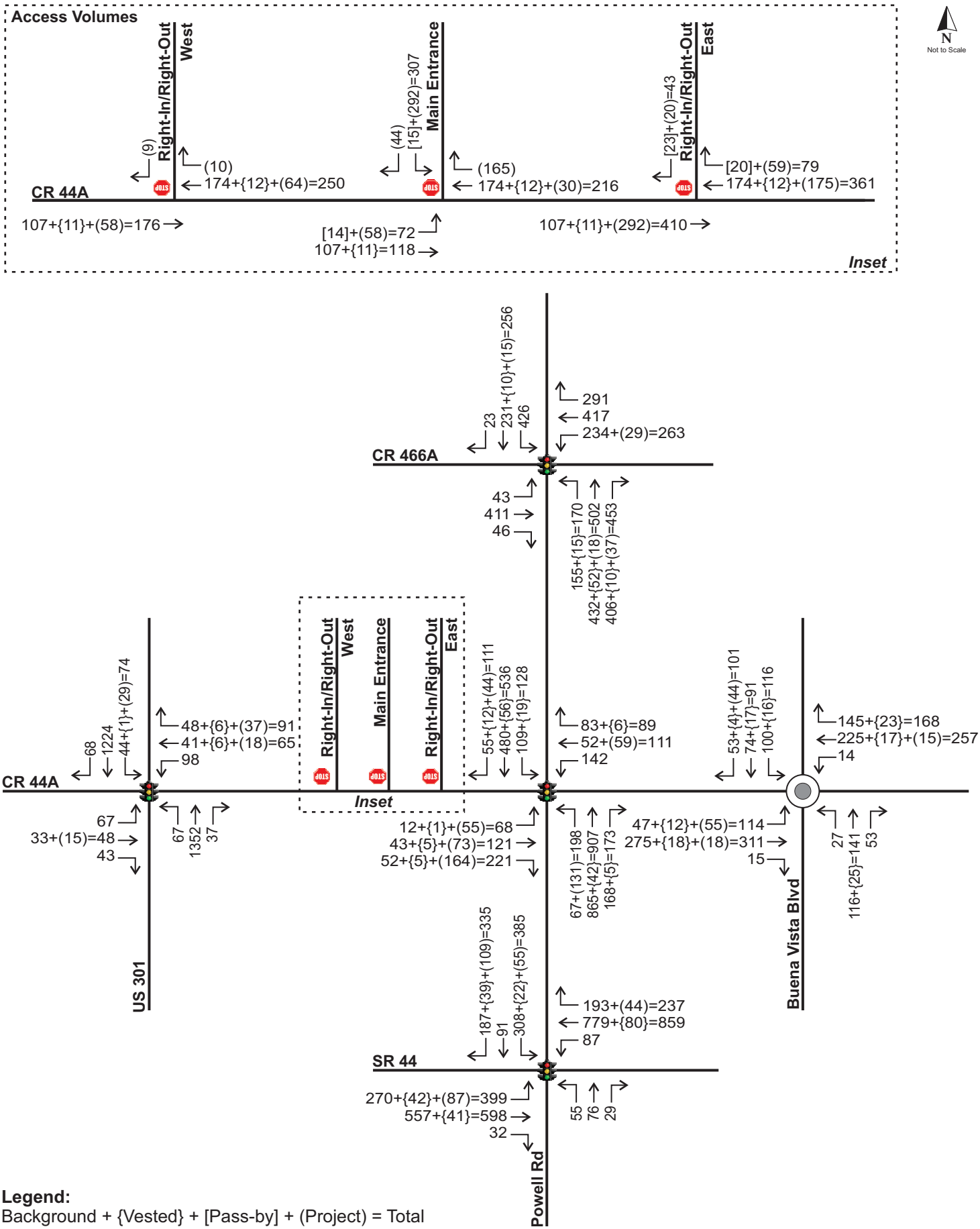
Legend:
Background + {Vested} + [Pass-by] + (Project) = Total

TMC Traffic & Mobility Consultants

Projected AM Peak Intersection Volumes

Parkview at Brownwood
20034.2, v2.2

Figure **5**



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

Projected PM Peak Intersection Volumes
Parkview at Brownwood
20034.2, v2.2

Figure 6

HIGHFIELD AT TWISTED OAKS

Project № 21184.1
January 2022

TRAFFIC IMPACT ANALYSIS
SUMTER COUNTY
FLORIDA

Prepared by:

Traffic & Mobility Consultants

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

Prepared for:

Kolter Land Partners
14025 Riveredge Drive, Suite 175
Tampa, Florida 33637

EXECUTIVE SUMMARY

Project Information

Name:	Highfield at Twisted Oaks
Location:	East of CR 209, west of US Highway 301, and north of CR 462
Jurisdiction:	Sumter County
Description:	300 single-family dwelling units

Findings

Trip Generation:	2,772 daily trips / 201 AM peak hour trips / 279 PM peak hour trips
Access Plan:	One (1) full access driveway on CR 462 One (1) full access driveway on CR 209
Roadway Capacity:	The study roadway segments currently operate within the and are projected to continue to do so at the project buildout.
Intersection Capacity:	The following signalized intersections are projected to operate below the adopted overall LOS at the project buildout: US 301 and CR 472/ CR 216 CR 466A and Buena Vista Boulevard The remaining study intersections currently operate at an adequate overall LOS and are projected to continue to do so at the project buildout.
Turn Lanes:	An auxiliary right turn lane is warranted on CR 462 at Access Driveway.

incorrectly identified on page 8.

Recommended Improvements:

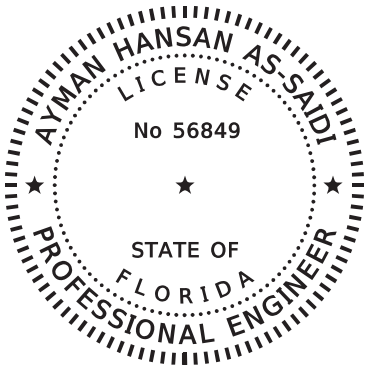
Auxiliary Turn Lanes:	CR 462 should be improved with a 405-foot westbound right turn lane at Access Driveway (including a 50-foot taper).
Off-site Improvements:	Re-time the traffic signal controller for the following intersections: US 301 and CR 472/ CR 216 CR 466A and Buena Vista Boulevard

PROFESSIONAL ENGINEERING CERTIFICATION

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

PROJECT: Highfield at Twisted Oaks Pointe
LOCATION: Sumter County, Florida
CLIENT: Kolter Land Partners

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



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY
AYMAN H AS-SAIDI
2022.01.06 10:20:19 -05'00'
ON THE DATE ADJACENT TO THE SEAL

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

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

reference the methodology email

3.0 PROJECT TRAFFIC

3.1 Trip Generation

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

Table 4
Trip Generation Analysis

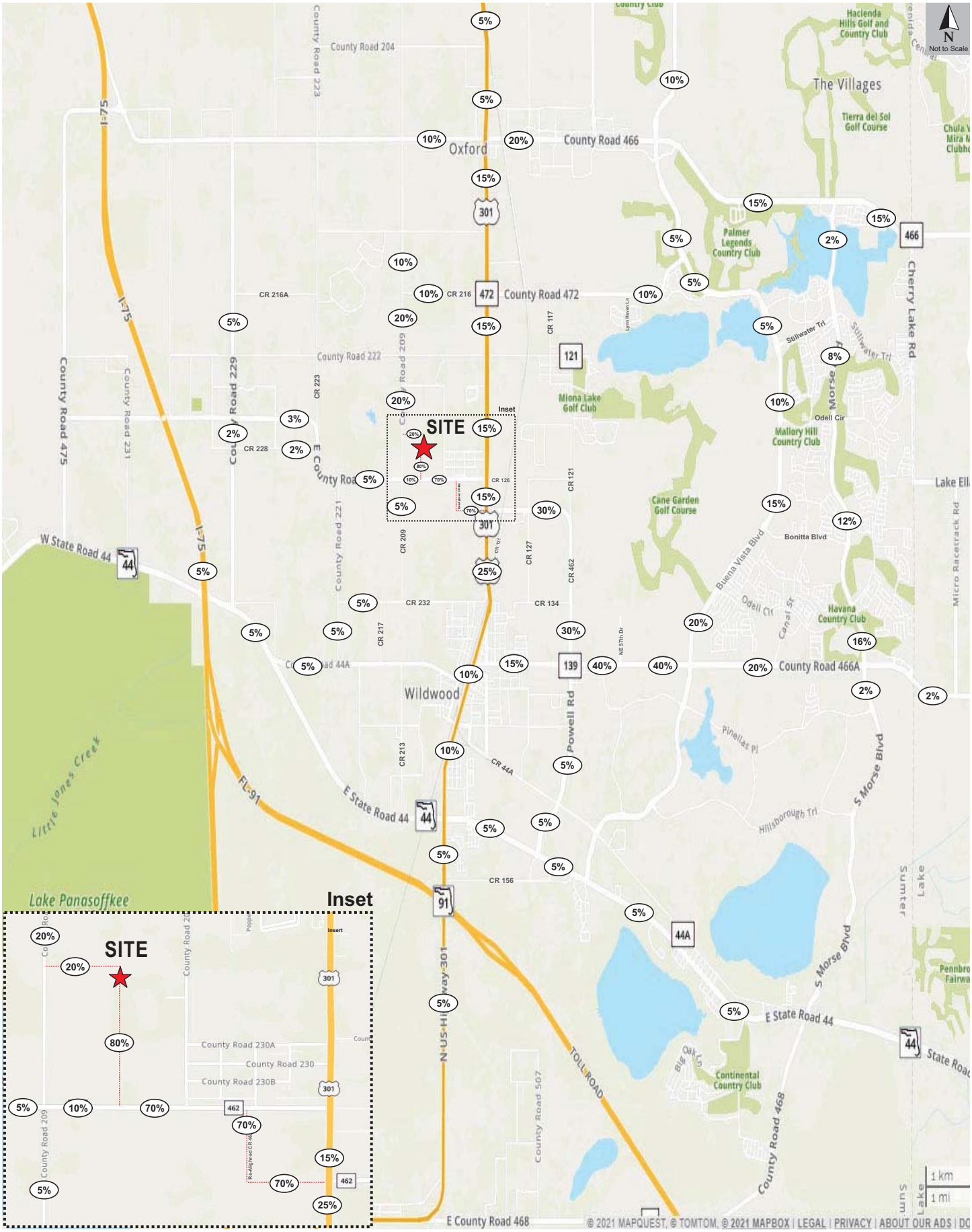
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single Family Residential (Detached)	300 DU	9.24	2,772	0.67	201	52	149	0.93	279	176	103

Source: Trip generation analysis is based on ITE Trip Generation Manual, 11th Edition
ITE regression equations are used as R-squared values are greater than 0.75 and number of studies ≥20

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

3.2 Trip Distribution

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



TMC Traffic & Mobility Consultants

Project Trips Distribution

Highfield at Twisted Oaks
21184.1

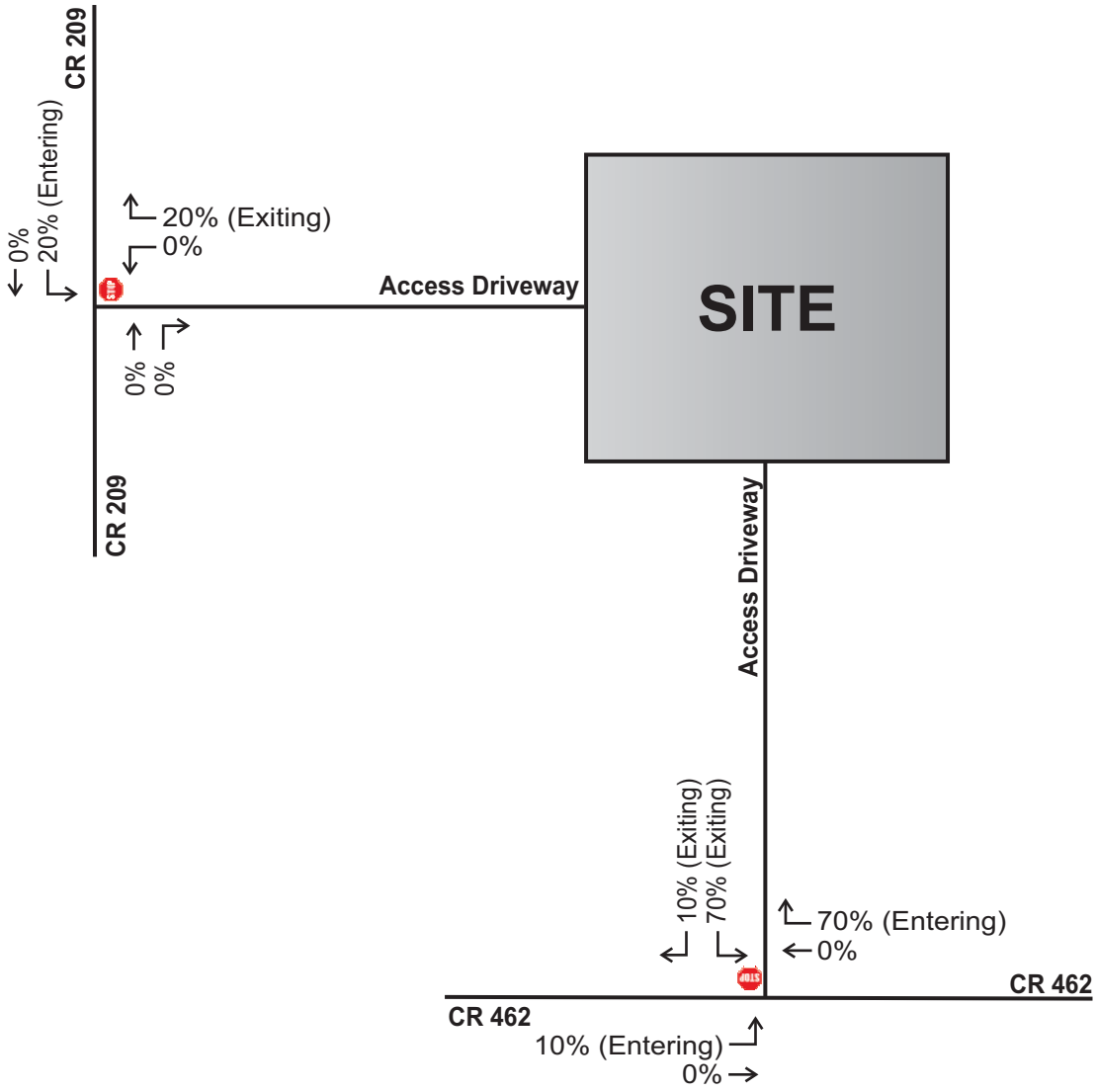
Figure 4

Table 6
Projected Roadway Segment Capacity Analysis- PM Peak Hour

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

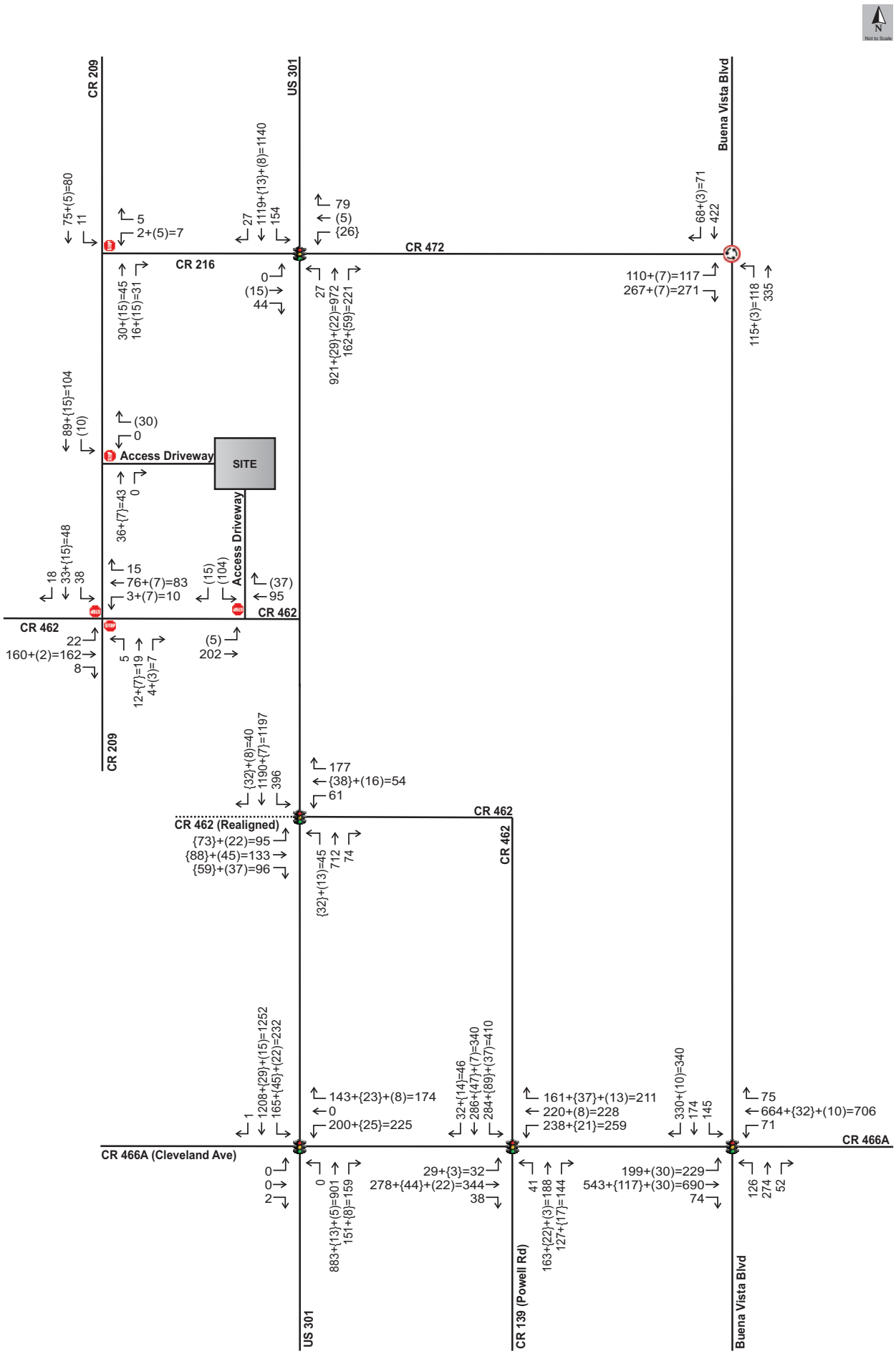
Source: 2014/2015 Sumter County TMS Report, Sumter County 2020 Annual Traffic Counts, and Sumter County 2019 CMP Database
Background traffic includes vested trips from seven (7) committed developments, as provided by Sumter County, and 50% of traffic generated by Twisted Oaks Pointe

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



Project Trip Distribution on the Access Driveways
Highfield at Twisted Oaks
21184.1

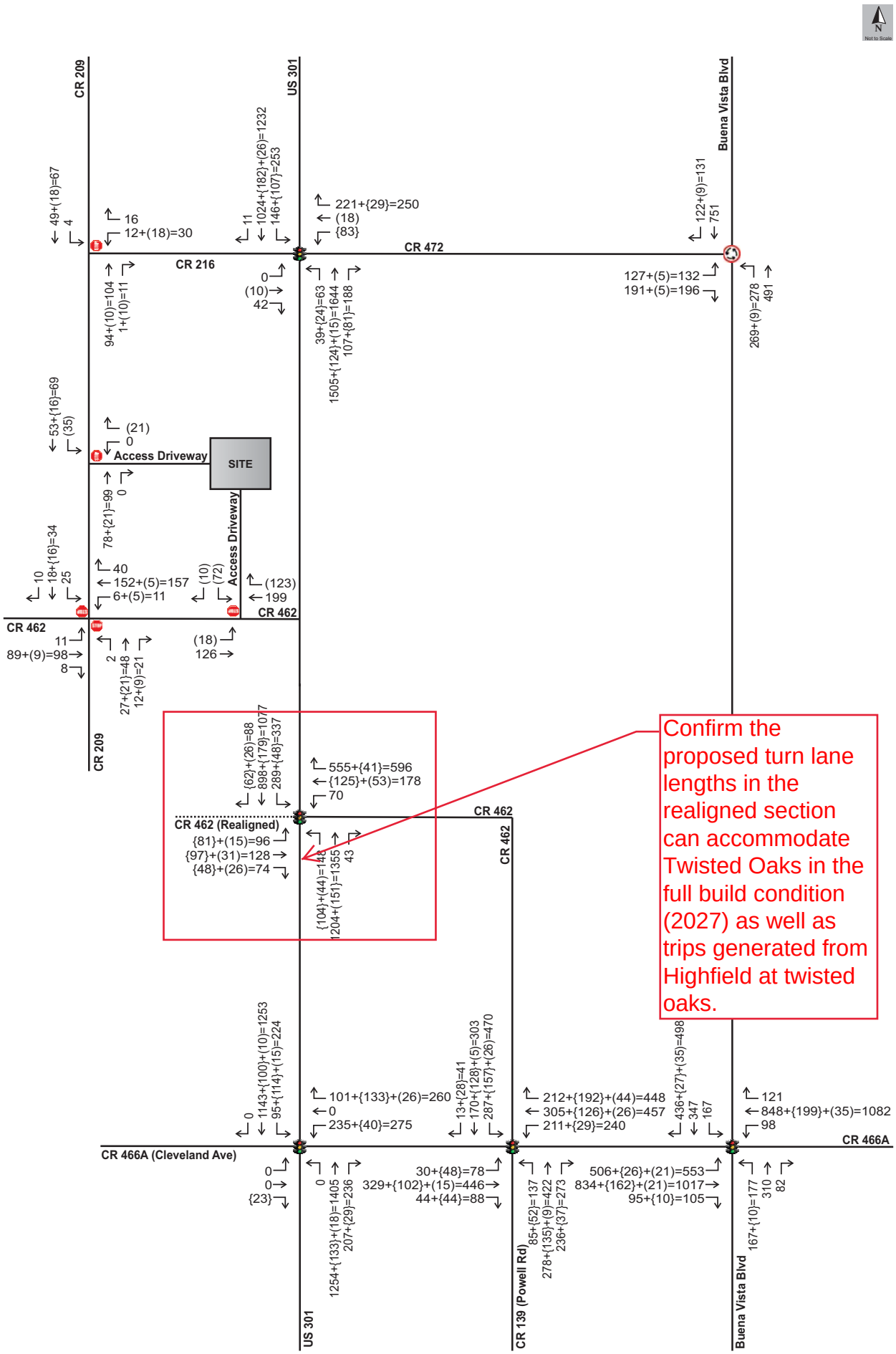
Figure 5



Background+{Committed}+(Project)=Total

Projected AM Peak Hour Intersection Volumes
Highfield at Twisted Oaks
21184.1

Figure 6



Background+{Committed}+(Project)=Total

Projected PM Peak Hour Intersection Volumes
Highfield at Twisted Oaks
21184.1

Figure 7

6.0 STUDY CONCLUSIONS

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

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

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

see previous comments

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

Traffic Impact Analysis

for

Powell Plaza

Parcel ID# G04-050

Prepared for:
Germana Engineering and Associates, LLC
Clermont, FL 34711

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

Submitted: Sept 2020
Revised: Oct 2020

PROFESSIONAL ENGINEER ENDORSEMENT

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

Project: Powell Plaza

Location: City of Wildwood, Sumter County, Florida

Client: AH Capstone, LLC

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

Name: Hatem A. Abou-Senna

P.E. Number: 64658

Date: October 28th, 2020

Signature: _____

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

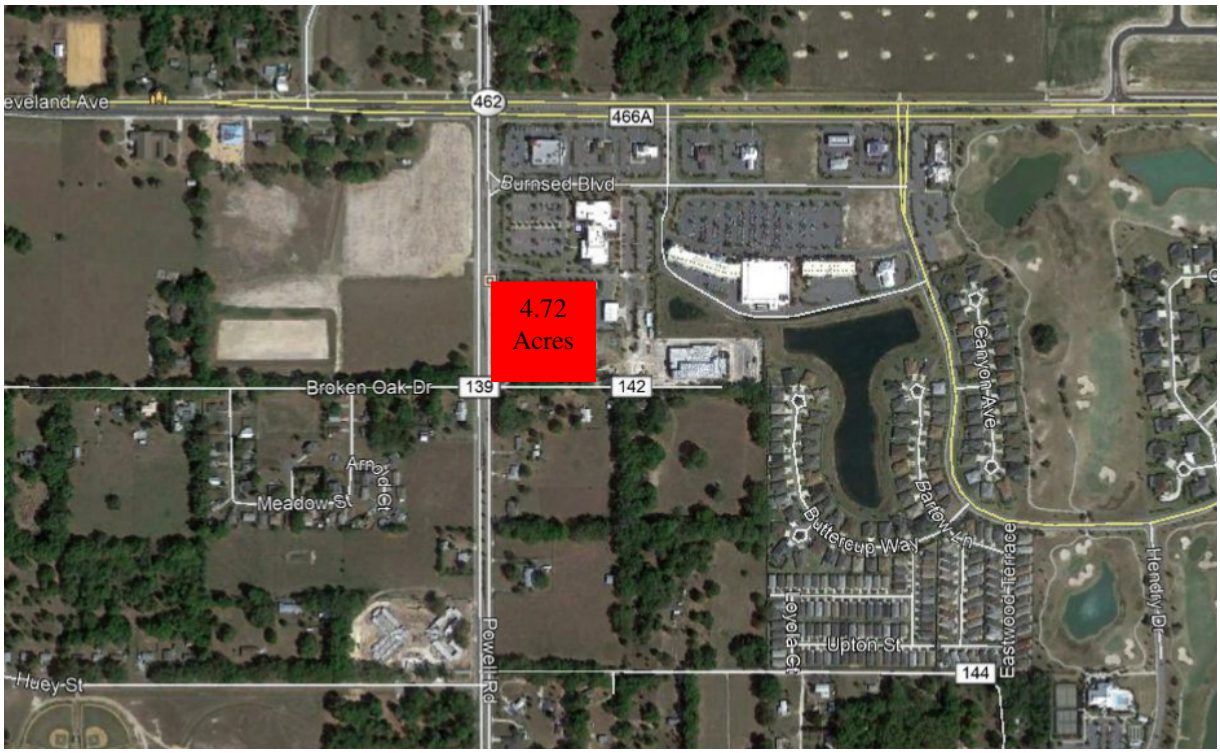


Figure 1: Project Location Map

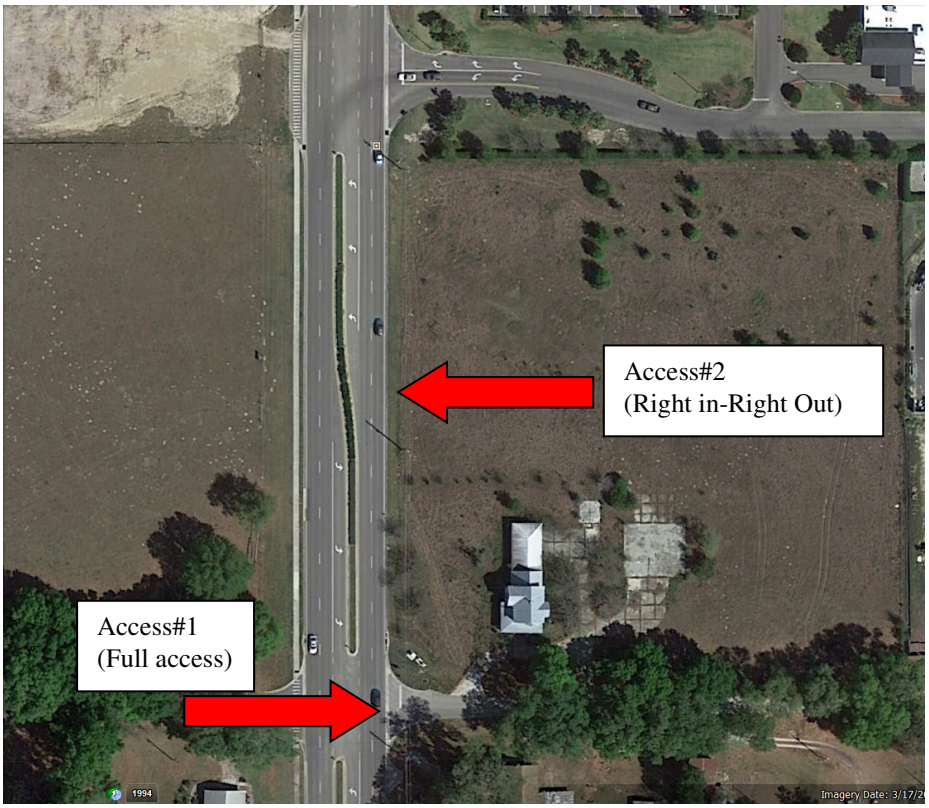


Figure 2: Project Access Locations

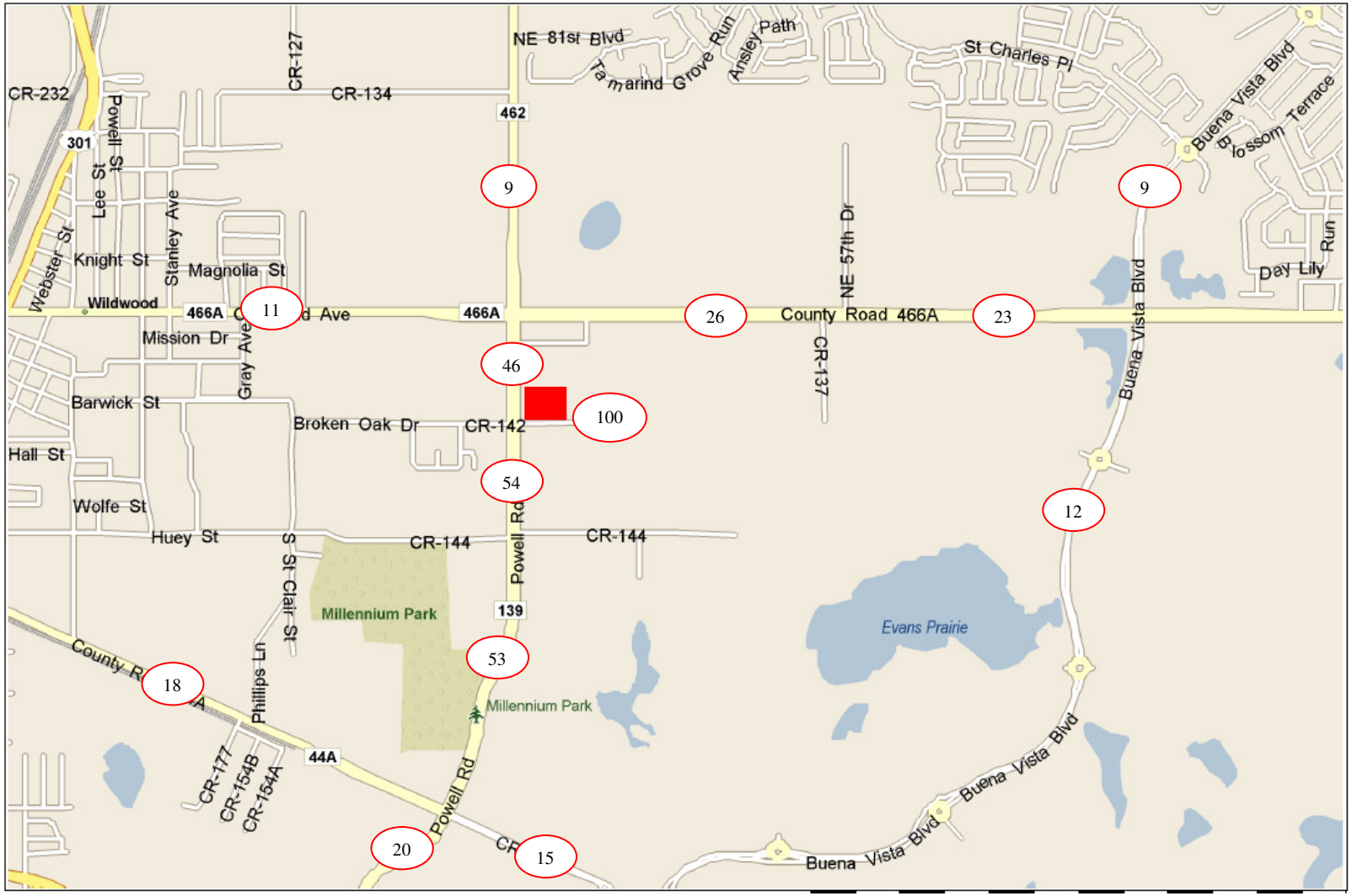
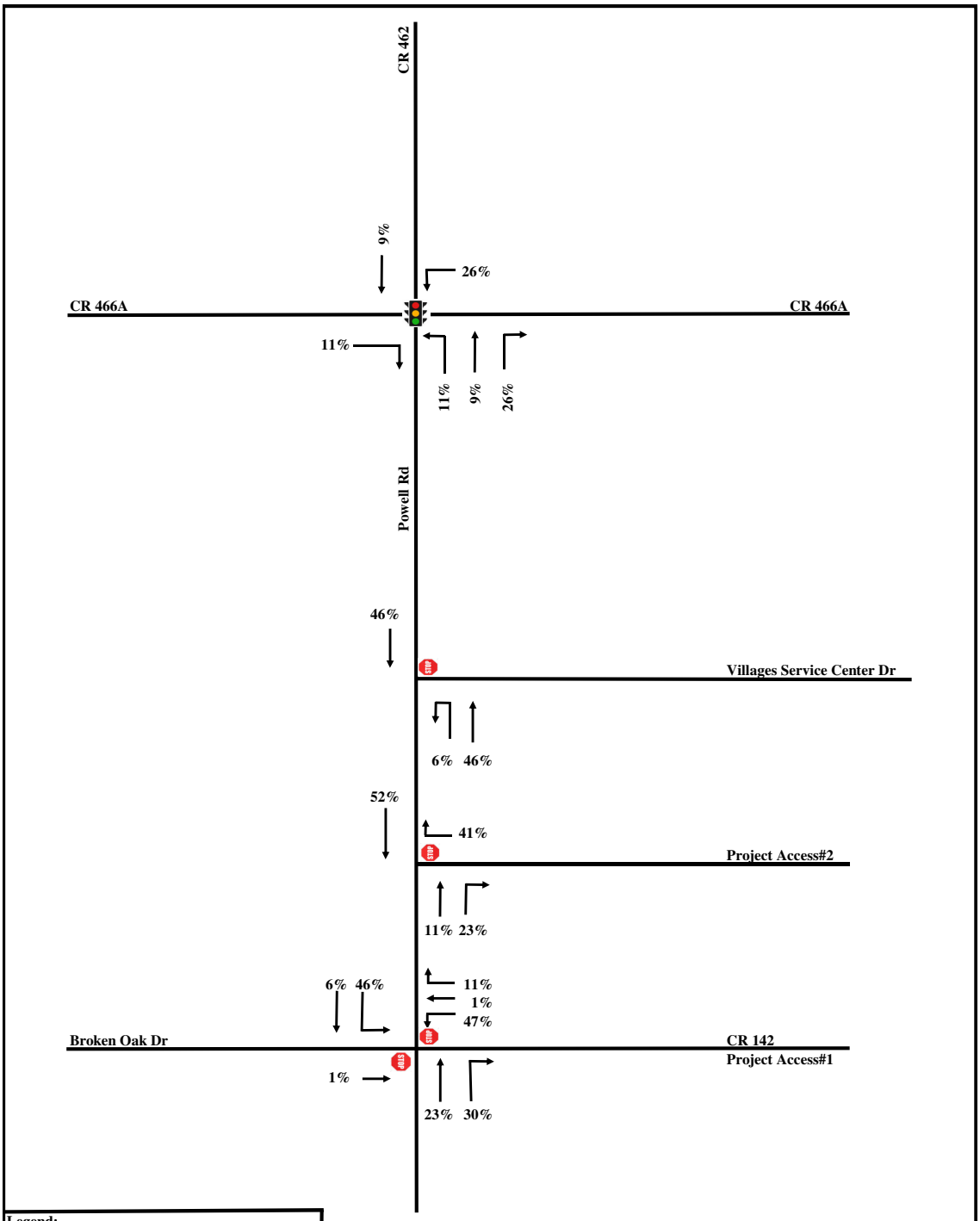
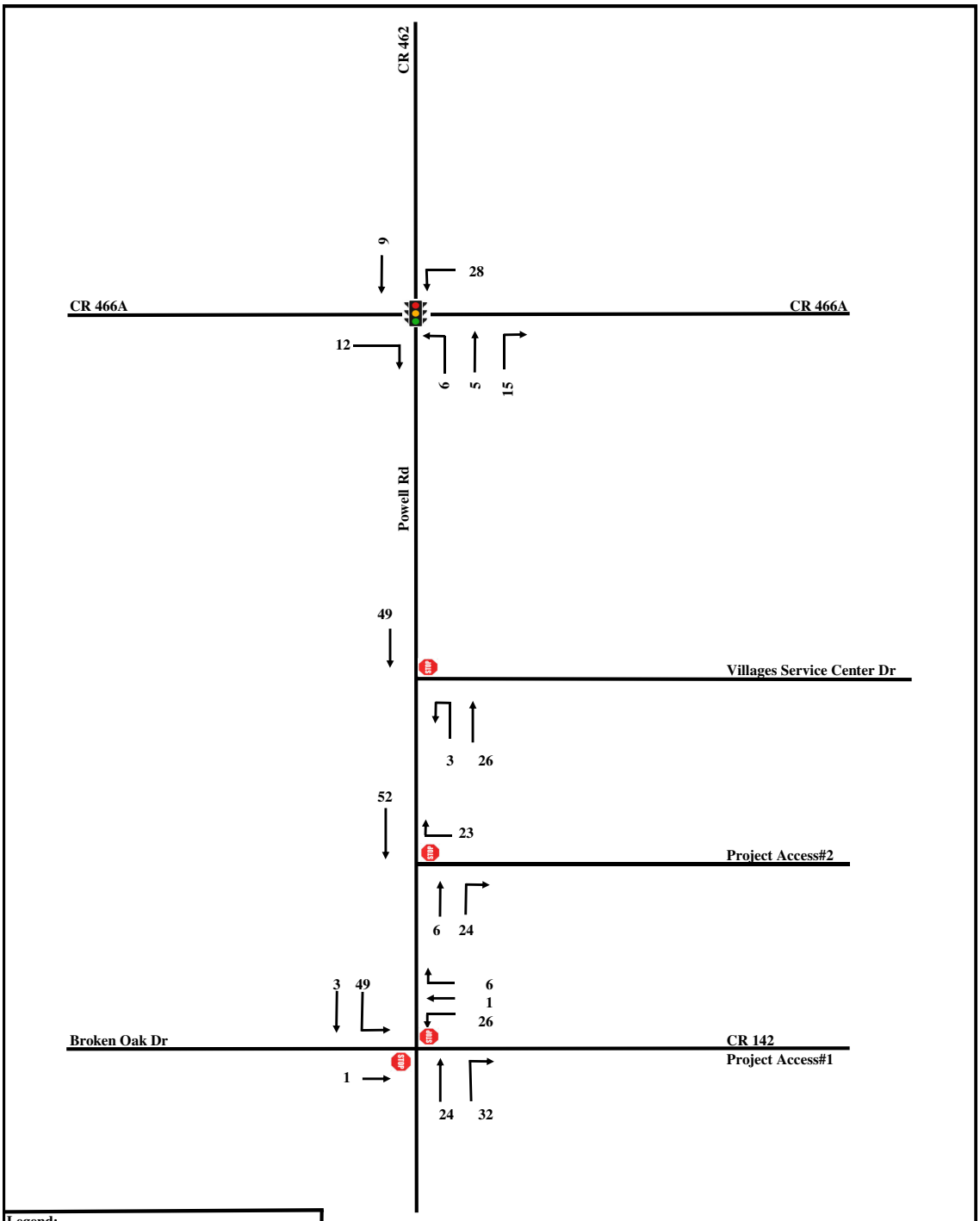


Figure 3: Project Trip Distribution – Roadway Segments



TEM Group	Powell Plaza - Traffic Study	Figure 4 Project Distribution



TEM Group	Powell Plaza - Traffic Study	Figure 5 Project Traffic AM PK HR

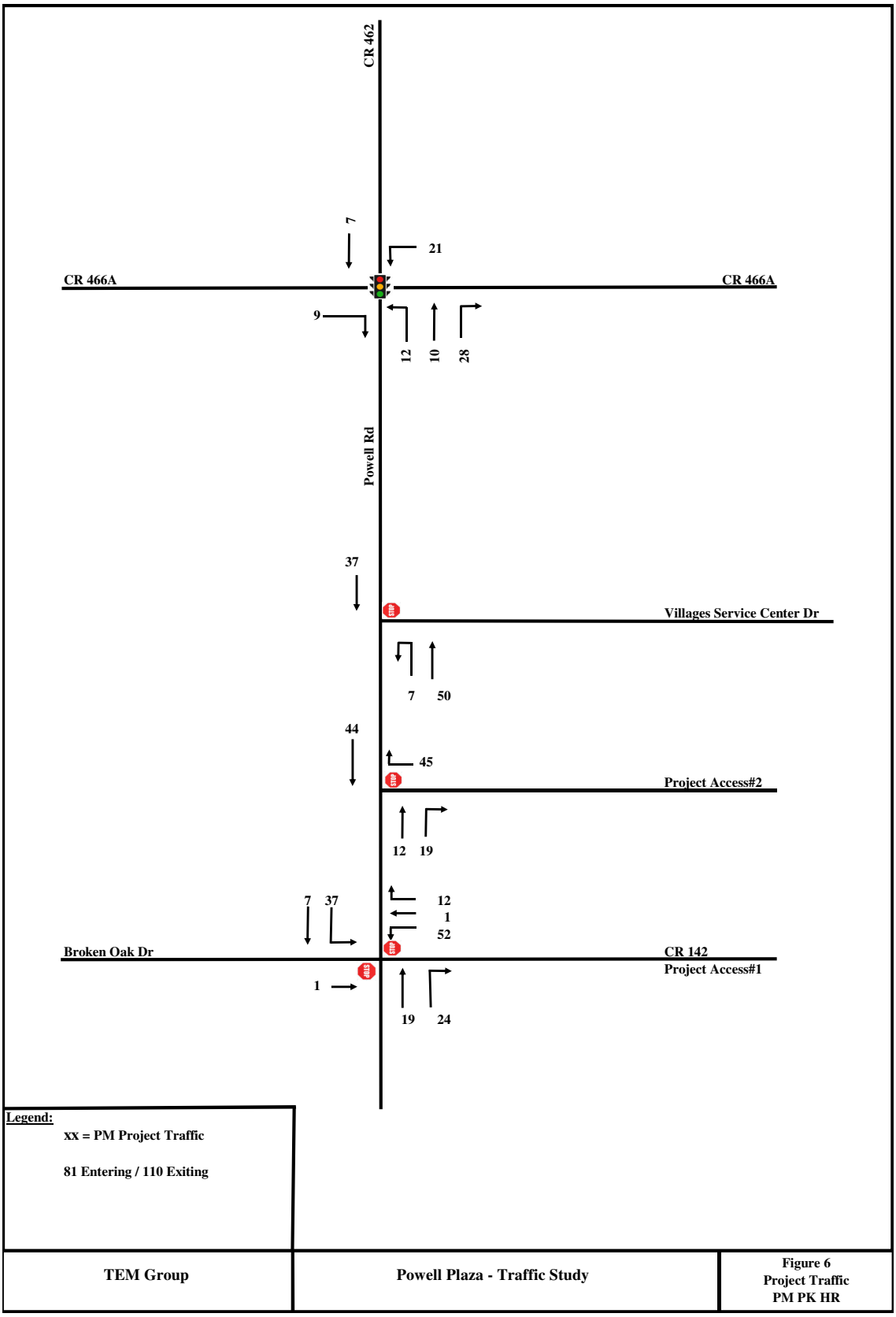

CR 462
CR 466A
CR 466A
Powell Rd
Villages Service Center Dr
Project Access#2
Broken Oak Dr
CR 142
Project Access#1
7
21
9
12
10
28
37
7
50
44
45
12
19
7
37
12
1
52
1
19
24
Legend:
xx = PM Project Traffic
81 Entering / 110 Exiting
TEM Group
Powell Plaza - Traffic Study
Figure 6
Project Traffic
PM PK HR

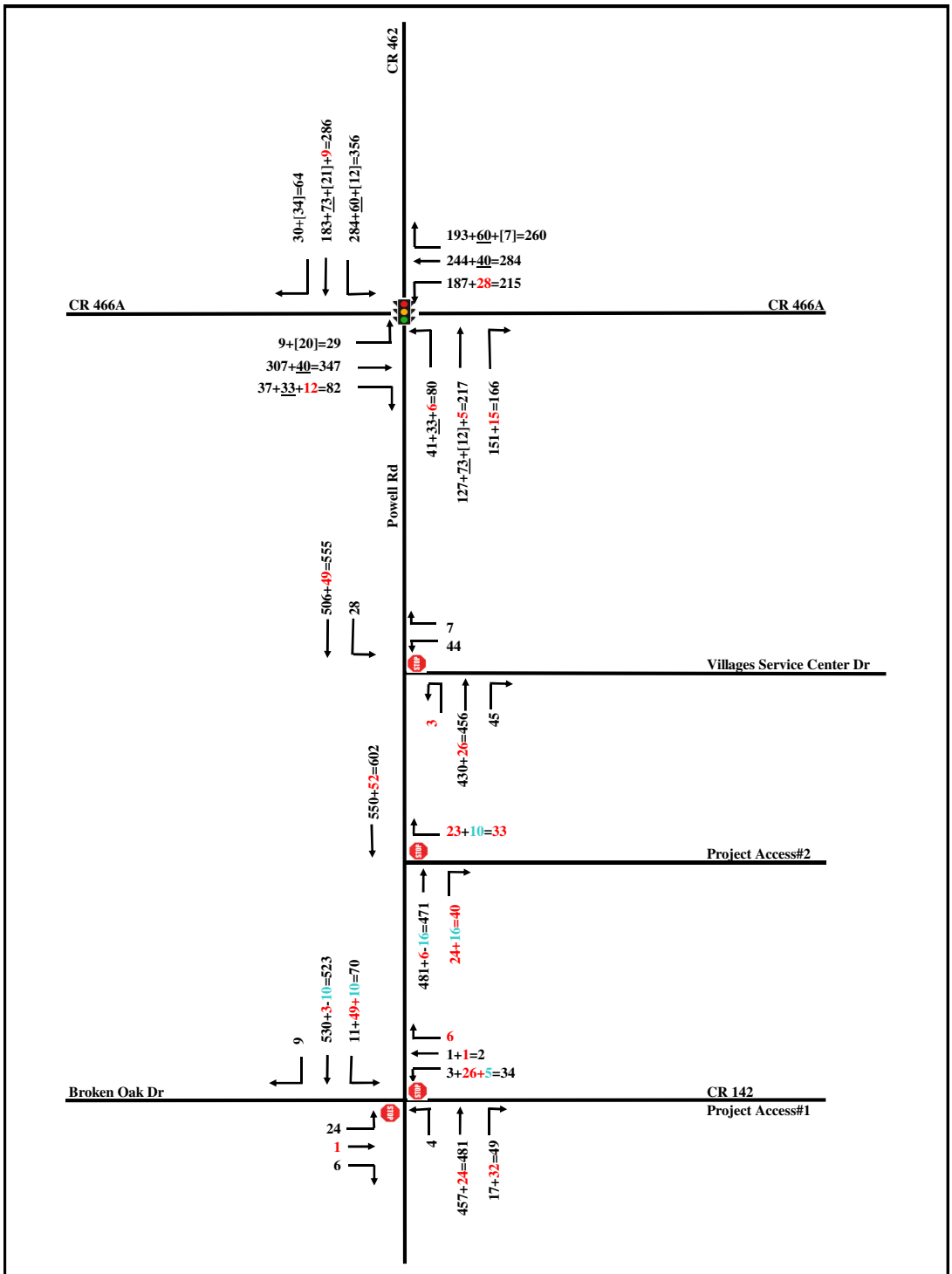
Table 7: Year 2022 Total Traffic – Roadway Capacity Analysis – PM PK HR

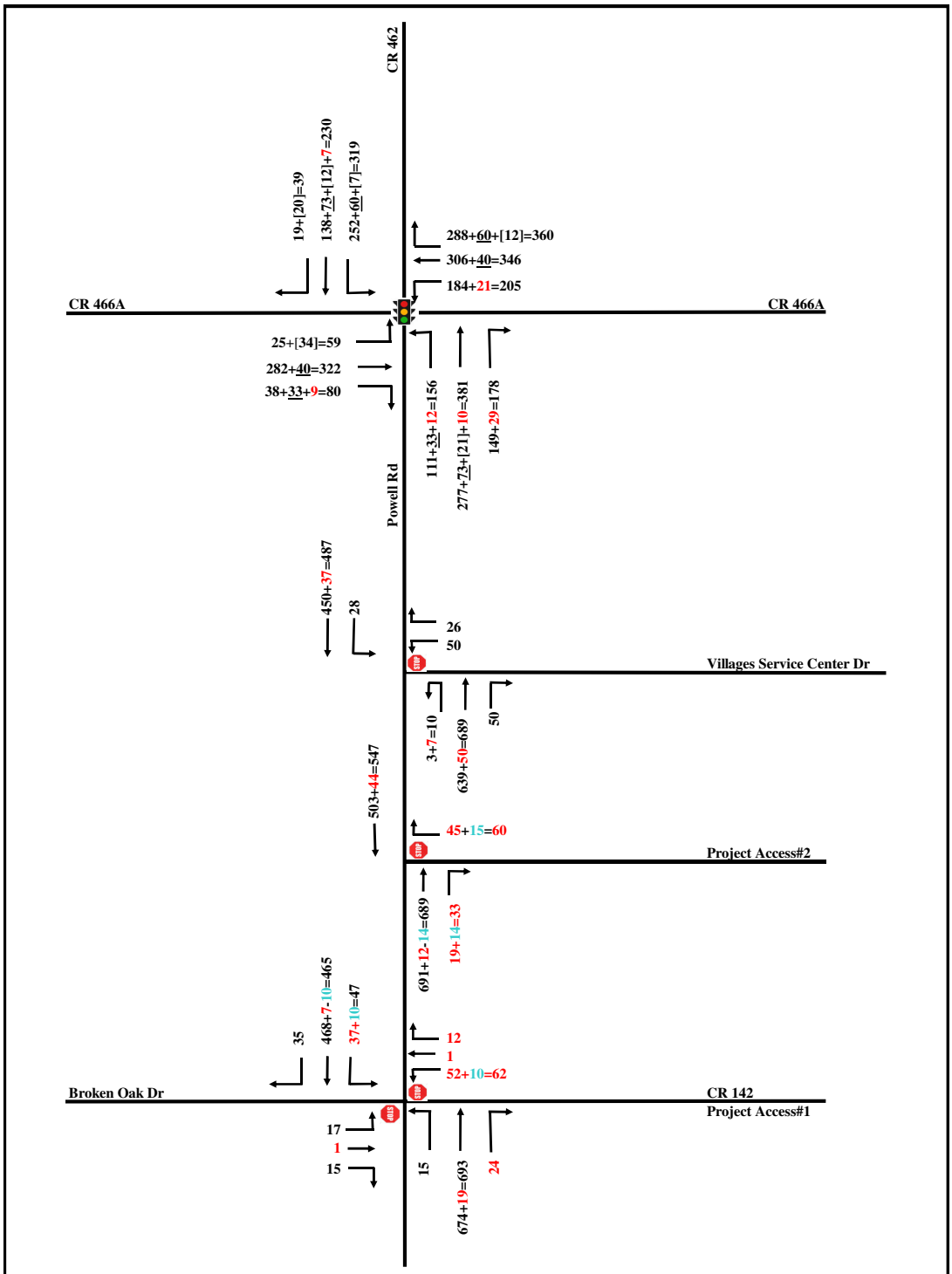
Roadway	Number of Lanes	LOS Standard	Background YR 2022 Traffic				Project Traffic					YR 2022 Total Traffic				Significant & Adverse
			Total Traffic	PM Peak Hour NB / EB	PM Peak Hour SB / WB	PM Peak Hour LOS	Project Dist(%)	Total Traffic	PM Peak Hour NB / EB	PM Peak Hour SB / WB	PM Peak Hour Significance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

Notes:

Source: TEM Group, LLC

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


CR 462
CR 466A
CR 466A
Powell Rd
Villages Service Center Dr
Project Access#2
Broken Oak Dr
CR 142
Project Access#1
30+[34]=64
183+73+[21]+9=286
284+60+[12]=356
193+60+[7]=260
244+40=284
187+28=215
9+[20]=29
307+40=347
37+33+12=82
41+33+6=80
127+73+[12]+5=217
151+15=166
506+49=555
28
7
44
3
430+26=456
45
550+52=602
23+10=33
481+6-16=471
24+16=40
9
530+3-10=523
11+49+10=70
6
1+1=2
3+26+5=34
24
1
6
4
457+24=481
17+32=49
Legend:
xx = Grown Traffic
xx = Turkey Run Traffic
[xx] = Triumph South Traffic
xx = Powell Plaza Project Traffic
xx = Powell Plaza Pass By Traffic
TEM Group
Powell Plaza - Traffic Study
Figure 7
Future YR 2022
AM PK HR Traffic


CR 462
CR 466A
CR 466A
Powell Rd
Villages Service Center Dr
Project Access#2
Broken Oak Dr
CR 142
Project Access#1
19+[20]=39
138+73+[12]+7=230
252+60+[7]=319
288+60+[12]=360
306+40=346
184+21=205
25+[34]=59
282+40=322
38+33+9=80
111+33+12=156
277+73+[21]+10=381
149+29=178
450+37=487
28
26
50
3+7=10
639+50=689
50
503+44=547
45+15=60
691+12-14=689
19+14=33
35
468+7-10=465
37+10=47
12
1
52+10=62
17
1
15
15
674+19=693
24
Legend:
xx = Grown Traffic
xx = Turkey Run Traffic
[xx] = Triumph South Traffic
xx = Powell Plaza Project Traffic
xx = Powell Plaza Pass By Traffic
TEM Group
Powell Plaza - Traffic Study
Figure 8
Future YR 2022
PM PK HR Traffic

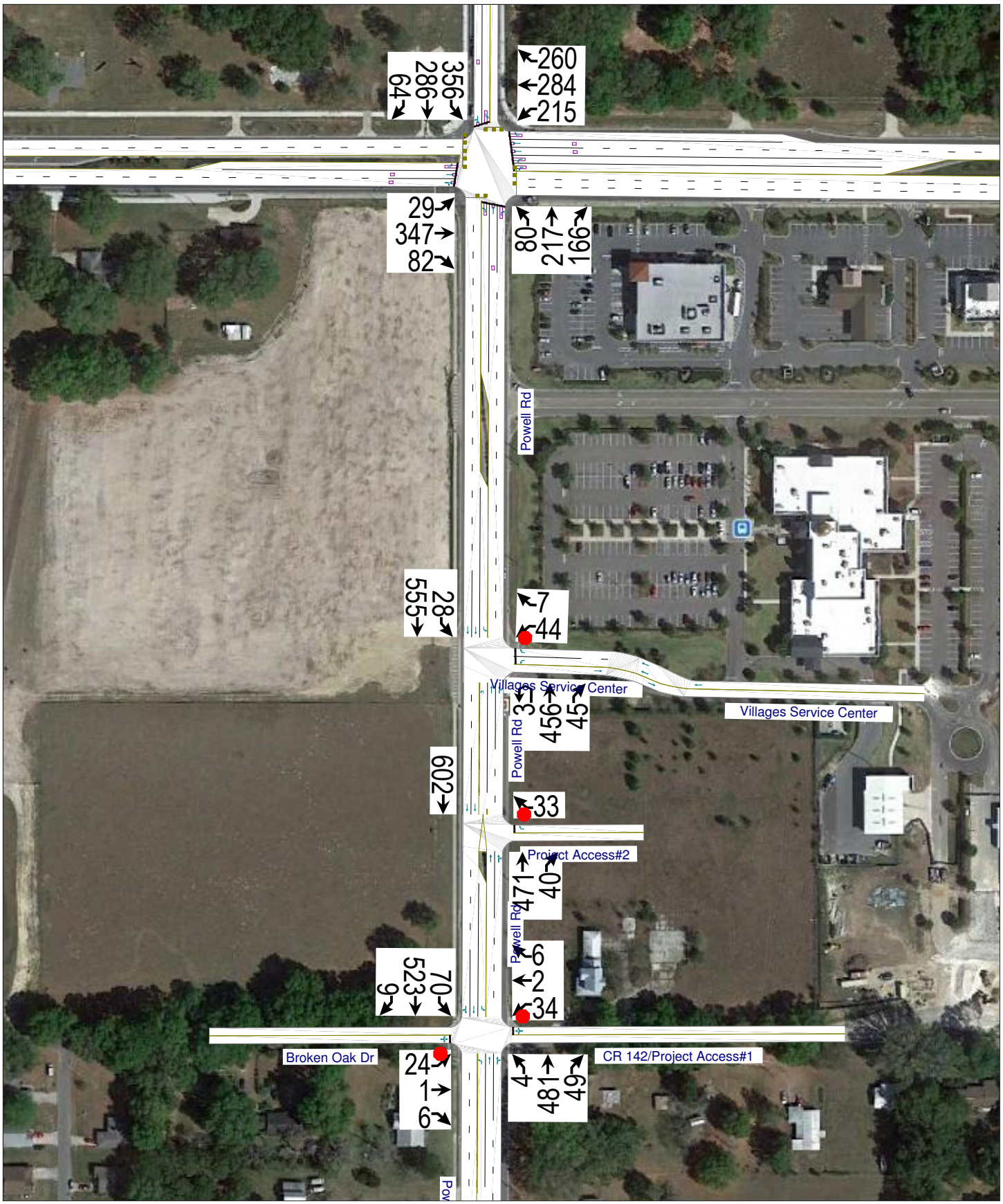


Figure 9 - Future YR 2022 AM PK HR Total Traffic

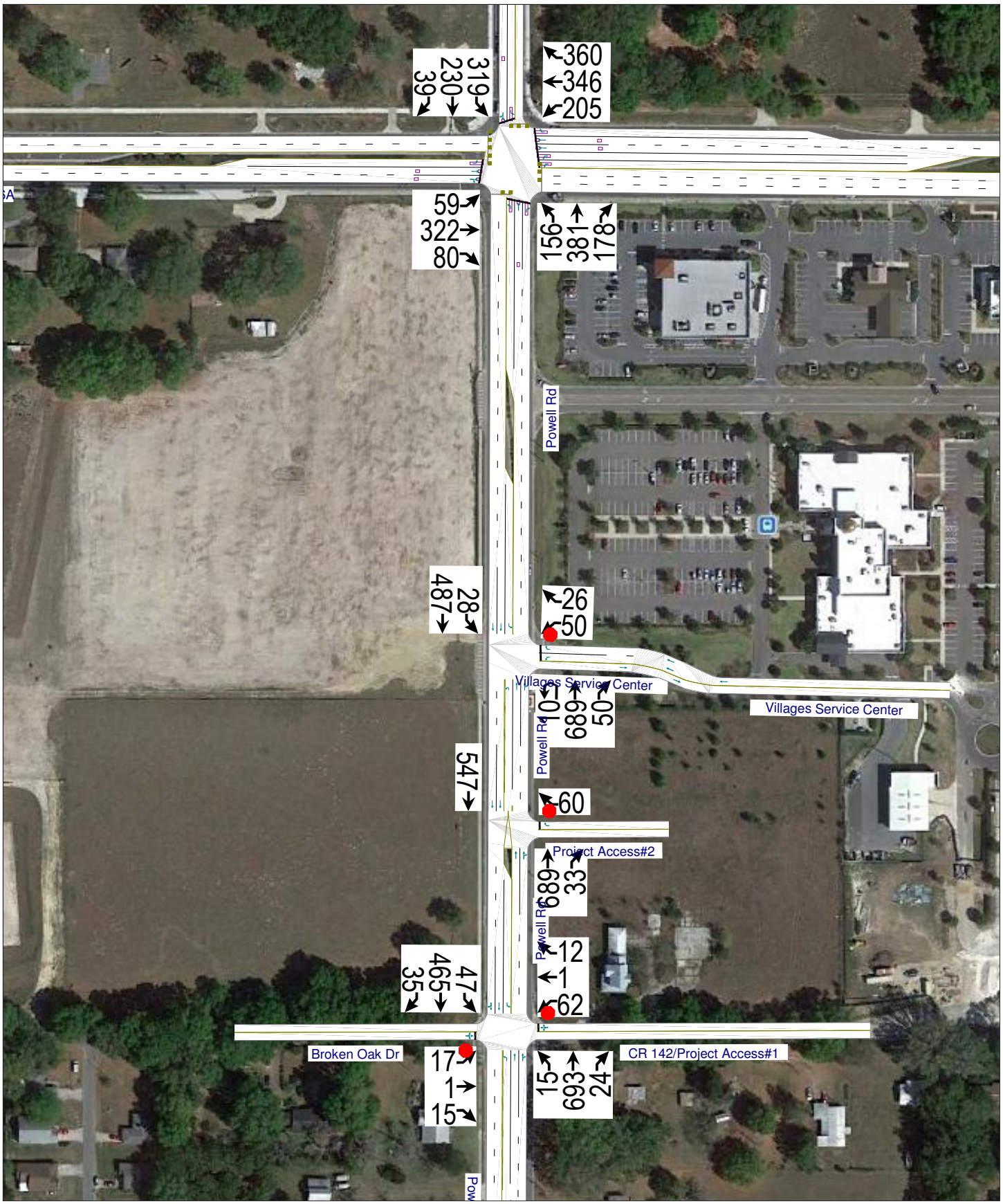


Figure 10 - Future YR 2022 PM PK HR Total Traffic

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

August 19, 2021
Revised January 11, 2022

prepared for:

SUMTER COUNTY
Public Works & Engineering Departments

submitted on behalf of:

Urban Habitats

prepared by:

MPH Transportation Planning, Inc. & Hagen Consulting Services

Signature of QA/QC Engineer:
Lawrence T. Hagen
Lawrence T. Hagen, P.E., P.T.O.E.
FLA License # 43968

Signature of Preparer:
Michael Hemmen
Michael Hemmen, AICP
Certificate # 012190

PROFESSIONAL ENGINEER ENDORSEMENT

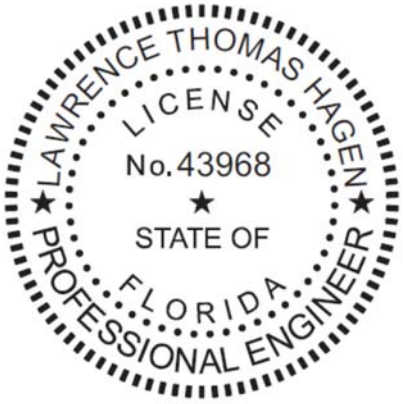
I hereby certify that I am a Registered Professional Engineer in the State of Florida and currently practicing as the principal of Hagen Consulting Services, LLC. Hagen Consulting Services, LLC is authorized via Registry No: 27955 to operate as an Engineering Business by the Florida State Board of Professional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

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

PROJECT: NE 81st Boulevard Subdivision (Residential Development)
LOCATION: Sumter County, Florida
CLIENT: Urban Habitats

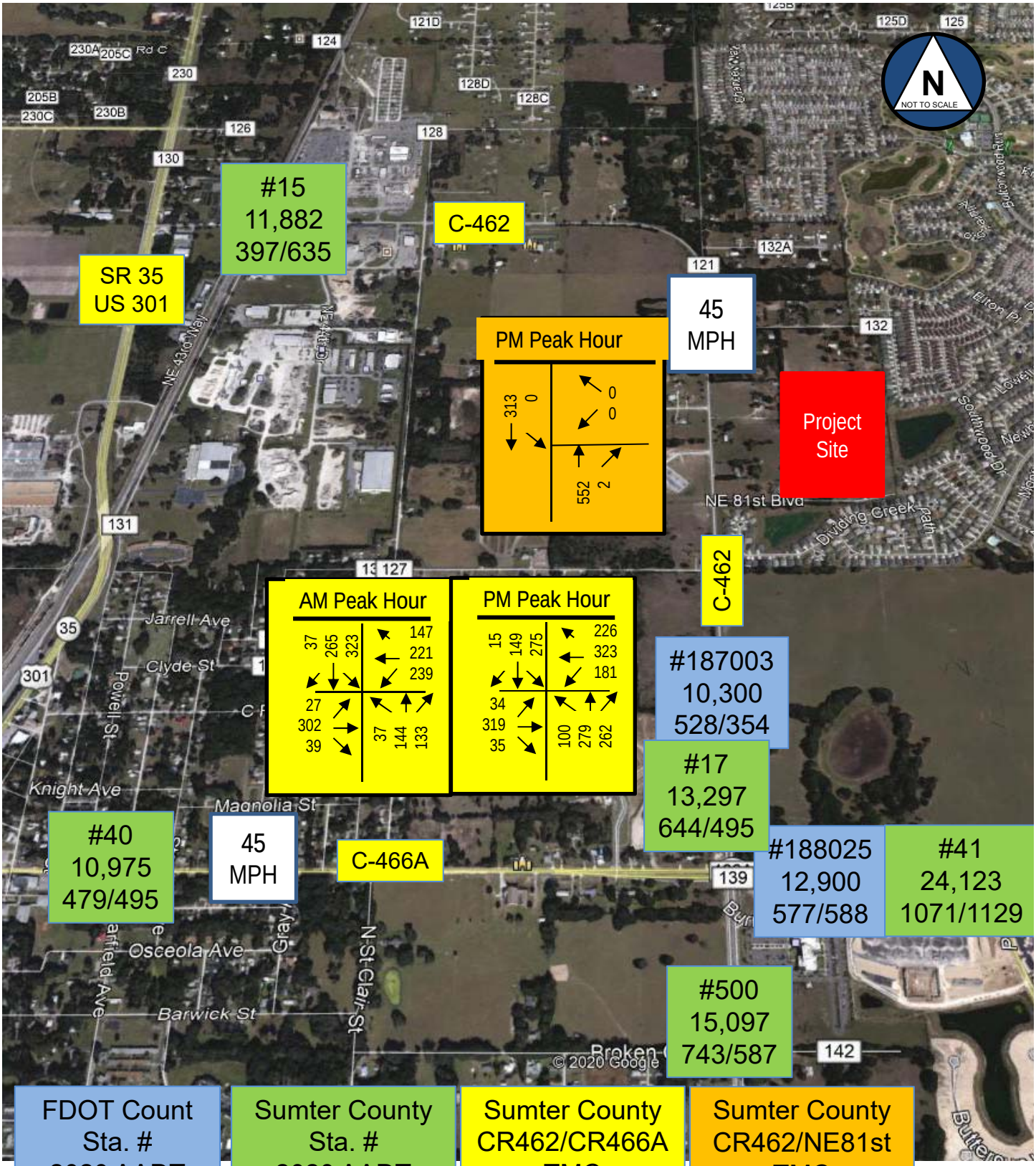
The results contained in this report were developed using procedures and references standard to the transportation engineering practice. These references and procedures were applied using professional judgment and experience.

Name: Lawrence T. Hagen, P.E., PTOE, RSP
Florida P.E. No.: 43968
Date: August 19, 2021



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

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



FDOT Count Sta. # 2020 AADT NB/SB p.m. pk

Sumter County Sta. # 2020 AADT NB/SB p.m. pk

Sumter County CR462/CR466A TMC 9/17/20

Sumter County CR462/NE81st TMC 8/4/21

MPH

Single-Family Residential – Sumter County, FL

Project Location & Existing Traffic

Figure 1
Page 5

MPH 21-16 8/10/21

TRIP GENERATION

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

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

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

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

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

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

TRIP DISTRIBUTION

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

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

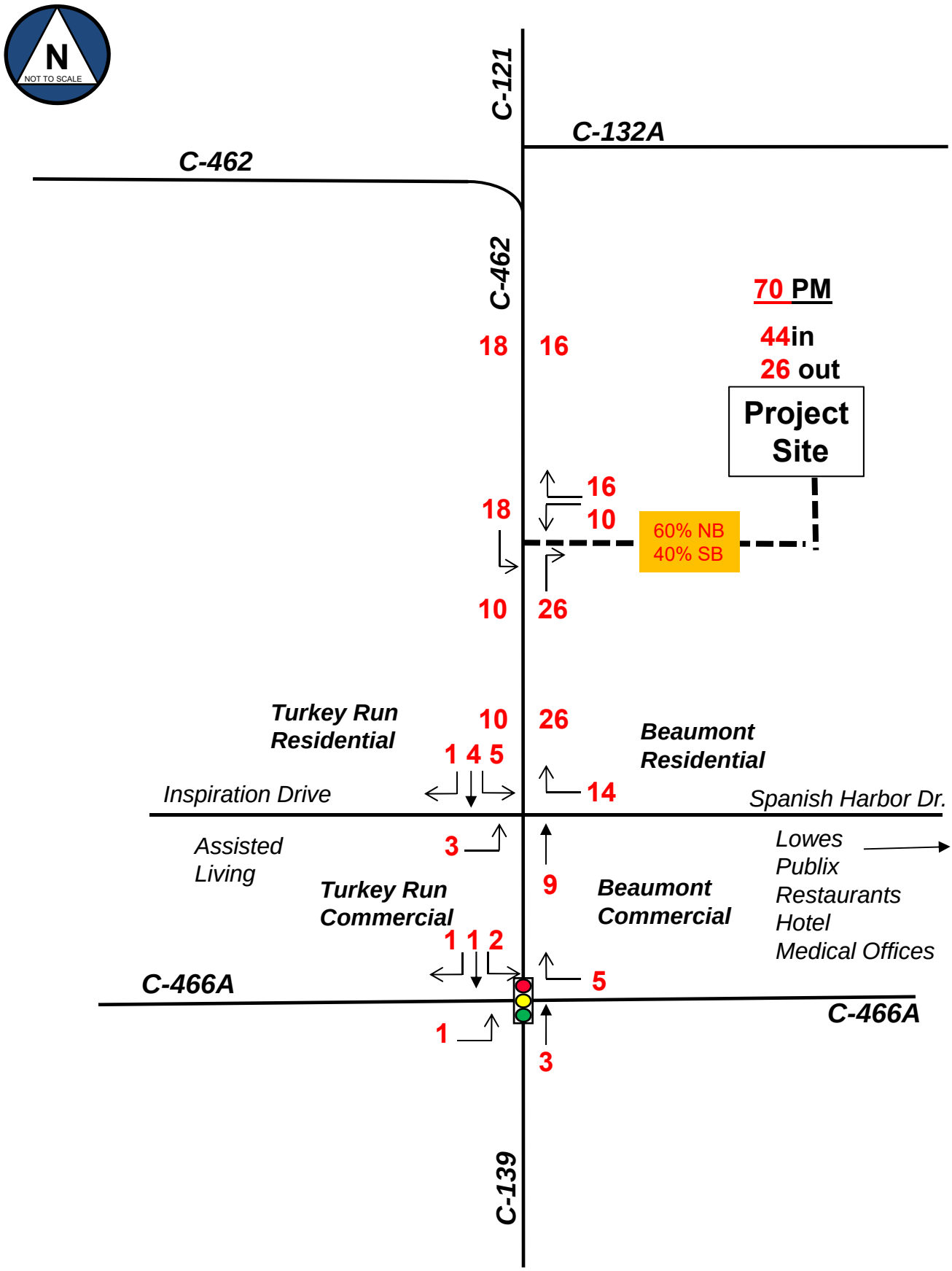
Daily Project Trips		**Enter**	**359**	**Exit**	**359**	**2-Way**
Roadway	**Segment**	**%**	**Trips**	**%**	**Trips**	**Total**
CR 462	North of NE 81st Blvd.	40%	144	40%	144	288
	South of NE 81st Blvd.	60%	215	60%	215	430
	Total	100%	359	100%	359	718

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

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

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

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



MPH ***Single-Family Residential – Sumter County, FL***

Project P.M. Peak Hour Traffic

Figure 2
Page 9

MPH 21-16 12/15/21

ROADWAY LEVEL OF SERVICE (LOS) ANALYSIS

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

Table 3: Roadway Level of Service (LOS)
NE 81st Blvd. Homes
Sumter County, Florida

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

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

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

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

Table 4 - Intersection Impacts

Stop Sign Controlled Intersection Impacts

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

Notes:

2021 traffic volumes from 8/4/21 TMC

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

Reserved trips from 3 project TIAs provided by Sumter County staff

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

Single Family homes at Wildwood buildout by 2023.

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

Table 5 – HCS Intersection Level of Service (LOS)

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

Delay expressed in AVERAGE seconds per vehicle.

2021 TMC Data from MPH 8/4/21

NB traffic is non-stop free flow.

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

CONCLUSIONS and RECOMMENDATIONS

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

Conclusions:

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

Recommendations:

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

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

TRAFFIC IMPACT ANALYSIS
CITY OF WILDWOOD
FLORIDA

Prepared by:

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

Prepared for:
1201 Cleveland Avenue, LLC
701 N Federal Highway, Suite 201 B
Hallandale, Florida 33009

EXECUTIVE SUMMARY

Project Information

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

Findings

Trip Generation:	1,647 Daily Trips / 98 AM Peak Hour Trips / 156 PM Peak Hour Trip
Roadway Capacity:	Study segments are projected to operate at acceptable LOS.
Intersection Capacity:	Study intersections are projected to operate at acceptable LOS in the existing and buildout scenarios. However, the intersection of C 466A and US 301 / SR 35 will operate with some delays in the westbound approach in the PM peak hour, due to the background traffic. The project adds 1.7% of traffic to the intersection.
Access Plan:	One (1) right-in/right-out access on C 466A and one (1) access connection via Rio Grande Boulevard to C 466A.
Alternative Transportation Modes:	Sidewalks and bicycle lanes are available on C 466A adjacent to the site. No fixed-route bus service in the study area but Sumter County Connection offers a door-to-door service within the City.

PROFESSIONAL ENGINEERING CERTIFICATION

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

PROJECT: Solamar at Wildwood

LOCATION: City of Wildwood, Florida

CLIENT: 1201 Cleveland Avenue, LLC

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

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

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

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

2.0 EXISTING CONDITIONS ANALYSIS

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

2.1 Roadway Segment Capacity

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

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

Table 1
Existing Roadway Segment Capacity Analysis

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

2020 Sumter County Annual Traffic Counts
Capacities obtained from 2014/2015 Sumter County TMS Tables

2.2 Intersection Capacity

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

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

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

Table 2
Existing Intersection Capacity Analysis

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

Delays expressed in sec/veh

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

3.0 PLANNED AND PROGRAMMED IMPROVEMENTS

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

Table 3
Planned and Programmed Improvements

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

4.0 PROJECT TRAFFIC

4.1 Trip Generation

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

Table 4
Trip Generation Analysis

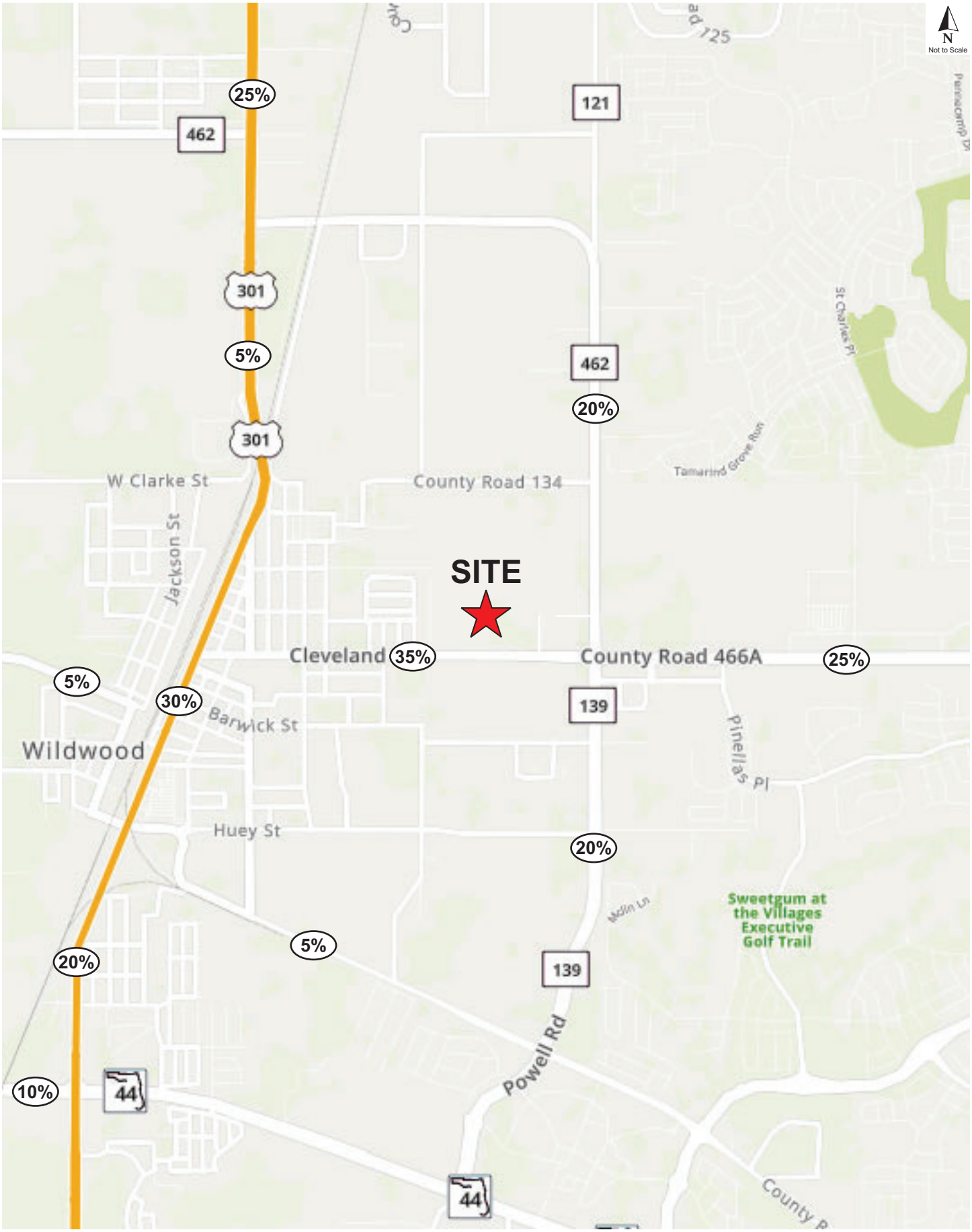
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
220	Multifamily Residential	244 DU	6.75	1,647	0.40	98	24	74	0.64	156	98	58

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

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

4.2 Trip Distribution

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



Project Trip Distribution
Solamar at Wildwood
20124.3, v2.2

Figure 3

5.0 PROJECTED CONDITIONS ANALYSIS

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

5.1 Background Traffic Projection

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

5.2 Projected Roadway Segment Capacity

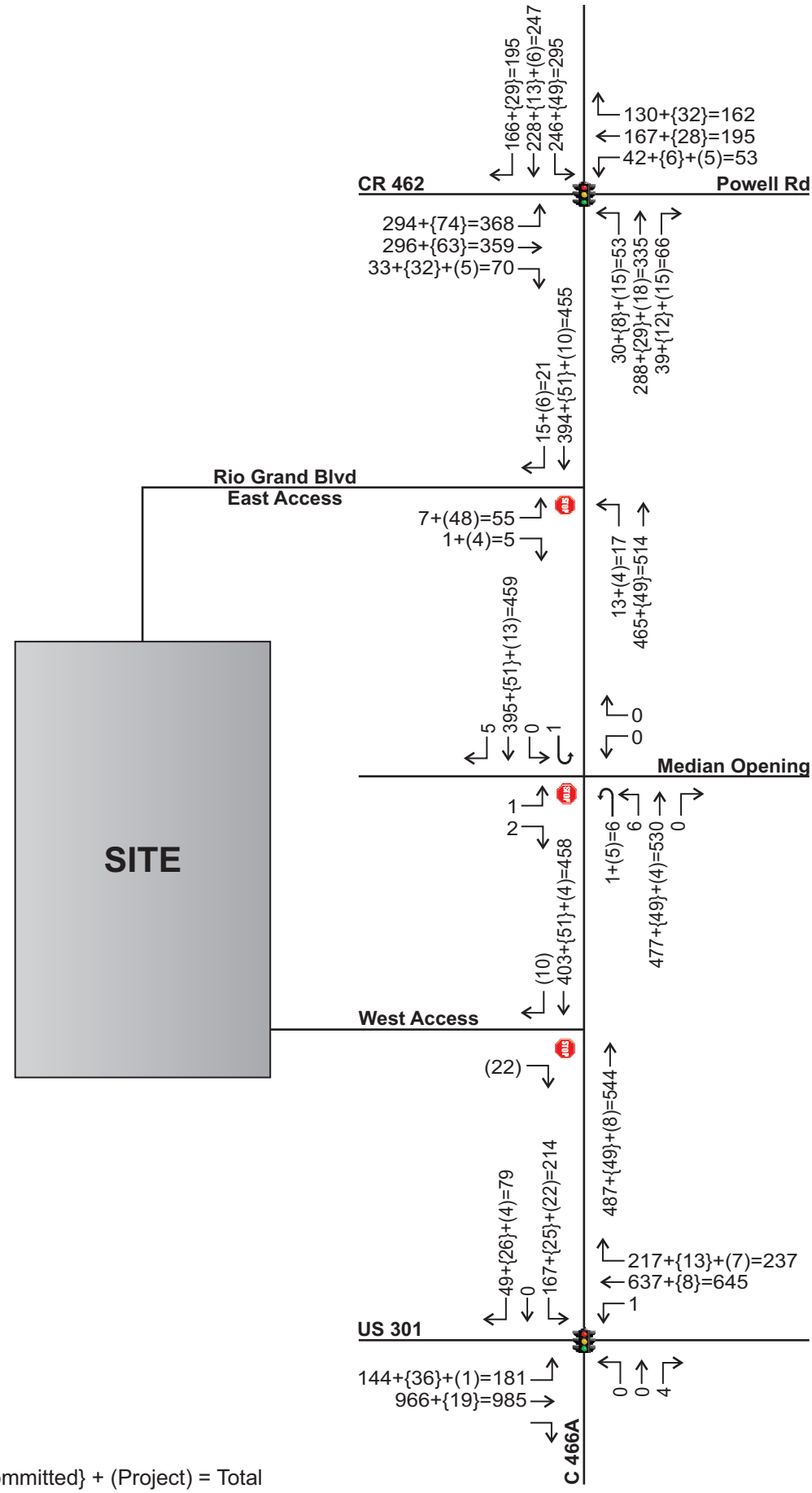
Projected roadway conditions were analyzed by comparing the projected traffic volumes on the study segments to their capacities. The total projected traffic volume is composed of background traffic and project trips.

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

Table 5
Projected Roadway Segment Capacity Analysis

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

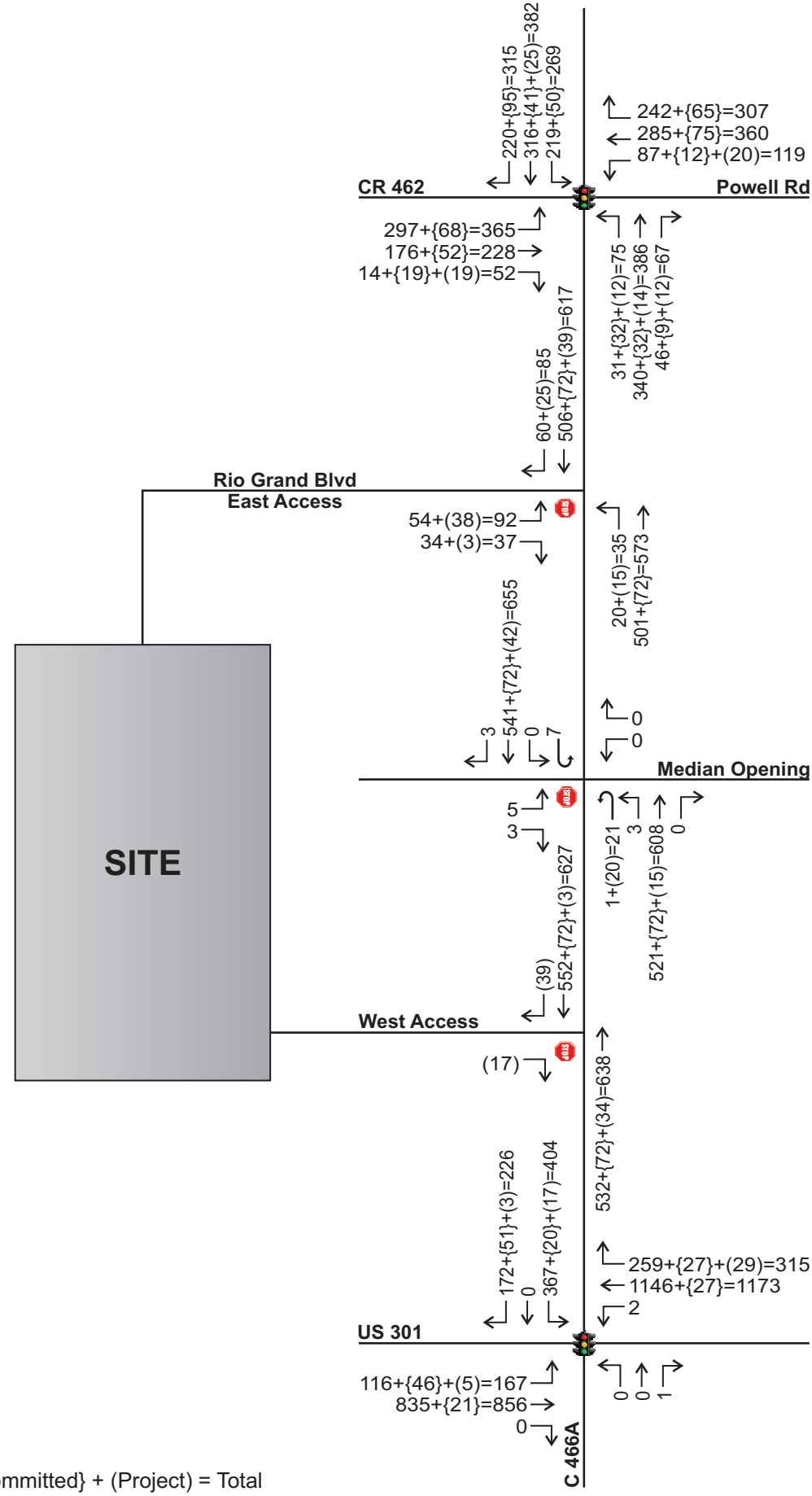
AGR denotes Annual Growth Rate



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

7.0 STUDY CONCLUSIONS

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

The results of the traffic analysis are summarized as follows:

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

Memorandum

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

Date: Oct. 3, 2022

Project #: 64081.01

From: Joedel Zaballero, PE, PTOE

Re: Townhome at Powell
Supplemental Traffic Analysis

Introduction

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

Project Description

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

Trip Generation

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

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

Memorandum

Table 1 Trip Generation Comparison

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

Source: ITE Trip Generation Manual, 11th Edition

Trip Distribution and Assignment

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

Roadway Capacity Analysis - Build

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

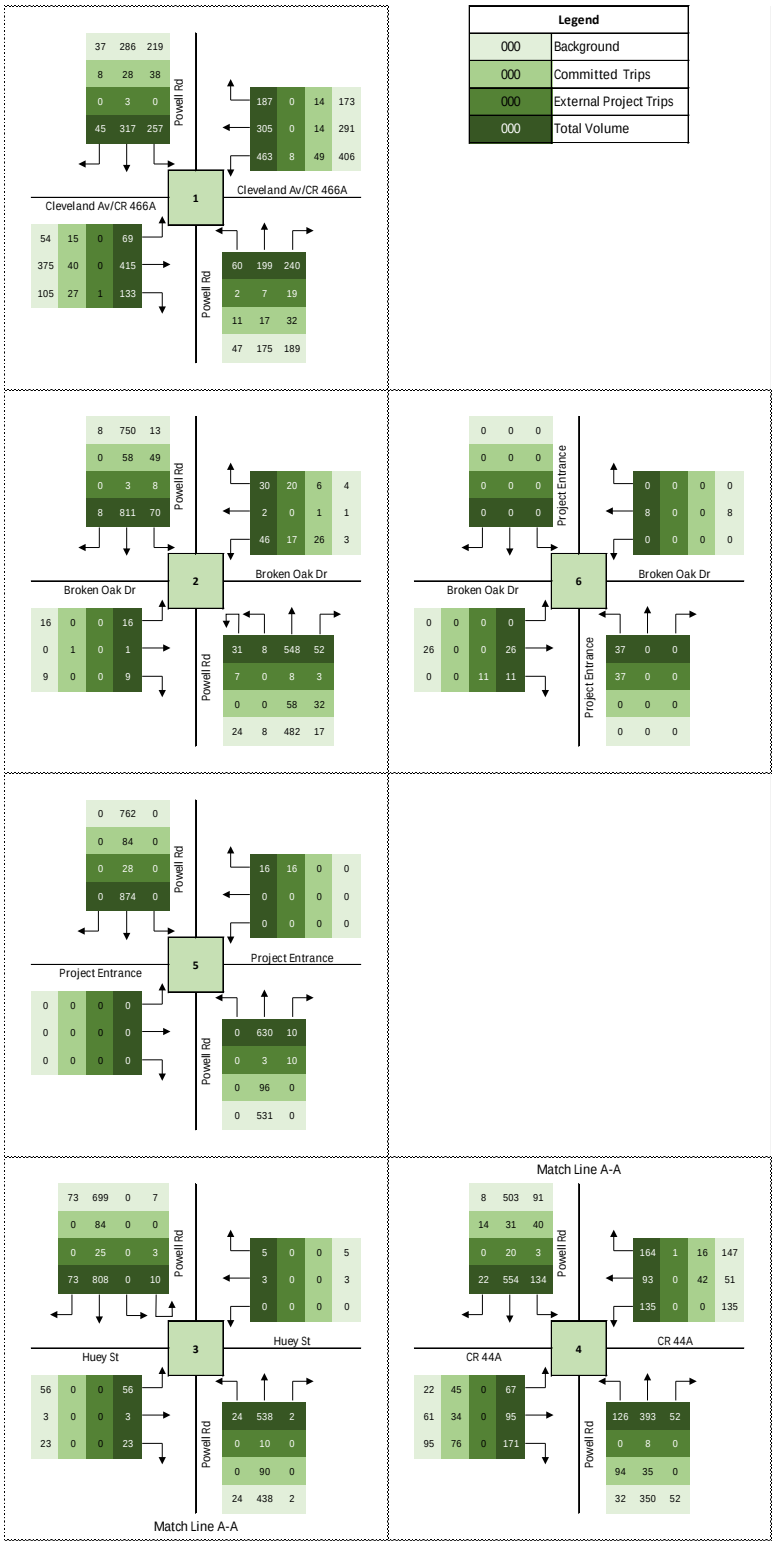
Intersection Capacity Analysis – Build

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

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

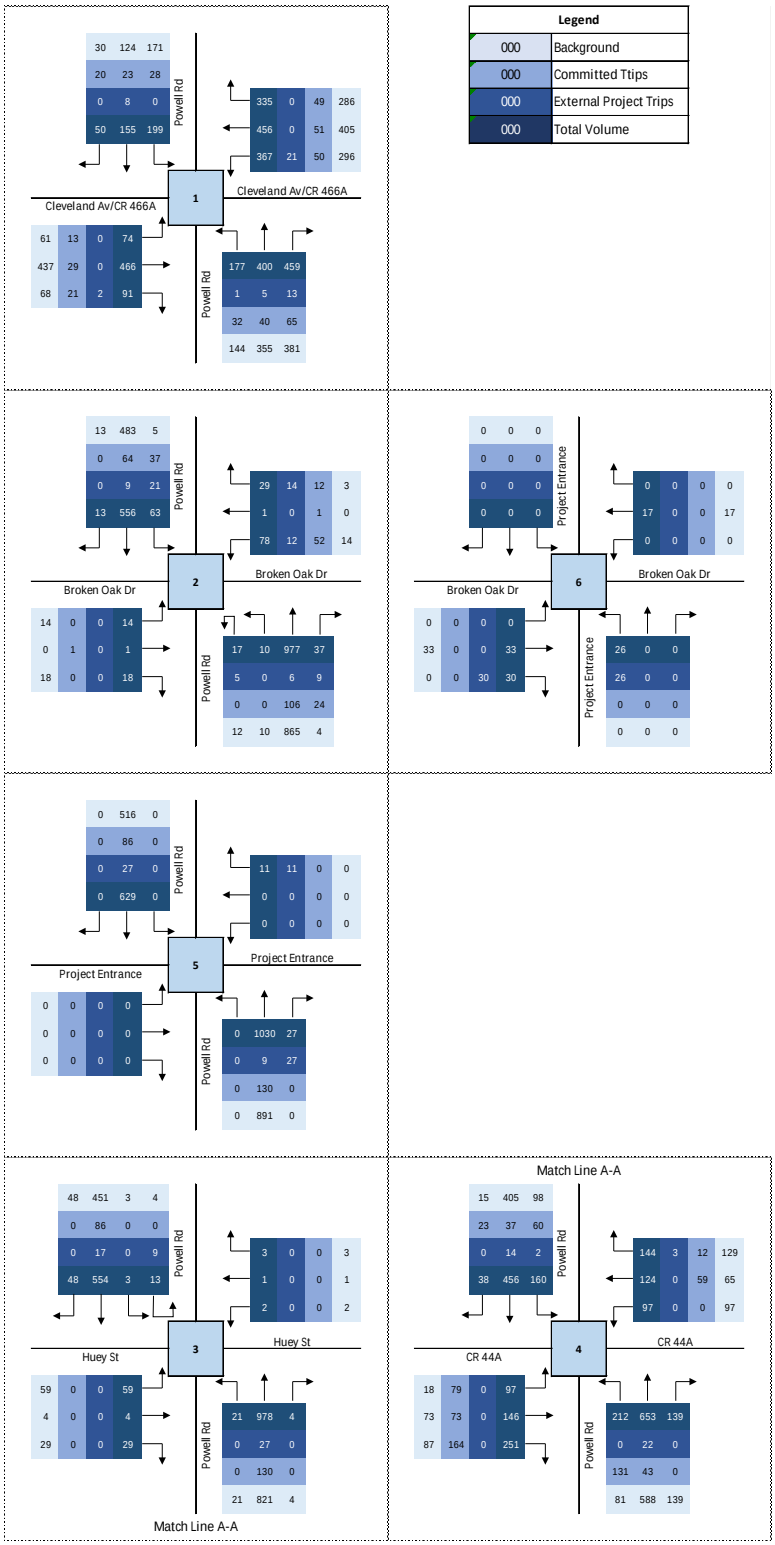
Memorandum

Figure 1 Future Turning Movement Volumes – AM Peak Hour



Memorandum

Figure 1 Future Turning Movement Volumes – AM Peak Hour



Memorandum

Table 1 Roadway Capacity Analysis - Future

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

Sources: Sumter County CMP Database 2019
VHB, Inc.

APPENDIX E

Intersection Derivation Sheets

PM Peak Hour Analysis

Inputs:	Analysis Years			Seasonal Factor		External Project Trips			Passby Project Trips			PM Peak
	Existing Year	Future Year	Total	Factor	Date	In	Out	Total	In	Out	Total	
	2023	2026	3	1.00	11/29/2023	24	14	38	0	0	0	
				1.06	12/19/2023							

Existing Turning Movement Counts

Location	Intersection		PHF	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM	245	334	557	154	170	60	70	457	91	306	431	269
2	Powell Rd	Broken Oak Dr	PM	44	824	7	6	539	16	11	0	9	23	0	8
3	Powell Rd	Huey St	PM	25	807	3	44	534	44	78	0	28	1	1	1
4	Powell Rd	CR 44A	PM	58	547	265	117	422	32	41	85	116	105	87	184
5	Powell Rd	Project Entrance	PM	0	861	33	0	596	0	0	0	0	0	0	22

Truck Factors

Location	Intersection		PHF	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	0.95	0.0%	3.0%	0.5%	0.0%	3.5%	1.7%	7.1%	0.9%	2.2%	0.3%	1.6%	1.1%
2	Powell Rd	Broken Oak Dr	0.97	0.0%	1.7%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
3	Powell Rd	Huey St	0.92	0.0%	2.0%	0.0%	0.0%	1.3%	6.8%	1.3%	0.0%	3.6%	0.0%	0.0%	0.0%
4	Powell Rd	CR 44A	0.94	1.7%	0.7%	0.0%	0.0%	0.7%	3.1%	2.4%	0.0%	0.0%	0.0%	2.3%	2.2%
5	Powell Rd	Project Entrance	0.94	0.0%	1.6%	3.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%

2023 TMC Adjusted

Location	Intersection		Seasonal Factor	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	1.06	260	354	590	163	180	64	74	484	96	324	457	285
2	Powell Rd	Broken Oak Dr	1.00	44	824	7	6	539	16	11	0	9	23	0	8
3	Powell Rd	Huey St	1.00	25	807	3	44	534	44	78	0	28	1	1	1
4	Powell Rd	CR 44A	1.06	61	580	281	124	447	34	43	90	123	111	92	195
5	Powell Rd	Project Entrance	1.00	0	861	33	0	596	0	0	0	0	0	0	22

Annual Growth Rates

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
2	Powell Rd	Broken Oak Dr	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
3	Powell Rd	Huey St	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
4	Powell Rd	CR 44A	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
5	Powell Rd	Project Entrance	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%

Future Background

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM	280	381	634	175	194	69	80	520	103	348	491	306
2	Powell Rd	Broken Oak Dr	PM	47	886	8	6	579	17	12	0	10	25	0	9
3	Powell Rd	Huey St	PM	27	868	3	47	574	47	84	0	30	1	1	1
4	Powell Rd	CR 44A	PM	66	624	302	133	481	37	46	97	132	119	99	210
5	Powell Rd	Project Entrance	PM	0	926	35	0	641	0	0	0	0	0	0	24

Future Trip Distribution Out (Movement)

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM	3.00%	14.00%	36.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	Powell Rd	Broken Oak Dr	PM	47.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	Powell Rd	Huey St	PM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	Powell Rd	CR 44A	PM	0.00%	0.00%	0.00%	5.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
5	Powell Rd	Project Entrance	PM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%

Future Trip Distribution In (Movement)

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM	0.00%	0.00%	0.00%	0.00%	14.00%	0.00%	0.00%	0.00%	3.00%	36.00%	0.00%	0.00%
2	Powell Rd	Broken Oak Dr	PM	0.00%	0.00%	0.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	Powell Rd	Huey St	PM	0.00%	47.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	Powell Rd	CR 44A	PM	0.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%
5	Powell Rd	Project Entrance	PM	0.00%	0.00%	100.00%	0.00%	53.00%	0.00%	95.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Trip Adjustment

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM												
2	Powell Rd	Broken Oak Dr	PM												
3	Powell Rd	Huey St	PM												
4	Powell Rd	CR 44A	PM												
5	Powell Rd	Project Entrance	PM												

External Project Trips

				External Trip Generation			Entering		24	Exiting		14	Total		38
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM	0	2	5	0	3	0	0	0	1	9	0	0
2	Powell Rd	Broken Oak Dr	PM	7	7	0	0	13	0	0	0	0	0	0	0
3	Powell Rd	Huey St	PM	0	11	0	13	7	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	0	9	0	1	5	0	0	0	0	0	0	1
5	Powell Rd	Project Entrance	PM	0	0	24	0	19	0	23	0	0	0	0	14

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

AM Peak Hour

Inputs:	Analysis Years			Seasonal Factor		External Project Trips			Passby Project Trips			AM Peak
	Existing Year	Future Year	Total	Factor	Date	In	Out	Total	In	Out	Total	
	2023	2026	3	1.00	11/29/2023	7	23	30	0	0	0	
				1.06	12/19/2023							

Existing Turning Movement Counts

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM	114	195	329	166	215	52	66	378	100	312	314	166
2	Powell Rd	Broken Oak Dr	AM	46	496	20	7	642	5	12	0	17	3	0	4
3	Powell Rd	Huey St	AM	30	478	1	21	581	86	56	1	40	1	3	1
4	Powell Rd	CR 44A	AM	49	383	103	87	412	21	45	57	147	235	62	182
5	Powell Rd	Project Entrance	AM	0	507	21	0	686	0	0	0	0	0	0	36

Truck Factors

Location	Intersection		PHF	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	0.92	3.5%	4.6%	3.0%	4.2%	7.0%	7.7%	18.2%	4.0%	3.0%	2.9%	2.9%	1.2%
2	Powell Rd	Broken Oak Dr	0.86	0.0%	3.4%	0.0%	0.0%	3.9%	0.0%	8.3%	0.0%	0.0%	66.7%	0.0%	0.0%
3	Powell Rd	Huey St	0.91	3.3%	2.9%	0.0%	0.0%	3.3%	5.8%	0.0%	0.0%	2.5%	0.0%	33.3%	0.0%
4	Powell Rd	CR 44A	0.89	2.0%	3.4%	0.0%	2.3%	3.4%	9.5%	2.2%	0.0%	0.0%	1.3%	1.6%	1.1%
5	Powell Rd	Project Entrance	0.93	0.0%	3.6%	0.0%	0.0%	3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

2023 TMC Projected

Location	Intersection		Seasonal Factor	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	1.06	121	207	349	176	228	55	70	401	106	331	333	176
2	Powell Rd	Broken Oak Dr	1.00	46	496	20	7	642	5	12	0	17	3	0	4
3	Powell Rd	Huey St	1.00	30	478	1	21	581	86	56	1	40	1	3	1
4	Powell Rd	CR 44A	1.06	52	406	109	92	437	22	48	60	156	249	66	193
5	Powell Rd	Project Entrance	1.00	0	507	21	0	686	0	0	0	0	0	0	36

Annual Growth Rates

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
2	Powell Rd	Broken Oak Dr	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
3	Powell Rd	Huey St	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
4	Powell Rd	CR 44A	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
5	Powell Rd	Project Entrance	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%

Future Background

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM	130	223	375	189	245	59	75	431	114	356	358	189
2	Powell Rd	Broken Oak Dr	AM	49	533	22	8	690	5	13	0	18	3	0	4
3	Powell Rd	Huey St	AM	32	514	1	23	625	92	60	1	43	1	3	1
4	Powell Rd	CR 44A	AM	56	436	117	99	470	24	52	65	168	268	71	207
5	Powell Rd	Project Entrance	AM	0	545	23	0	737	0	0	0	0	0	0	39

Future Trip Distribution Out (Movement)

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM	3.00%	14.00%	36.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	Powell Rd	Broken Oak Dr	AM	47.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	Powell Rd	Huey St	AM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	Powell Rd	CR 44A	AM	0.00%	0.00%	0.00%	5.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
5	Powell Rd	Project Entrance	AM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%

Future Trip Distribution In (Movement)

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM	0.00%	0.00%	0.00%	0.00%	14.00%	0.00%	0.00%	0.00%	3.00%	36.00%	0.00%	0.00%
2	Powell Rd	Broken Oak Dr	AM	0.00%	0.00%	0.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	Powell Rd	Huey St	AM	0.00%	47.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	Powell Rd	CR 44A	AM	0.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%
5	Powell Rd	Project Entrance	AM	0.00%	0.00%	100.00%	0.00%	53.00%	0.00%	95.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Adjustment

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM												
2	Powell Rd	Broken Oak Dr	AM												
3	Powell Rd	Huey St	AM												
4	Powell Rd	CR 44A	AM												
5	Powell Rd	Project Entrance	AM												

External Project Trips

				External Trip Generation			Entering		7	Exiting		23	Total		30
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM	1	3	8	0	1	0	0	0	0	3	0	0
2	Powell Rd	Broken Oak Dr	AM	11	12	0	0	4	0	0	0	0	0	0	0
3	Powell Rd	Huey St	AM	0	3	0	4	11	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	AM	0	3	0	1	9	0	0	0	0	0	0	0
5	Powell Rd	Project Entrance	AM	0	0	7	0	15	0	7	0	0	0	0	23

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

PM Peak Committed Development Summary

Parkview at Brownwood

Location	Intersection NB/SB	Intersection EB/WB	PHF	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM		18	37		10					29		
2	Powell Rd	Broken Oak Dr	PM		55			39							
3	Powell Rd	Huey St	PM		55			39							
4	Powell Rd	CR 44A	PM	131			44			55	73	164		59	
5	Powell Rd	Project Entrance	PM		55			39							

Highfields at Twisted Oaks

Location	Intersection NB/SB	Intersection EB/WB	PHF	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM		9		26	5			15			26	44
2	Powell Rd	Broken Oak Dr	PM		9			5							
3	Powell Rd	Huey St	PM		9			5							
4	Powell Rd	CR 44A	PM		9			5							
5	Powell Rd	Project Entrance	PM		9			5							

Powell Plaza

Location	Intersection NB/SB	Intersection EB/WB	Seasonal Factor	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	1.00	12	10	28		7				9	21		
2	Powell Rd	Broken Oak Dr	1.00		19	24	37	7			1		52	1	12
3	Powell Rd	Huey St	1.00		43			29							
4	Powell Rd	CR 44A	1.00		16		16	22	20	19					12
5	Powell Rd	Project Entrance	1.00		43			29							

NE 81st Blvd Subdivision

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM		3		2	1	1	1					5
2	Powell Rd	Broken Oak Dr	PM		3			1							
3	Powell Rd	Huey St	PM		3			1							
4	Powell Rd	CR 44A	PM		3			1							
5	Powell Rd	Project Entrance	PM		3			1							

Solamar at Wildwood (fka Wildwood Residential)

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	20					19	12	14	12		25	
2	Powell Rd	Broken Oak Dr	PM		20			12							
3	Powell Rd	Huey St	PM		20			12							
4	Powell Rd	CR 44A	PM		15			9	3	5					
5	Powell Rd	Project Entrance	PM		20			12							

Townhomes at Powell

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	1	5	13	0	8				2	21		
2	Powell Rd	Broken Oak Dr	PM	5	6	9	21	9					12		14
3	Powell Rd	Huey St	PM	0	27	0	9	17							
4	Powell Rd	CR 44A	PM	0	22	0	2	14							3
5	Powell Rd	Project Entrance	PM		27			26							

Total Committed Development

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	33	45	78	28	31	20	13	29	23	71	51	49
2	Powell Rd	Broken Oak Dr	PM	5	112	33	58	73	0	0	1	0	64	1	26
3	Powell Rd	Huey St	PM	0	157	0	9	103	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	131	65	0	62	51	23	79	73	164	0	59	15
5	Powell Rd	Project Entrance	PM	0	157	0	0	112	0	0	0	0	0	0	0

AM Peak Hour Committed Development Trips

Parkview at Brownwood

Location	Intersection NB/SB	Intersection EB/WB	PHF	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	0	8	17	0	10	0	0	0	0	21	0	0
2	Powell Rd	Broken Oak Dr	PM	0	25	0	0	31	0	0	0	0	0	0	0
3	Powell Rd	Huey St	PM	0	25	0	0	31	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	94	0	0	31	0	0	25	34	76	0	42	0
5	Powell Rd	Project Entrance	PM	0	25	0	0	31	0	0	0	0	0	0	0

Highfields at Twisted Oaks

Location	Intersection NB/SB	Intersection EB/WB	PHF	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	0	3	0	37	7	0	0	22	0	0	8	13
2	Powell Rd	Broken Oak Dr	PM	0	3	0	0	7	0	0	0	0	0	0	0
3	Powell Rd	Huey St	PM	0	3	0	0	7	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	0	9	0	0	7	0	0	0	0	0	0	0
5	Powell Rd	Project Entrance	PM	0	9	0	0	7	0	0	0	0	0	0	0

Powell Plaza

Location	Intersection NB/SB	Intersection EB/WB	Seasonal Factor	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	0.97	6	5	15	0	9	0	0	0	12	28	0	0
2	Powell Rd	Broken Oak Dr	0.97	0	24	32	49	3	0	0	1	0	26	1	6
3	Powell Rd	Huey St	0.97	0	56	0	0	29	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	0.97	0	21	0	9	11	10	19	0	0	0	0	16
5	Powell Rd	Project Entrance	0.97	0	56	0	0	29	0	0	0	0	0	0	0

NE 81st Blvd Subdivision

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	0	1	0	1	2	3	0	0	0	0	0	1
2	Powell Rd	Broken Oak Dr	PM	0	1	0	0	2	0	0	0	0	0	0	0
3	Powell Rd	Huey St	PM	0	1	0	0	2	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	0	1	0	0	2	0	0	0	0	0	0	0
5	Powell Rd	Project Entrance	PM	0	1	0	0	2	0	0	0	0	0	0	0

Solamar at Wildwood (fka Wildwood Residential)

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	5	0	0	0	0	5	15	18	15	0	6	0
2	Powell Rd	Broken Oak Dr	PM	0	5	0	0	15	0	0	0	0	0	0	0
3	Powell Rd	Huey St	PM	0	5	0	0	15	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	0	4	0	0	11	4	1	0	0	0	0	0
5	Powell Rd	Project Entrance	PM	0	5	0	0	15	0	0	0	0	0	0	0

Townhomes at Powell

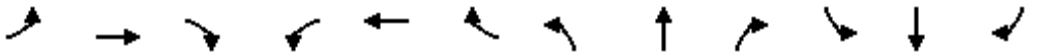
Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	2	7	19	0	3	0	0	0	1	8	0	0
2	Powell Rd	Broken Oak Dr	PM	7	8	3	8	3	0	0	0	0	17	0	20
3	Powell Rd	Huey St	PM	0	10	0	3	25	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	0	8	0	3	20	0	0	0	0	0	0	1
5	Powell Rd	Project Entrance	PM	0	10	0	0	28	0	0	0	0	0	0	0

Total Committed Development

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	13	24	51	38	31	8	15	40	28	57	14	14
2	Powell Rd	Broken Oak Dr	PM	7	66	35	57	61	0	0	1	0	43	1	26
3	Powell Rd	Huey St	PM	0	100	0	3	109	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	94	43	0	43	51	14	45	34	76	0	42	17
5	Powell Rd	Project Entrance	PM	0	106	0	0	112	0	0	0	0	0	0	0

APPENDIX F

Synchro – Future Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
Future Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1633	1841	1856	1856	1856	1885	1841	1826	1856	1841	1796	1781
Adj Flow Rate, veh/h	98	512	154	449	404	169	155	268	313	247	300	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	18	4	3	3	3	1	4	5	3	4	7	8
Cap, veh/h	117	1219	365	254	1615	732	224	446	384	277	329	80
Arrive On Green	0.08	0.46	0.46	0.07	0.46	0.46	0.08	0.24	0.24	0.07	0.24	0.24
Sat Flow, veh/h	1555	2653	794	3428	3526	1598	1753	1826	1572	1753	1396	340
Grp Volume(v), veh/h	98	337	329	449	404	169	155	268	313	247	0	373
Grp Sat Flow(s),veh/h/ln	1555	1749	1698	1714	1763	1598	1753	1826	1572	1753	0	1735
Q Serve(g_s), s	8.4	17.4	17.6	10.0	9.5	8.7	8.9	17.6	25.4	10.0	0.0	28.3
Cycle Q Clear(g_c), s	8.4	17.4	17.6	10.0	9.5	8.7	8.9	17.6	25.4	10.0	0.0	28.3
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	117	804	780	254	1615	732	224	446	384	277	0	409
V/C Ratio(X)	0.83	0.42	0.42	1.77	0.25	0.23	0.69	0.60	0.82	0.89	0.00	0.91
Avail Cap(c_a), veh/h	161	804	780	254	1615	732	352	541	466	277	0	514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.6	24.4	24.5	62.5	22.4	22.2	37.9	45.2	48.2	45.2	0.0	50.3
Incr Delay (d2), s/veh	22.8	1.6	1.7	361.2	0.4	0.7	3.8	1.3	9.1	28.3	0.0	18.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	12.0	11.8	27.6	7.0	6.1	7.3	12.8	16.2	9.8	0.0	20.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.4	26.0	26.1	423.7	22.8	22.9	41.6	46.5	57.2	73.6	0.0	68.3
LnGrp LOS	F	C	C	F	C	C	D	D	E	E	A	E
Approach Vol, veh/h		764			1022			736			620	
Approach Delay, s/veh		33.6			198.9			50.0			70.4	
Approach LOS		C			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	67.0	16.2	36.8	15.2	66.9	15.0	38.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	40.0	21.0	40.0	14.0	40.0	10.0	40.0
Max Q Clear Time (g_c+I1), s	12.0	19.6	10.9	30.3	10.4	11.5	12.0	27.4
Green Ext Time (p_c), s	0.0	4.0	0.3	1.5	0.1	3.0	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	98.5
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	1	18	46	1	30	56	599	57	65	751	5
Future Vol, veh/h	13	1	18	46	1	30	56	599	57	65	751	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	8	0	0	67	0	0	0	3	0	0	4	0
Mvmt Flow	15	1	21	53	1	35	65	697	66	76	873	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1507	1921	440	1449	1891	382	879	0	0	763	0	0
Stage 1	1028	1028	-	860	860	-	-	-	-	-	-	-
Stage 2	479	893	-	589	1031	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.5	6.9	8.84	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4	3.3	4.17	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	79	68	570	~ 51	71	622	777	-	-	859	-	-
Stage 1	240	314	-	210	376	-	-	-	-	-	-	-
Stage 2	521	363	-	330	313	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	65	57	570	~ 43	59	622	777	-	-	859	-	-
Mov Cap-2 Maneuver	153	149	-	114	148	-	-	-	-	-	-	-
Stage 1	220	286	-	192	344	-	-	-	-	-	-	-
Stage 2	449	333	-	289	285	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.1	48.6	0.8	0.8
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	777	-	-	260	168	859	-	-
HCM Lane V/C Ratio	0.084	-	-	0.143	0.533	0.088	-	-
HCM Control Delay (s)	10.1	-	-	21.1	48.6	9.6	-	-
HCM Lane LOS	B	-	-	C	E	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	2.7	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

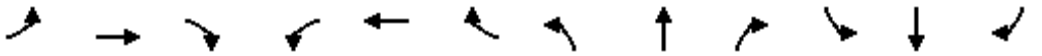
Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	1	43	1	3	1	32	614	1	26	734	92
Future Vol, veh/h	60	1	43	1	3	1	32	614	1	26	734	92
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	33	0	3	3	0	0	3	6
Mvmt Flow	66	1	47	1	3	1	35	675	1	29	807	101

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1325	1662	454	1208	1712	338	908	0	0	676	0	0
Stage 1	916	916	-	746	746	-	-	-	-	-	-	-
Stage 2	409	746	-	462	966	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.94	7.5	7.16	6.9	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.32	3.5	4.33	3.3	2.23	-	-	2.2	-	-
Pot Cap-1 Maneuver	116	98	553	141	65	664	739	-	-	925	-	-
Stage 1	297	354	-	376	351	-	-	-	-	-	-	-
Stage 2	596	424	-	554	269	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	107	90	553	121	60	664	739	-	-	925	-	-
Mov Cap-2 Maneuver	211	204	-	237	149	-	-	-	-	-	-	-
Stage 1	283	343	-	358	335	-	-	-	-	-	-	-
Stage 2	561	404	-	489	261	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.1	24.2	0.5	0.3
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	739	-	-	283	193	925	-	-
HCM Lane V/C Ratio	0.048	-	-	0.404	0.028	0.031	-	-
HCM Control Delay (s)	10.1	-	-	26.1	24.2	9	-	-
HCM Lane LOS	B	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.9	0.1	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	99	244	268	113	224	150	479	117	142	521	38
Future Volume (veh/h)	97	99	244	268	113	224	150	479	117	142	521	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1885	1870	1885	1870	1856	1900	1870	1856	1752
Adj Flow Rate, veh/h	109	111	212	301	127	197	169	538	91	160	585	43
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	1	2	1	2	3	0	2	3	10
Cap, veh/h	156	1193	532	330	1666	749	236	728	333	254	672	49
Arrive On Green	0.05	0.33	0.33	0.18	0.47	0.47	0.09	0.21	0.21	0.09	0.20	0.20
Sat Flow, veh/h	3456	3610	1610	1795	3554	1598	1781	3526	1610	1781	3330	244
Grp Volume(v), veh/h	109	111	212	301	127	197	169	538	91	160	309	319
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1795	1777	1598	1781	1763	1610	1781	1763	1812
Q Serve(g_s), s	4.4	3.0	14.2	23.0	2.8	10.5	10.4	20.0	6.7	9.9	23.8	23.9
Cycle Q Clear(g_c), s	4.4	3.0	14.2	23.0	2.8	10.5	10.4	20.0	6.7	9.9	23.8	23.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	156	1193	532	330	1666	749	236	728	333	254	356	366
V/C Ratio(X)	0.70	0.09	0.40	0.91	0.08	0.26	0.71	0.74	0.27	0.63	0.87	0.87
Avail Cap(c_a), veh/h	220	1193	532	464	1666	749	298	952	435	280	433	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.9	32.4	36.1	56.1	20.5	22.5	41.3	52.0	46.7	40.8	54.1	54.1
Incr Delay (d2), s/veh	5.5	0.2	2.2	17.8	0.1	0.9	5.9	2.2	0.4	3.9	14.8	14.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	2.4	9.9	17.7	2.1	7.4	8.6	13.9	4.9	8.1	17.6	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	32.5	38.4	73.8	20.6	23.4	47.2	54.2	47.1	44.6	68.8	68.8
LnGrp LOS	E	C	D	E	C	C	D	D	D	D	E	E
Approach Vol, veh/h		432			625			798			788	
Approach Delay, s/veh		45.2			47.1			51.9			63.9	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.5	53.1	19.4	35.1	13.1	72.4	18.7	35.7
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	* 36	* 25	* 17	* 34	* 8.9	* 52	* 14	* 38
Max Q Clear Time (g_c+I1), s	25.0	16.2	12.4	25.9	6.4	12.5	11.9	22.0
Green Ext Time (p_c), s	0.7	0.9	0.2	2.4	0.1	1.5	0.1	3.4

Intersection Summary	
HCM 6th Ctrl Delay	53.3
HCM 6th LOS	D

Notes

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

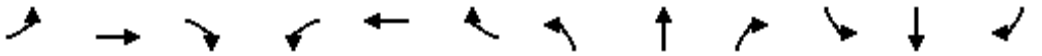
Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	39	651	23	0	849
Future Vol, veh/h	0	39	651	23	0	849
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	0	42	700	25	0	913

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	363	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	640	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	640	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	640	-
HCM Lane V/C Ratio	-	-	0.066	-
HCM Control Delay (s)	-	-	11	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
Future Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1870	1900	1870	1885	1900	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	98	578	133	441	571	300	329	448	505	214	237	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	1	2	0	2	1	0	3	0	0	4	2
Cap, veh/h	358	1179	270	744	1454	654	367	550	477	231	274	109
Arrive On Green	0.07	0.41	0.41	0.07	0.41	0.41	0.15	0.30	0.30	0.07	0.22	0.22
Sat Flow, veh/h	1711	2893	664	3510	3554	1598	1810	1856	1610	1810	1254	497
Grp Volume(v), veh/h	98	357	354	441	571	300	329	448	505	214	0	331
Grp Sat Flow(s),veh/h/ln	1711	1791	1766	1755	1777	1598	1810	1856	1610	1810	0	1751
Q Serve(g_s), s	4.3	19.9	20.0	10.0	15.3	18.4	18.4	30.2	40.0	10.0	0.0	24.6
Cycle Q Clear(g_c), s	4.3	19.9	20.0	10.0	15.3	18.4	18.4	30.2	40.0	10.0	0.0	24.6
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	358	730	719	744	1454	654	367	550	477	231	0	383
V/C Ratio(X)	0.27	0.49	0.49	0.59	0.39	0.46	0.90	0.81	1.06	0.93	0.00	0.87
Avail Cap(c_a), veh/h	412	730	719	744	1454	654	373	550	477	231	0	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.4	29.6	29.6	23.0	28.1	29.0	34.6	44.1	47.5	44.9	0.0	50.8
Incr Delay (d2), s/veh	0.4	2.3	2.4	1.3	0.8	2.3	23.1	9.2	57.6	39.9	0.0	11.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	13.9	13.8	7.4	10.7	11.9	15.6	21.5	32.5	8.5	0.0	17.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	32.0	32.0	24.2	28.9	31.3	57.7	53.3	105.1	84.8	0.0	61.9
LnGrp LOS	C	C	C	C	C	C	E	D	F	F	A	E
Approach Vol, veh/h		809			1312			1282			545	
Approach Delay, s/veh		30.6			27.9			74.8			70.9	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	60.0	25.5	34.5	14.7	60.3	15.0	45.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	40.0	21.0	40.0	14.0	40.0	10.0	40.0
Max Q Clear Time (g_c+I1), s	12.0	22.0	20.4	26.6	6.3	20.4	12.0	42.0
Green Ext Time (p_c), s	0.0	4.1	0.1	1.6	0.1	4.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.6
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	1	10	89	1	35	52	998	41	64	652	17
Future Vol, veh/h	12	1	10	89	1	35	52	998	41	64	652	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	13	1	11	94	1	37	55	1051	43	67	686	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1465	2033	352	1661	2021	547	704	0	0	1094	0	0
Stage 1	829	829	-	1183	1183	-	-	-	-	-	-	-
Stage 2	636	1204	-	478	838	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	91	58	650	~ 65	59	486	903	-	-	645	-	-
Stage 1	335	388	-	204	265	-	-	-	-	-	-	-
Stage 2	437	259	-	543	384	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	73	49	650	~ 56	50	486	903	-	-	645	-	-
Mov Cap-2 Maneuver	176	126	-	142	145	-	-	-	-	-	-	-
Stage 1	315	348	-	192	249	-	-	-	-	-	-	-
Stage 2	378	243	-	477	344	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.9	68.3	0.4	1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	903	-	-	251	177	645	-	-
HCM Lane V/C Ratio	0.061	-	-	0.096	0.743	0.104	-	-
HCM Control Delay (s)	9.2	-	-	20.9	68.3	11.2	-	-
HCM Lane LOS	A	-	-	C	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	4.7	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.7

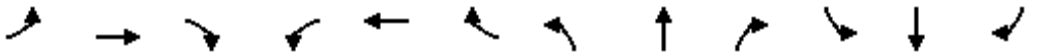
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	0	30	1	1	1	27	1025	3	56	677	47
Future Vol, veh/h	84	0	30	1	1	1	27	1025	3	56	677	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	0	4	0	0	0	0	2	0	0	1	7
Mvmt Flow	91	0	33	1	1	1	29	1114	3	61	736	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1500	2059	394	1664	2083	559	787	0	0	1117	0	0
Stage 1	884	884	-	1174	1174	-	-	-	-	-	-	-
Stage 2	616	1175	-	490	909	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.5	6.98	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4	3.34	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 85	56	599	65	54	478	841	-	-	633	-	-
Stage 1	309	366	-	207	268	-	-	-	-	-	-	-
Stage 2	447	268	-	534	357	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 76	49	599	55	47	478	841	-	-	633	-	-
Mov Cap-2 Maneuver	184	134	-	145	147	-	-	-	-	-	-	-
Stage 1	298	331	-	200	259	-	-	-	-	-	-	-
Stage 2	429	259	-	456	323	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	39	24.3	0.2	0.8
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	841	-	-	225	190	633	-	-
HCM Lane V/C Ratio	0.035	-	-	0.551	0.017	0.096	-	-
HCM Control Delay (s)	9.4	-	-	39	24.3	11.3	-	-
HCM Lane LOS	A	-	-	E	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3	0.1	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	170	296	119	158	225	197	689	302	195	532	60
Future Volume (veh/h)	125	170	296	119	158	225	197	689	302	195	532	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1870	1870	1870	1885	1900	1900	1885	1856
Adj Flow Rate, veh/h	133	181	263	127	168	175	210	733	225	207	566	64
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	0	0	0	2	2	2	1	0	0	1	3
Cap, veh/h	177	1469	655	150	1558	695	288	861	387	253	772	87
Arrive On Green	0.05	0.41	0.41	0.08	0.44	0.44	0.10	0.24	0.24	0.10	0.24	0.24
Sat Flow, veh/h	3456	3610	1610	1810	3554	1585	1781	3582	1610	1810	3244	366
Grp Volume(v), veh/h	133	181	263	127	168	175	210	733	225	207	312	318
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1810	1777	1585	1781	1791	1610	1810	1791	1819
Q Serve(g_s), s	6.1	5.0	18.5	11.1	4.5	11.2	14.1	31.3	19.7	13.7	25.7	25.8
Cycle Q Clear(g_c), s	6.1	5.0	18.5	11.1	4.5	11.2	14.1	31.3	19.7	13.7	25.7	25.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	177	1469	655	150	1558	695	288	861	387	253	426	433
V/C Ratio(X)	0.75	0.12	0.40	0.85	0.11	0.25	0.73	0.85	0.58	0.82	0.73	0.74
Avail Cap(c_a), veh/h	285	1469	655	262	1558	695	353	1101	495	334	562	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.9	29.6	33.6	72.4	26.5	28.4	42.3	58.1	53.7	43.7	56.3	56.3
Incr Delay (d2), s/veh	6.2	0.2	1.8	12.3	0.1	0.9	5.8	5.3	1.4	11.4	3.4	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	4.0	12.2	9.6	3.5	7.9	10.9	21.1	12.9	11.3	17.7	18.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	29.8	35.5	84.7	26.6	29.2	48.1	63.3	55.1	55.1	59.7	59.7
LnGrp LOS	F	C	D	F	C	C	D	E	E	E	E	E
Approach Vol, veh/h		577			470			1168			837	
Approach Delay, s/veh		44.2			43.3			59.0			58.6	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	71.9	23.2	44.9	15.0	76.9	22.8	45.2
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	* 23	* 37	* 22	* 50	* 13	* 47	* 23	* 49
Max Q Clear Time (g_c+I1), s	13.1	20.5	16.1	27.8	8.1	13.2	15.7	33.3
Green Ext Time (p_c), s	0.2	1.8	0.3	3.8	0.2	1.7	0.3	5.2

Intersection Summary	
HCM 6th Ctrl Delay	53.7
HCM 6th LOS	D

Notes

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

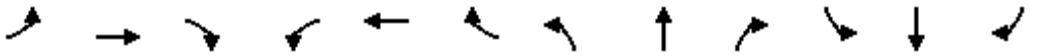
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	24	1083	35	0	753
Future Vol, veh/h	0	24	1083	35	0	753
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	4	2	3	0	2
Mvmt Flow	0	26	1152	37	0	801

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	595	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.98	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.34	-	-	-	-
Pot Cap-1 Maneuver	0	442	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	442	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0
HCM LOS	B		

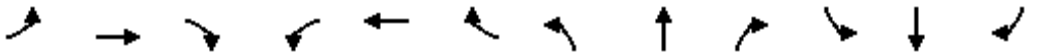
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	442	-
HCM Lane V/C Ratio	-	-	0.058	-
HCM Control Delay (s)	-	-	13.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
Future Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1633	1841	1856	1856	1856	1885	1841	1826	1856	1841	1796	1781
Adj Flow Rate, veh/h	98	512	154	449	404	169	155	268	313	247	300	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	18	4	3	3	3	1	4	5	3	4	7	8
Cap, veh/h	118	1022	306	503	1609	729	226	408	351	296	332	81
Arrive On Green	0.08	0.39	0.39	0.15	0.46	0.46	0.08	0.22	0.22	0.10	0.24	0.24
Sat Flow, veh/h	1555	2653	794	3428	3526	1598	1753	1826	1572	1753	1396	340
Grp Volume(v), veh/h	98	337	329	449	404	169	155	268	313	247	0	373
Grp Sat Flow(s),veh/h/ln	1555	1749	1698	1714	1763	1598	1753	1826	1572	1753	0	1735
Q Serve(g_s), s	8.4	19.8	20.0	17.4	9.5	8.7	9.1	18.0	26.1	13.0	0.0	28.2
Cycle Q Clear(g_c), s	8.4	19.8	20.0	17.4	9.5	8.7	9.1	18.0	26.1	13.0	0.0	28.2
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	118	674	654	503	1609	729	226	408	351	296	0	412
V/C Ratio(X)	0.83	0.50	0.50	0.89	0.25	0.23	0.69	0.66	0.89	0.83	0.00	0.90
Avail Cap(c_a), veh/h	196	674	654	559	1609	729	238	541	466	296	0	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.5	31.6	31.7	56.5	22.5	22.3	38.7	47.7	50.8	40.6	0.0	50.0
Incr Delay (d2), s/veh	13.8	2.6	2.8	15.5	0.4	0.7	7.5	1.8	15.4	18.3	0.0	16.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	13.7	13.5	13.2	7.1	6.1	7.8	13.1	17.3	6.1	0.0	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	34.2	34.4	72.0	22.9	23.1	46.2	49.5	66.2	58.9	0.0	66.2
LnGrp LOS	E	C	C	E	C	C	D	D	E	E	A	E
Approach Vol, veh/h		764			1022			736			620	
Approach Delay, s/veh		39.6			44.5			55.9			63.3	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.8	57.0	16.1	37.1	15.2	66.6	18.0	35.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	22.0	40.0	12.0	41.0	17.0	45.0	13.0	40.0
Max Q Clear Time (g_c+I1), s	19.4	22.0	11.1	30.2	10.4	11.5	15.0	28.1
Green Ext Time (p_c), s	0.5	3.8	0.0	1.6	0.1	3.1	0.0	2.1

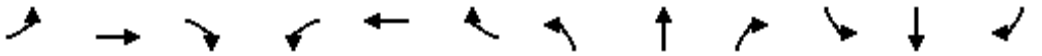
Intersection Summary	
HCM 6th Ctrl Delay	49.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
Future Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1870	1900	1870	1885	1900	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	98	578	133	441	571	300	329	448	505	214	237	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	1	2	0	2	1	0	3	0	0	4	2
Cap, veh/h	324	1023	235	672	1290	580	424	636	552	267	341	135
Arrive On Green	0.07	0.35	0.35	0.08	0.36	0.36	0.14	0.34	0.34	0.07	0.27	0.27
Sat Flow, veh/h	1711	2893	664	3510	3554	1598	1810	1856	1610	1810	1254	497
Grp Volume(v), veh/h	98	357	354	441	571	300	329	448	505	214	0	331
Grp Sat Flow(s),veh/h/ln	1711	1791	1766	1755	1777	1598	1810	1856	1610	1810	0	1751
Q Serve(g_s), s	4.7	21.7	21.9	11.0	16.5	19.9	17.1	28.2	40.6	10.0	0.0	22.9
Cycle Q Clear(g_c), s	4.7	21.7	21.9	11.0	16.5	19.9	17.1	28.2	40.6	10.0	0.0	22.9
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	324	633	625	672	1290	580	424	636	552	267	0	477
V/C Ratio(X)	0.30	0.56	0.57	0.66	0.44	0.52	0.78	0.70	0.92	0.80	0.00	0.69
Avail Cap(c_a), veh/h	327	633	625	672	1290	580	484	742	644	267	0	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.6	35.2	35.3	27.2	32.6	33.7	30.0	38.5	42.5	38.0	0.0	44.1
Incr Delay (d2), s/veh	0.5	3.6	3.7	2.3	1.1	3.3	6.8	2.5	16.3	15.9	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	15.3	15.2	8.2	11.5	12.9	12.8	19.1	25.4	5.7	0.0	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	38.8	39.0	29.5	33.7	37.0	36.8	41.0	58.9	53.9	0.0	47.7
LnGrp LOS	C	D	D	C	C	D	D	D	E	D	A	D
Approach Vol, veh/h		809			1312			1282			545	
Approach Delay, s/veh		37.2			33.1			46.9			50.1	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	52.8	24.5	41.7	14.7	54.0	15.0	51.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	40.0	24.0	40.0	10.0	41.0	10.0	54.0
Max Q Clear Time (g_c+I1), s	13.0	23.9	19.1	24.9	6.7	21.9	12.0	42.6
Green Ext Time (p_c), s	0.0	3.9	0.5	1.7	0.1	4.4	0.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	471	142	416	372	203	144	250	434	227	277	67
Future Volume (veh/h)	90	471	142	416	372	203	144	250	434	227	277	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1633	1841	1856	1856	1856	1885	1841	1826	1856	1841	1796	1781
Adj Flow Rate, veh/h	98	512	154	452	404	169	157	272	322	247	301	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	18	4	3	3	3	1	4	5	3	4	7	8
Cap, veh/h	118	1005	301	506	1589	720	232	418	360	298	339	82
Arrive On Green	0.08	0.38	0.38	0.15	0.45	0.45	0.08	0.23	0.23	0.10	0.24	0.24
Sat Flow, veh/h	1555	2653	794	3428	3526	1598	1753	1826	1572	1753	1397	339
Grp Volume(v), veh/h	98	337	329	452	404	169	157	272	322	247	0	374
Grp Sat Flow(s),veh/h/ln	1555	1749	1698	1714	1763	1598	1753	1826	1572	1753	0	1735
Q Serve(g_s), s	8.4	20.0	20.2	17.5	9.6	8.8	9.1	18.2	26.8	13.0	0.0	28.1
Cycle Q Clear(g_c), s	8.4	20.0	20.2	17.5	9.6	8.8	9.1	18.2	26.8	13.0	0.0	28.1
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	118	663	643	506	1589	720	232	418	360	298	0	421
V/C Ratio(X)	0.83	0.51	0.51	0.89	0.25	0.23	0.68	0.65	0.89	0.83	0.00	0.89
Avail Cap(c_a), veh/h	196	663	643	559	1589	720	244	541	466	298	0	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.5	32.2	32.3	56.5	23.0	22.8	38.2	47.2	50.5	40.0	0.0	49.3
Incr Delay (d2), s/veh	13.8	2.8	2.9	15.7	0.4	0.8	6.8	1.7	16.3	17.3	0.0	14.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	13.8	13.6	13.3	7.1	6.2	7.8	13.2	17.8	5.9	0.0	19.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	35.0	35.2	72.2	23.4	23.5	45.0	48.9	66.7	57.3	0.0	63.7
LnGrp LOS	E	D	D	E	C	C	D	D	E	E	A	E
Approach Vol, veh/h		764			1025			751			621	
Approach Delay, s/veh		40.3			44.9			55.7			61.2	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.9	56.2	16.1	37.8	15.2	65.9	18.0	35.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	22.0	40.0	12.0	41.0	17.0	45.0	13.0	40.0
Max Q Clear Time (g_c+I1), s	19.5	22.2	11.1	30.1	10.4	11.6	15.0	28.8
Green Ext Time (p_c), s	0.4	3.8	0.0	1.6	0.1	3.1	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	49.6
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	1	18	46	1	30	67	611	57	65	755	5
Future Vol, veh/h	13	1	18	46	1	30	67	611	57	65	755	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	8	0	0	67	0	0	0	3	0	0	4	0
Mvmt Flow	15	1	21	53	1	35	78	710	66	76	878	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1545	1965	442	1491	1935	388	884	0	0	776	0	0
Stage 1	1033	1033	-	899	899	-	-	-	-	-	-	-
Stage 2	512	932	-	592	1036	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.5	6.9	8.84	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4	3.3	4.17	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	74	64	569	~ 47	67	616	774	-	-	849	-	-
Stage 1	238	312	-	196	360	-	-	-	-	-	-	-
Stage 2	498	348	-	329	311	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	60	52	569	~ 39	55	616	774	-	-	849	-	-
Mov Cap-2 Maneuver	146	141	-	105	138	-	-	-	-	-	-	-
Stage 1	214	284	-	176	324	-	-	-	-	-	-	-
Stage 2	421	313	-	287	283	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.9	55.3	0.9	0.8
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	774	-	-	250	156	849	-	-
HCM Lane V/C Ratio	0.101	-	-	0.149	0.574	0.089	-	-
HCM Control Delay (s)	10.2	-	-	21.9	55.3	9.7	-	-
HCM Lane LOS	B	-	-	C	F	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	3	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

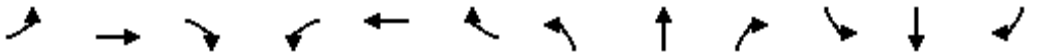
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	1	43	1	3	1	32	617	1	30	745	92
Future Vol, veh/h	60	1	43	1	3	1	32	617	1	30	745	92
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	33	0	3	3	0	0	3	6
Mvmt Flow	66	1	47	1	3	1	35	678	1	33	819	101

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1347	1685	460	1225	1735	340	920	0	0	679	0	0
Stage 1	936	936	-	749	749	-	-	-	-	-	-	-
Stage 2	411	749	-	476	986	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.94	7.5	7.16	6.9	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.32	3.5	4.33	3.3	2.23	-	-	2.2	-	-
Pot Cap-1 Maneuver	111	95	548	137	63	662	731	-	-	923	-	-
Stage 1	289	346	-	375	350	-	-	-	-	-	-	-
Stage 2	594	422	-	544	263	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	102	87	548	117	58	662	731	-	-	923	-	-
Mov Cap-2 Maneuver	205	200	-	233	146	-	-	-	-	-	-	-
Stage 1	275	334	-	357	333	-	-	-	-	-	-	-
Stage 2	559	402	-	478	254	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27	24.5	0.5	0.3
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	731	-	-	276	190	923	-	-
HCM Lane V/C Ratio	0.048	-	-	0.414	0.029	0.036	-	-
HCM Control Delay (s)	10.2	-	-	27	24.5	9	-	-
HCM Lane LOS	B	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.9	0.1	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	99	244	268	113	224	150	482	117	143	530	38
Future Volume (veh/h)	97	99	244	268	113	224	150	482	117	143	530	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1885	1870	1885	1870	1856	1900	1870	1856	1752
Adj Flow Rate, veh/h	109	111	212	301	127	197	169	542	91	161	596	43
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	1	2	1	2	3	0	2	3	10
Cap, veh/h	156	1181	527	330	1655	744	236	739	338	256	686	49
Arrive On Green	0.05	0.33	0.33	0.18	0.47	0.47	0.09	0.21	0.21	0.09	0.21	0.21
Sat Flow, veh/h	3456	3610	1610	1795	3554	1598	1781	3526	1610	1781	3335	240
Grp Volume(v), veh/h	109	111	212	301	127	197	169	542	91	161	315	324
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1795	1777	1598	1781	1763	1610	1781	1763	1812
Q Serve(g_s), s	4.4	3.0	14.3	23.0	2.8	10.5	10.3	20.1	6.6	9.9	24.2	24.2
Cycle Q Clear(g_c), s	4.4	3.0	14.3	23.0	2.8	10.5	10.3	20.1	6.6	9.9	24.2	24.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	156	1181	527	330	1655	744	236	739	338	256	362	373
V/C Ratio(X)	0.70	0.09	0.40	0.91	0.08	0.26	0.72	0.73	0.27	0.63	0.87	0.87
Avail Cap(c_a), veh/h	220	1181	527	464	1655	744	298	967	442	285	443	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.9	32.7	36.5	56.1	20.7	22.8	41.1	51.7	46.3	40.4	53.8	53.8
Incr Delay (d2), s/veh	5.5	0.2	2.3	17.8	0.1	0.9	5.9	2.0	0.4	3.7	14.4	14.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	2.4	10.0	17.7	2.1	7.5	8.6	14.0	4.9	8.1	17.8	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	32.8	38.8	73.8	20.8	23.7	46.9	53.7	46.8	44.1	68.1	68.1
LnGrp LOS	E	C	D	E	C	C	D	D	D	D	E	E
Approach Vol, veh/h		432			625			802			800	
Approach Delay, s/veh		45.5			47.2			51.5			63.3	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.5	52.6	19.3	35.6	13.1	72.0	18.7	36.2
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	* 36	* 24	* 17	* 35	* 8.9	* 51	* 14	* 38
Max Q Clear Time (g_c+I1), s	25.0	16.3	12.3	26.2	6.4	12.5	11.9	22.1
Green Ext Time (p_c), s	0.7	0.8	0.2	2.5	0.1	1.5	0.1	3.5

Intersection Summary	
HCM 6th Ctrl Delay	53.1
HCM 6th LOS	D

Notes

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

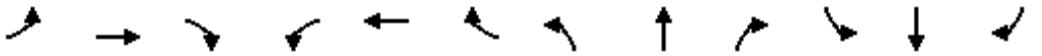
Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	62	663	30	0	864
Future Vol, veh/h	0	62	663	30	0	864
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	0	67	713	32	0	929

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

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	630	-
HCM Lane V/C Ratio	-	-	0.106	-
HCM Control Delay (s)	-	-	11.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	549	127	428	542	355	313	428	717	203	228	89
Future Volume (veh/h)	93	549	127	428	542	355	313	428	717	203	228	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1870	1900	1870	1885	1900	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	98	578	134	451	571	300	329	451	511	214	240	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	1	2	0	2	1	0	3	0	0	4	2
Cap, veh/h	322	1012	234	665	1278	575	426	642	557	268	348	136
Arrive On Green	0.07	0.35	0.35	0.08	0.36	0.36	0.14	0.35	0.35	0.07	0.28	0.28
Sat Flow, veh/h	1711	2888	668	3510	3554	1598	1810	1856	1610	1810	1259	493
Grp Volume(v), veh/h	98	358	354	451	571	300	329	451	511	214	0	334
Grp Sat Flow(s),veh/h/ln	1711	1791	1765	1755	1777	1598	1810	1856	1610	1810	0	1752
Q Serve(g_s), s	4.7	21.9	22.0	11.0	16.5	20.0	17.0	28.4	41.1	10.0	0.0	23.0
Cycle Q Clear(g_c), s	4.7	21.9	22.0	11.0	16.5	20.0	17.0	28.4	41.1	10.0	0.0	23.0
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	322	628	618	665	1278	575	426	642	557	268	0	484
V/C Ratio(X)	0.30	0.57	0.57	0.68	0.45	0.52	0.77	0.70	0.92	0.80	0.00	0.69
Avail Cap(c_a), veh/h	325	628	618	665	1278	575	487	742	644	268	0	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.9	35.6	35.6	28.1	33.0	34.1	29.7	38.2	42.3	37.6	0.0	43.7
Incr Delay (d2), s/veh	0.5	3.7	3.8	2.8	1.1	3.4	6.6	2.5	16.7	15.6	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	15.4	15.3	8.4	11.6	13.0	12.7	19.2	25.7	5.6	0.0	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	39.3	39.5	30.9	34.1	37.4	36.3	40.7	59.0	53.1	0.0	47.3
LnGrp LOS	C	D	D	C	C	D	D	D	E	D	A	D
Approach Vol, veh/h		810			1322			1291			548	
Approach Delay, s/veh		37.7			33.8			46.8			49.6	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	52.3	24.4	42.3	14.7	53.6	15.0	51.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	40.0	24.0	40.0	10.0	41.0	10.0	54.0
Max Q Clear Time (g_c+I1), s	13.0	24.0	19.0	25.0	6.7	22.0	12.0	43.1
Green Ext Time (p_c), s	0.0	3.9	0.5	1.7	0.1	4.4	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	41.0
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	1	10	89	1	35	59	1005	41	64	665	17
Future Vol, veh/h	12	1	10	89	1	35	59	1005	41	64	665	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	13	1	11	94	1	37	62	1058	43	67	700	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1497	2068	359	1689	2056	551	718	0	0	1101	0	0
Stage 1	843	843	-	1204	1204	-	-	-	-	-	-	-
Stage 2	654	1225	-	485	852	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	86	55	643	~ 62	56	483	892	-	-	642	-	-
Stage 1	329	382	-	199	259	-	-	-	-	-	-	-
Stage 2	427	254	-	537	379	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	69	46	643	~ 53	47	483	892	-	-	642	-	-
Mov Cap-2 Maneuver	169	121	-	136	139	-	-	-	-	-	-	-
Stage 1	306	342	-	185	241	-	-	-	-	-	-	-
Stage 2	365	236	-	472	340	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.4	75.1	0.5	1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	892	-	-	243	170	642	-	-
HCM Lane V/C Ratio	0.07	-	-	0.1	0.774	0.105	-	-
HCM Control Delay (s)	9.3	-	-	21.4	75.1	11.3	-	-
HCM Lane LOS	A	-	-	C	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	5	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3

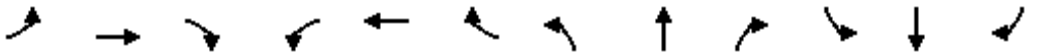
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑↑↱		↰	↑↑↱	
Traffic Vol, veh/h	84	0	30	1	1	1	27	1036	3	69	684	47
Future Vol, veh/h	84	0	30	1	1	1	27	1036	3	69	684	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	0	4	0	0	0	0	2	0	0	1	7
Mvmt Flow	91	0	33	1	1	1	29	1126	3	75	743	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1541	2106	397	1708	2130	565	794	0	0	1129	0	0
Stage 1	919	919	-	1186	1186	-	-	-	-	-	-	-
Stage 2	622	1187	-	522	944	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.5	6.98	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4	3.34	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 79	52	597	60	50	473	836	-	-	626	-	-
Stage 1	294	353	-	204	265	-	-	-	-	-	-	-
Stage 2	443	264	-	511	344	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 69	44	597	50	42	473	836	-	-	626	-	-
Mov Cap-2 Maneuver	174	122	-	140	140	-	-	-	-	-	-	-
Stage 1	284	311	-	197	256	-	-	-	-	-	-	-
Stage 2	425	255	-	425	303	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	42.7	25	0.2	1
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	836	-	-	214	183	626	-	-
HCM Lane V/C Ratio	0.035	-	-	0.579	0.018	0.12	-	-
HCM Control Delay (s)	9.5	-	-	42.7	25	11.5	-	-
HCM Lane LOS	A	-	-	E	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	0.1	0.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	170	296	119	158	226	197	698	302	196	537	60
Future Volume (veh/h)	125	170	296	119	158	226	197	698	302	196	537	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1870	1870	1870	1885	1900	1900	1885	1856
Adj Flow Rate, veh/h	133	181	263	127	168	176	210	743	225	209	571	64
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	0	0	0	2	2	2	1	0	0	1	3
Cap, veh/h	177	1458	650	150	1547	690	289	870	391	253	784	88
Arrive On Green	0.05	0.40	0.40	0.08	0.44	0.44	0.10	0.24	0.24	0.10	0.24	0.24
Sat Flow, veh/h	3456	3610	1610	1810	3554	1585	1781	3582	1610	1810	3248	363
Grp Volume(v), veh/h	133	181	263	127	168	176	210	743	225	209	314	321
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1810	1777	1585	1781	1791	1610	1810	1791	1820
Q Serve(g_s), s	6.1	5.0	18.6	11.1	4.5	11.3	14.0	31.7	19.7	13.8	25.8	26.0
Cycle Q Clear(g_c), s	6.1	5.0	18.6	11.1	4.5	11.3	14.0	31.7	19.7	13.8	25.8	26.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	177	1458	650	150	1547	690	289	870	391	253	432	439
V/C Ratio(X)	0.75	0.12	0.40	0.85	0.11	0.26	0.73	0.85	0.58	0.83	0.73	0.73
Avail Cap(c_a), veh/h	285	1458	650	262	1547	690	355	1101	495	334	562	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.9	29.9	34.0	72.4	26.8	28.7	42.0	57.8	53.3	43.4	55.8	55.9
Incr Delay (d2), s/veh	6.2	0.2	1.9	12.3	0.1	0.9	5.7	5.5	1.3	12.0	3.3	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	4.1	12.2	9.6	3.5	8.0	10.9	21.3	12.8	11.4	17.8	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	30.1	35.8	84.7	26.9	29.6	47.6	63.3	54.6	55.4	59.2	59.3
LnGrp LOS	F	C	D	F	C	C	D	E	D	E	E	E
Approach Vol, veh/h		577			471			1178			844	
Approach Delay, s/veh		44.5			43.5			58.9			58.3	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	71.4	23.1	45.4	15.0	76.4	22.9	45.7
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	* 23	* 37	* 22	* 50	* 13	* 47	* 23	* 49
Max Q Clear Time (g_c+I1), s	13.1	20.6	16.0	28.0	8.1	13.3	15.8	33.7
Green Ext Time (p_c), s	0.2	1.8	0.3	3.8	0.2	1.7	0.3	5.2

Intersection Summary	
HCM 6th Ctrl Delay	53.6
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	38	1090	59	0	772
Future Vol, veh/h	0	38	1090	59	0	772
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	4	2	3	0	2
Mvmt Flow	0	40	1160	63	0	821

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	612	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.98	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.34	-	-	-	-
Pot Cap-1 Maneuver	0	431	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	431	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	431	-
HCM Lane V/C Ratio	-	-	0.094	-
HCM Control Delay (s)	-	-	14.2	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.3	-

APPENDIX G

NCHRP Report 457 – Right Turn Lane Analysis

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

INPUT

Roadway geometry:	4-lane roadway

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

OUTPUT

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

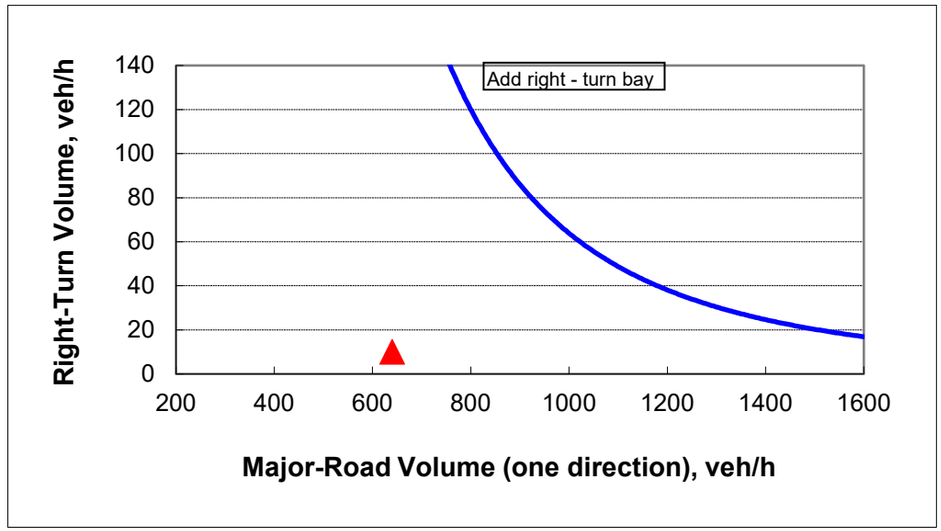


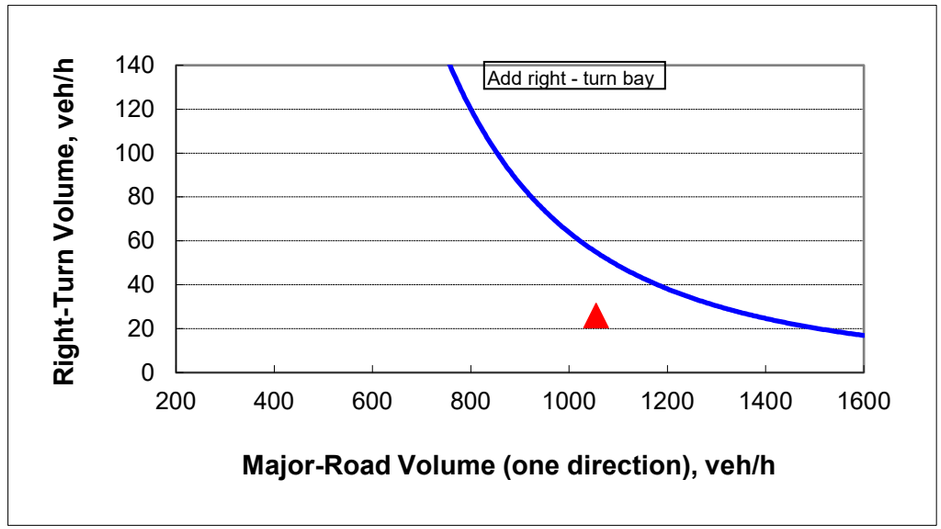
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

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

OUTPUT

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



CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **RZ 2405-002 Michael DeMers**

REQUESTED ACTION: Staff recommends approval

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

CASE NUMBER	RZ 2405-002 Michael DeMers
ORDINANCE NUMBER	O2024-43
APPLICANT(S)	Michael Rankin w/ LPG Urban and Regional Planners, LLC
OWNER	Michael C. DeMers
PROPERTY LOCATION	The property is generally located approximately 0.33 miles east of N US 301, at 702 Clay Drain Road, Wildwood, FL 34785
PARCEL NUMBER(S)	G18-023, G18-024, G18-025, G18-026
DATE	August 5, 2024

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

Pursuant to Land Development Regulation (LDR) § 3.3(C)(4), the applicant believes the zoning change to M-1 should be granted based on the following criteria:

(a) Whether the proposed change is consistent with the comprehensive plan;
The applicant has submitted adequate justification to the City of Wildwood for the proposed request to change the zoning designation from MHP (City) to M-1 (City). The applicant states that they intend to use the parcels as industrial and combine them with the adjacent industrial parcel owned by the applicant to create a unified industrial development. The proposed rezoning to M-1 is consistent with the proposed future land use designation of Industrial and the intent of the Comprehensive Plan as stated in FLU Policy 1.1.4.

(b) The existing land use pattern of the surrounding area;
The proposed rezoning to M-1 would be compatible with the existing larger parcel and the existing character of the neighborhood:
FLU Policy 1.1.1(c) outlines standards for industrial development which limits intensity of a FAR of 0.5.

FLU Policy 1.2.1 states that the City shall encourage growth and development in areas where public infrastructure, services, and utilities are already present or planned to be within 3 to 5 years. The subject site is located within an area of existing development where public infrastructure, services and utilities are already present.

The proposed zoning change would assist in meeting industrial needs and would result in a logical development pattern.

(c) The possibility of adversely affecting public facilities such as school, utilities, streets, etc.;
Transportation: Primary access to the property will be from Clay Drain Road (CR 156). Approximate access easements will be secured prior to development. The trip generation analysis indicates that the proposed amendment will result in an additional 31 PM Peak Hour trips. The amendment will not degrade the LOS of area roadways.
Potable Water & Sewer: City water and sewer are available to the subject site. The applicant/owner will work with City utilities at the construction plan stage to connect to City water and sewer.
Schools: The commercial development will not generate any school-age children.

(d) Whether changed or changing conditions make the passage of the proposed amendment necessary;
Justification has been presented to the city to support the proposed development, highlighting that the subject parcel is located along a collector roadway, in close proximity to an arterial roadway, which would support industrial development. As a result, since 2021, the site has current operations that generate trips. In short, there are five current operators:
- A gutter repair business that has two trucks generating four trips per day.
- Two landscaping businesses that have five trucks generating ten trips per day.
- Storage for concrete fiber optic vaults that sees two to four trips per month.
- The Log House has a driver that enters and exits three to four times per week.

The rezoning is necessary to establish the correct zoning designation and permitted land uses to reconcile the current operations at the site.

(e) Whether the proposed change will create or excessively increase traffic congestion or otherwise be a detriment to public safety;
A trip generation analysis was conducted on the maximum development potential and the results of the analysis indicate that the proposed amendment's impact results in a slight increase of traffic and is considered de minimis. Based on the Comprehensive Plan Amendment, a maximum of 31 PM Peak Hours could be generated. Based on the existing business operations, the development is expected to generate eight new PM peak hour trips, which is less than the County's threshold for a Minor TIA.

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

ZONING DESIGNATION OF SURROUNDING PROPERTIES

NORTH	M-1 (City)
SOUTH	Clay Drain Road ROW & AG-5 (Sumter

	County)
EAST	MHP, M-1 (City)
WEST	MHP, M-1 (City)

The applicant seeks a favorable recommendation of Ordinance Number O2024-43 (attached) subject to approval of O2024-42, which establishes a Future Land Use appropriate to the proposed zoning.

Conclusion:
The proposed zoning change is consistent with the City's 2050 Comprehensive Plan, as it addresses the following:

Policy 4.2.3 indicates that the City shall ensure that adequate wastewater supplies and facilities are available to serve new development no later than the date on which the City anticipates issuing a certificate of occupancy.

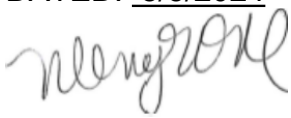
Policy 4.1.12 states that the City will use its land development regulations and development review process to: (a) promote zoning and development consistent with the City's Future Land Use Map Series and (b) require new development to offset impacts on the public utilities systems.

Policy 8.2.1 highlights that the City shall use the development approval process to ensure coordination of the level of service standards in the area of proposed development. Such development will not be approved until public facilities in the proposed area meet or exceed the level of service standards.

As per **LDR 7.1(B)**, no final development order shall be granted for a proposed development until there is a finding that public facilities and services included in this Chapter have sufficient capacity at or above their adopted LOS to accommodate the impacts of the development. If the rezoning is approved, the applicant will be required to submit a general plan to the City prior to submitting construction plans to the Sumter County Building Department for any improvements showing that concurrency requirement is met. The site plan will need to follow requirements established in the City's Land Development Regulations in accordance to the M-1 Zoning District. This is the second and final reading of Ordinance O2024-43.

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

DATED: 8/5/2024



Wendy Then, AICP, CFM
Assistant Director Development Services

ORDINANCE NO. O2024-43

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

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

Parcels G18-023, G18-024, G18-025, and G18-026
Michael C. DeMers
0.913 +/-

LEGAL DESCRIPTION:

Parcel 1:

Begin 770.88 feet West and 7 feet North of the SE Corner of NE ¼ of NE ¼ of Section 18, Township 19 South, Range 23 East, Sumter County, Florida, Run West 75 feet, North 138 feet, East 75 feet and South 138 feet to the Point of Beginning.

Parcel 2:

Begin 620.88 feet West and 7 feet North of the SE Corner of NE ¼ of NE ¼ of Section 18, Township 19 South, Range 23 East, Sumter County, Florida, Run West 75 feet, North 138 feet, East 75 feet and South 138 feet to Point of Beginning.

Parcel 3:

Begin 383.99 feet West and 7 feet North of the SE Corner of NE ¼ of NE ¼ of Section 18, Township 19 South, Range 23 East, Sumter County, Florida, Run West 78.5 feet, North 138 feet, East 78.5 feet and South 138 feet to Point of Beginning, Less Road Right of Way.

Parcel 4:

Begin 462.38 feet West and 7 feet North of the SE Corner of NE ¼ of NE ¼ of Section 18, Township 19 South, Range 23 East, Sumter County, Florida, Run West 78.5 feet, North 138.04 feet, East 78.5 feet and South 138.04 feet to Point of Beginning.

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

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

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

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

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

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

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

DONE AND ORDAINED this _____ day of _____, 2024, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

_____
Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

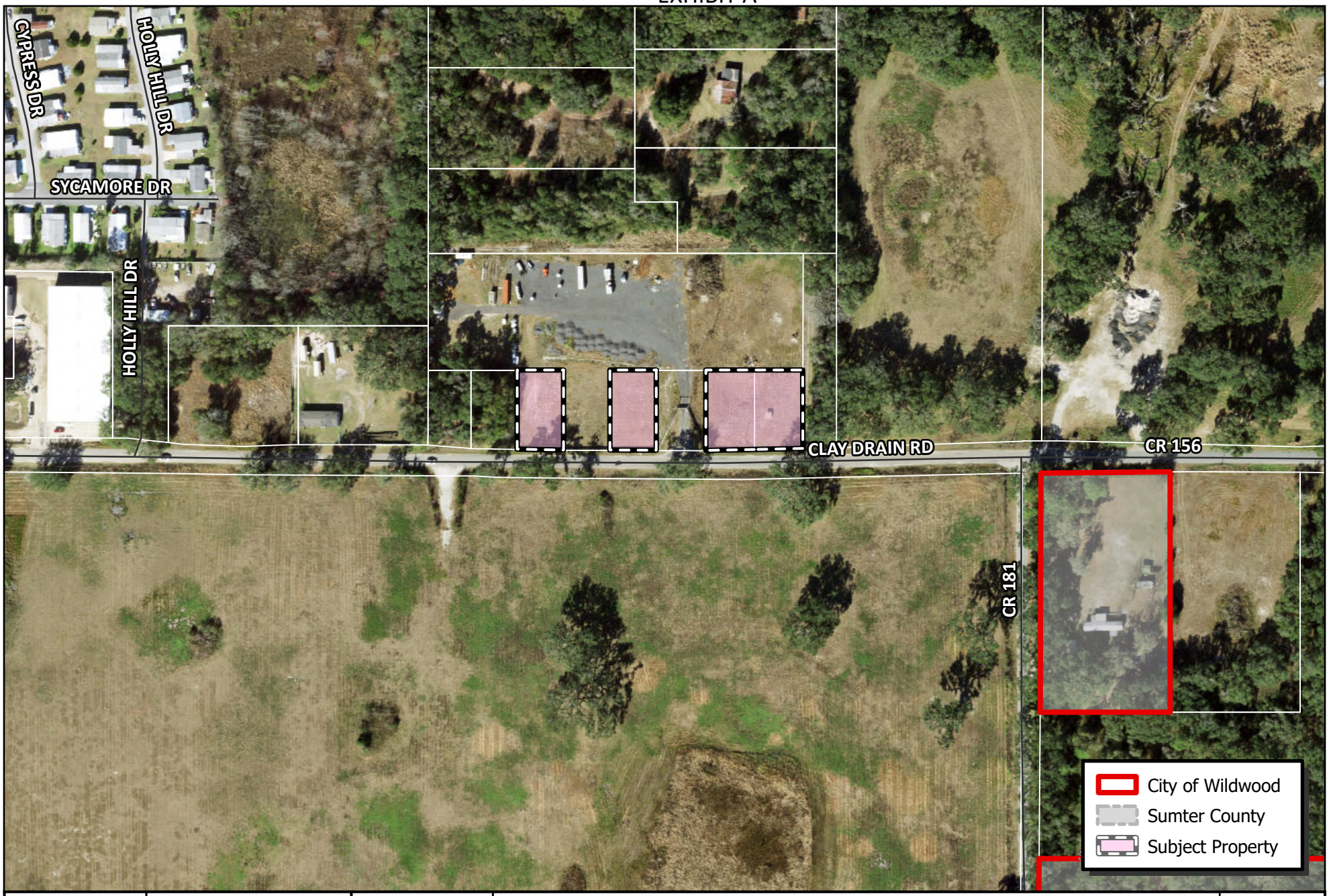
First Reading: _____

Second Reading: _____

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

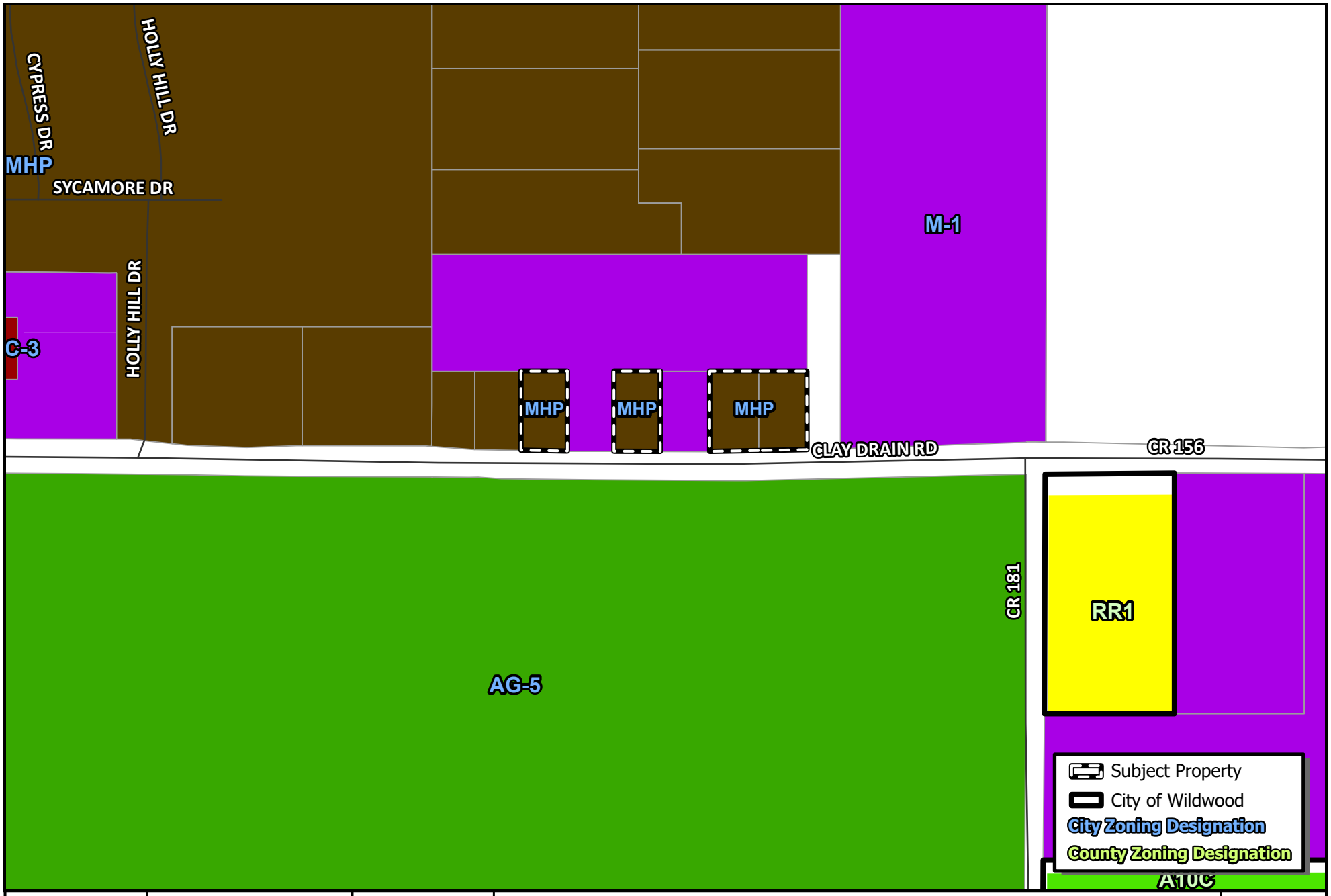
N
US Feet
0 35 70 140

RZ 2405-002

MICHAEL DEMERS REZONING

PARCELS G18-023, G18-024, G18-025 & G18-026

MAP 1B
LOCATION MAP
MAY 2024



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 45 90 180

RZ 2405-002

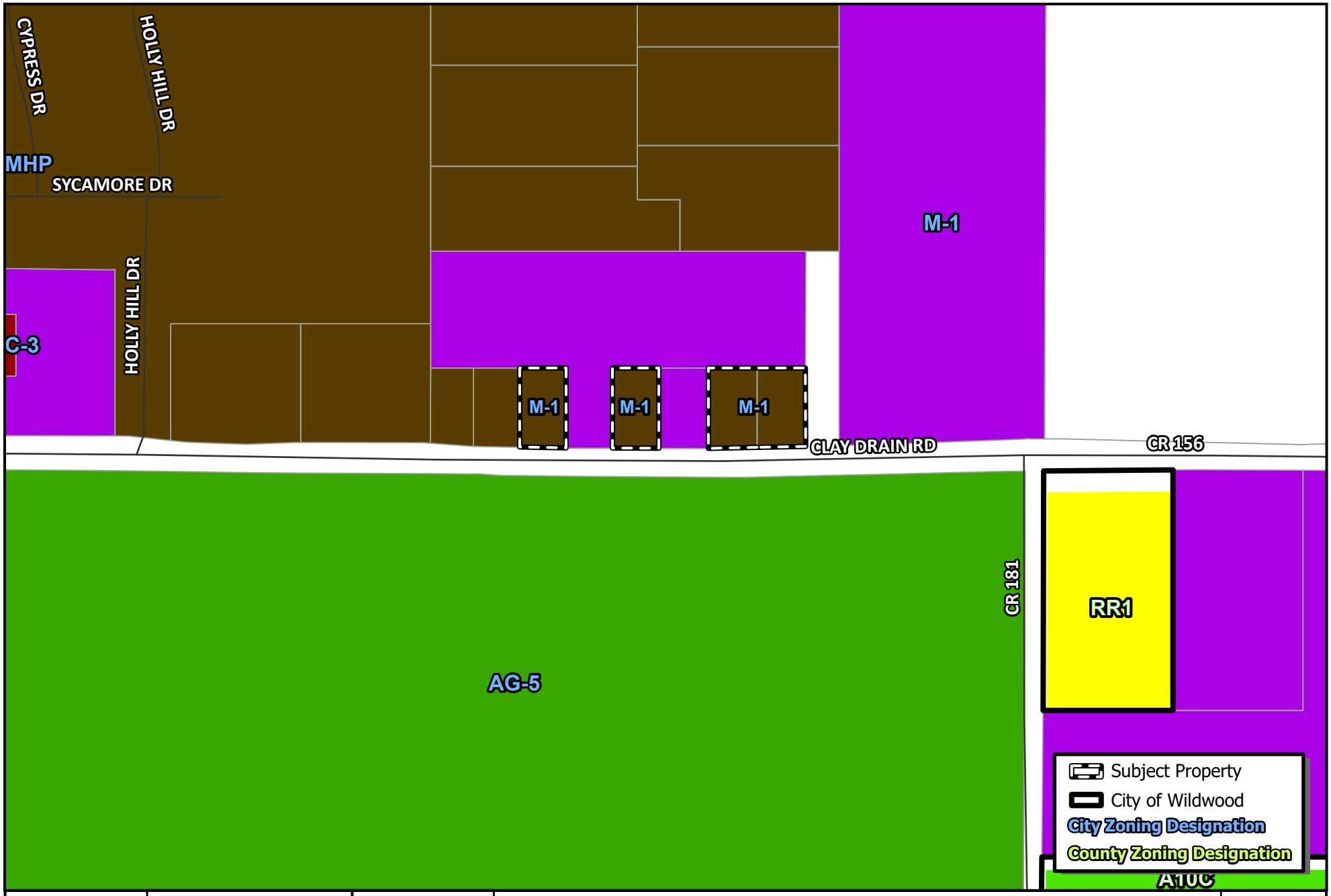
MICHAEL DEMERS REZONING

PARCELS G18-023, G18-024, G18-025 & G18-026

MAP 3A

EXISTING ZONING

MAY 2024



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 45 90 180

RZ 2405-002

MICHAEL DEMERS REZONING

PARCELS G18-023, G18-024, G18-025 & G18-026

MAP 3B

PROPOSED ZONING

MAY 2024

Business Impact Estimate

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

Proposed ordinance's title/reference: O2024-43

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

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

The case below was heard on Tuesday, July 9, 2024, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from MHP (City) to M-1 (City) for the parcels listed above on 0.913 acres MOL. The subject property is generally located approximately 0.33 miles east of N US 301, at 702 Clay Drain Road, Wildwood, FL 34785.

Case Number: RZ 2405-002 Michael DeMers

Applicant(s): Michael Rankin w/ LPG Urban and Regional Planners

Owner(s): Michael C. DeMers

Parcel(s): G18-023, G18-024, G18-025, & G18-026

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

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 3.3(C)(4), the Special Magistrate, as it respects to O2024-43:

☒ recommends approval.

☐ recommends approval with the following conditions:

_____

☐ recommends denial.

Dated: July 9, 2024

Lindsay C.T. Holt
Special Magistrate City of Wildwood

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **RZ 2406-001 Oxford Oaks Professional Plaza**

REQUESTED ACTION: Staff recommends approval

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

CASE NUMBER	RZ 2406-001 OXFORD OAKS PROFESSIONAL PLAZA
ORDINANCE NUMBER	O2024-45
APPLICANTS	Luisa Betancur & Rodolfo De Anda
OWNER	Oxford Oaks Plaza, LLC
PROPERTY LOCATION	The property is generally located approximately 445 linear feet east of N US 301, and approximately 467 linear feet south of CR 106, in section 17, township 18 south, range 23 east
PARCEL NUMBER	Portion of Parcel D17-069
DATE	August 5, 2024

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

Pursuant to Land Development Regulation (LDR) § 3.3(C)(4), the applicant believes the zoning change to C-2 should be granted based on the following criteria:

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

The proposed amendment is not inconsistent with the goals, objectives and policies of the comprehensive plan, with the proposed land use change from Commercial/ROW (Sumter County) to Commercial (City). The proposed land use amendment is consistent with objective 1.2 stating “the City shall strive to create a sustainable community by discouraging the proliferation of urban sprawl, promoting the efficient utilization of public infrastructure, services, and utilities, and implanting a compact land use pattern.” Objective 1.2 is being met

specifically from Policy 1.2.7 and Policy 1.2.8, the City shall encourage all new development and redevelopment projects to cultivate a more sustainable land development pattern.

The applicant is planning to utilize the vacated right of way land for the southern landscaping buffer and retention pond of the proposed Oxford Oaks Professional Plaza.

(b) The existing land use pattern of the surrounding area;
The amendment is not considered urban sprawl, and it does not exemplify an energy-inefficient land use pattern. The existing adjacent land use designations within the City limits are Commercial (COM) and the proposed land use amendment is consistent with the proposed land use category on the JPA Map.

The applicant is looking to establish a future land use designation consistent with the remaining portion of parcel D17-069; which consists of the north 1/2 of Perry Street, being approximately 25 feet in width and 297.2 linear feet in length.

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

Transportation: The property will have a full-access driveway on CR 106. As it refers to the overall development, the proposed project is to generate 1,185 net daily trips of which 51 will occur in the A.M. peak hour and 143 in the P.M. peak hour. The transportation impact analysis indicates that with the added number of trips, the impacted roadway segments and intersections are projected to operate at satisfactory levels of service (LOS).

Potable Water & Sewer: City water is available to the subject property. The nearest force main is approximately 350 feet north of the property. The applicant/owner will work with the City's Utility Department and adjacent developers at the site plan stage to connect to the City water and sewer. The proposed change is not expected to add additional impact to city water and wastewater systems.

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

(d) Whether changed or changing conditions make the passage of the proposed amendment necessary;
The applicant plans to construct a professional/medical plaza (Oxford Oaks Professional Plaza), whose site plan has been submitted for review and this is how it was found that the extra step is necessary to incorporate that piece of land into the City limits and establish a future land use (Commercial) and zoning designation (C-2) consistent with the City for the rest of Parcel D17-069.

ZONING DESIGNATION OF SURROUNDING PROPERTIES

NORTH	ROW CR 106 & C-3 (City)
SOUTH	A10C (Sumter County)
EAST	C-3 (City)
WEST	C-2 (City), RR1, R2M (County)

The applicant seeks a favorable recommendation of Ordinance Number O2024-45

(attached) subject to approval of O2024-44, which establishes a Future Land Use appropriate to the proposed zoning.

Conclusion:
The proposed zoning change is consistent with the City's 2050 Comprehensive Plan, as it addresses the following:

Policy 4.2.3 indicates that the City shall ensure that adequate wastewater supplies and facilities are available to serve new development no later than the date on which the City anticipates issuing a certificate of occupancy.

Policy 4.1.12 states that the City will use its land development regulations and development review process to: (a) promote zoning and development consistent with the City' Future Land Use Map Series and (b) require new development to offset impacts on the public utilities systems.

Policy 8.2.1 highlights that the City shall use the development approval process to ensure coordination of the level of service standards in the area of proposed development. Such development will not be approved until public facilities in the proposed area meet or exceed the level of service standards.

As per **LDR 7.1(B)**, no final development order shall be granted for a proposed development until there is a finding that public facilities and services included in this Chapter have sufficient capacity at or above their adopted LOS to accommodate the impacts of the development. If the rezoning is approved, the applicant will be required to submit a general plan to the City prior to submitting construction plans to the Sumter County Building Department for any improvements showing that the concurrency requirement is met. A site plan has been submitted for review for the Oxford Oaks Professional Plaza Project, and this is how the ROW discrepancy was discovered. The site plan is expected to meet the requirements established in the City's Land Development Regulations in accordance to the C-2 Zoning District for required LOS. This is the second and final reading of Ordinance O2024-45.

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

DATED: 8/5/2024



Wendy Then, AICP, CFM
Assistant Director Development Services

ORDINANCE NO. O2024-45

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

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

Portion of Parcel D17-069
Oxford Oaks Plaza, LLC
0.17 +/-

LEGAL DESCRIPTION:

PORTION OF PARCEL D17-069

That portion of the North half of Perry Street (50 feet wide) as shown on the Plat of TOWN of OXFORD, as recorded in Plat Book 1, Page 32, of the Public Records of SUMTER County, Florida, Lying South of the Following Described Parcel: The West 297.2 feet of Block F of TOWN of OXFORD, according to the Plat thereof as recorded in Plat Book 1, Page(s) 32-33, of the Public Records of SUMTER County, Florida.

This property is to be reclassified from ROW (Sumter County) and CL (Sumter County) to C-2 (City)

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

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

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

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

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

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

DONE AND ORDAINED this _____ day of _____, 2024, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

_____
Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

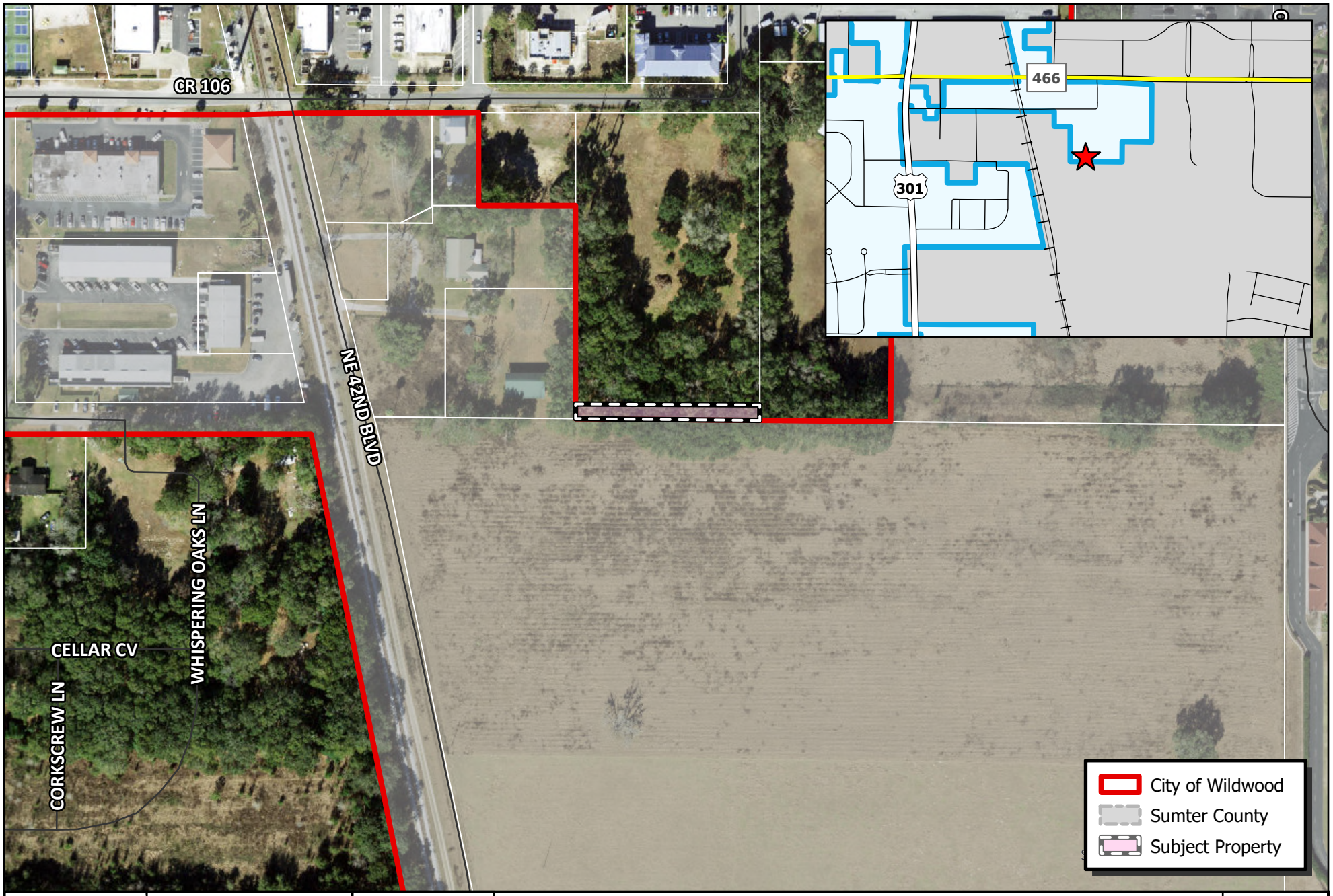
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

EXHIBIT A



WILDWOOD FLORIDA EST. 1877

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

N
US Feet
0 35 70 140

RZ 2406-001

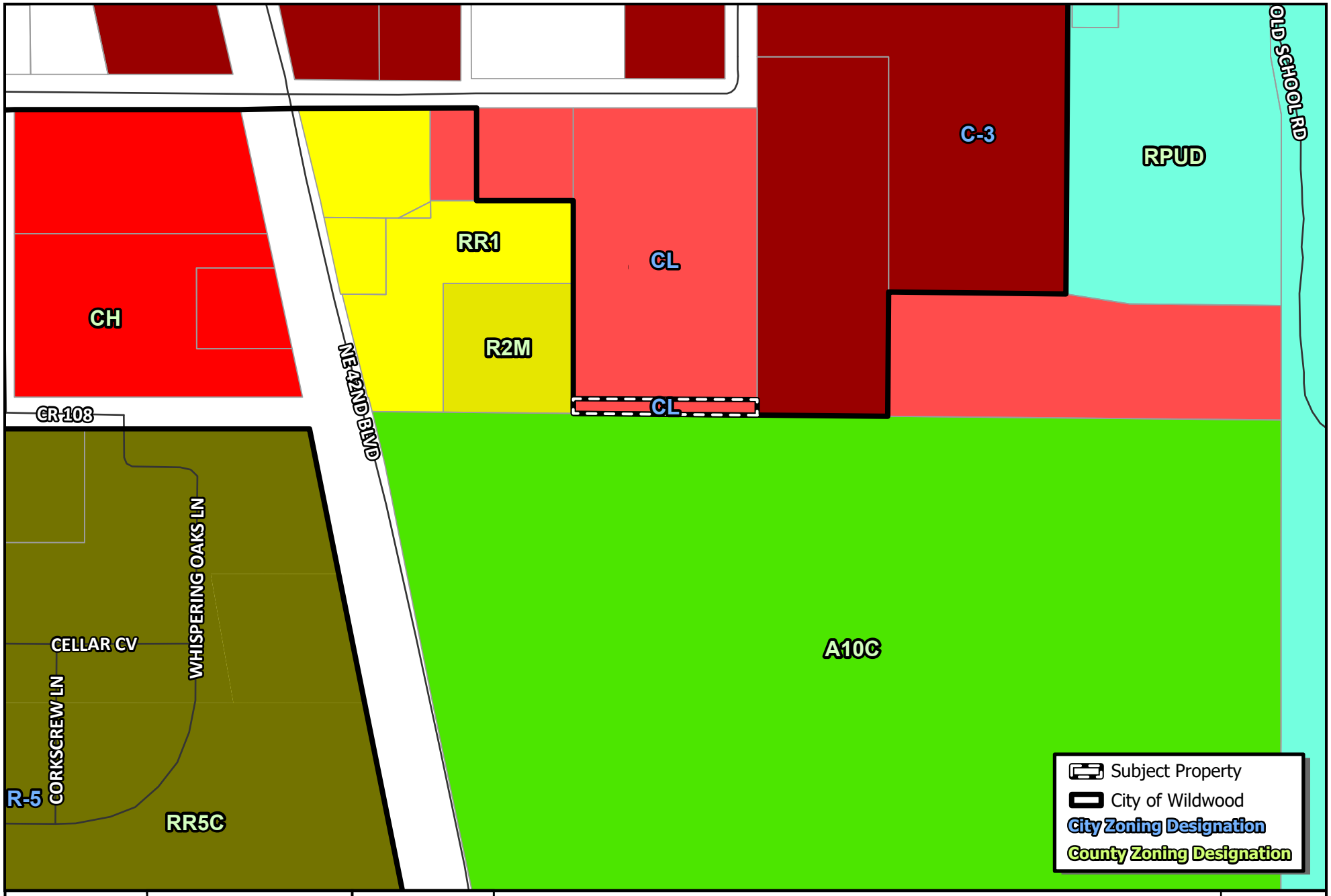
OXFORD OAKS PROFESSIONAL PLAZA

PARCEL D17-069

MAP 1B

LOCATION MAP

JUN 2024



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 45 90 180

RZ 2406-001

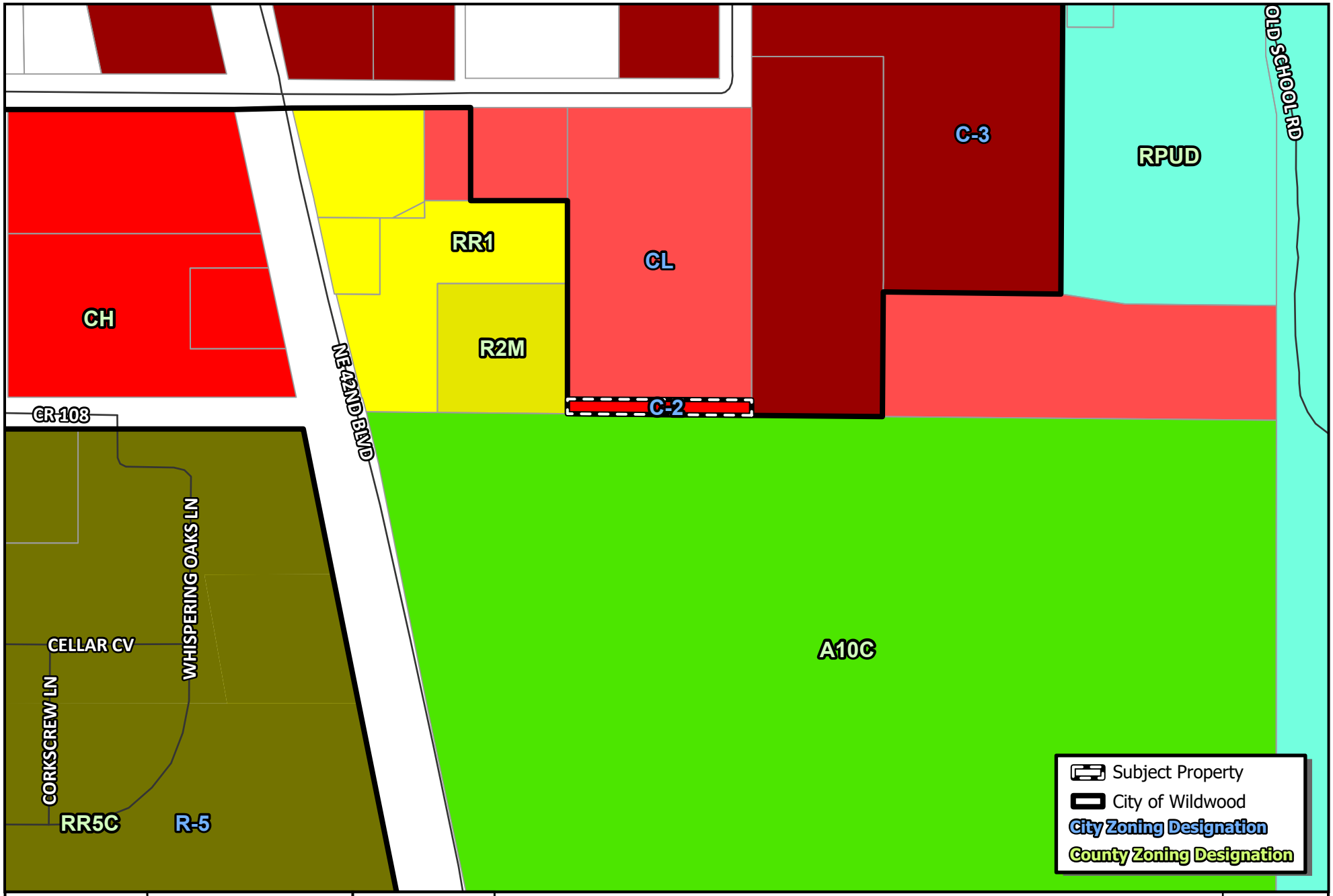
OXFORD OAKS PROFESSIONAL PLAZA

PARCEL D17-069

MAP 3A

EXISTING ZONING

JUN 2024



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 45 90 180

RZ 2406-001

OXFORD OAKS PROFESSIONAL PLAZA

PARCEL D17-069

MAP 3B

PROPOSED ZONING

JUN 2024

Business Impact Estimate

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

Proposed ordinance's title/reference: O2024-45

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

Print

Sumter County Traffic Impact Analysis (TIA) - Submission #44528

Date Submitted: 6/5/2023

First Name*	Last Name*	Email Address*
Rita	Merhi	Rita@tpdtraffic.com

Address

535 Versailles Drive

City	State	Zip Code
Maitland	Florida	32751

Phone	Alt Phone	Parcel Number
4076289955		Parcel Number

Sumter County Traffic Impact Analysis (TIA)

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

Purpose and Applicability

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

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

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

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

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

Methodology Statement

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

Sumter County 2022 County Annual Traffic Reports
Summary Table

Click here to view the table.

Exemption

Choose File No file chosen

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

Please submit your Methodology Statement

Choose File No file chosen

Please submit your TIA

5653 CR 106 Property TIS 060223.pdf

Date of Methodology Acceptance by County

Sumter County Traffic Impact Analysis (TIA) modification acceptance:

Matthew Tadlock

Digitally signed by Matthew Tadlock
DN: cn=Matthew Tadlock, o=Sumter County Public Works, ou=Planning and Design, email=matthew.tadlock@sumtercountyfl.gov, c=US
Date: 2023.06.16 09:08:10 -04'00'

Applicable Jurisdiction

Please check the applicable Jurisdiction:

- [ ] City of Bushnell
- [ ] City of Center Hill
- [ ] City of Coleman
- [ ] City of Wildwood
- [ ] Unincorporated Sumter County

Link

FDOT Systems Implementation Office

Link

FDOT Roadway Design - Florida Greenbook

Link

Lake-Sumter MPO

Link

FDOT Traffic Information

TRAFFIC IMPACT STUDY

CR 106 PROPERTY
OXFORD, SUMTER COUNTY

Prepared for:

Brian Ehlers Construction Co., Inc.
2801 S.E. 1st Avenue, Suite 402
Ocala, Florida 34471

Prepared by:

Traffic Planning and Design, Inc.
535 Versailles Drive
Maitland, Florida 32751
407-628-9955

August 2022

December 2022

Revised
June 2023

TPD № 5653

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic Planning & Design, Inc., a corporation authorized to operate as an engineering business, EB-3702, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: CR 106 Property

LOCATION: Oxford, Sumter County

CLIENT: Brian Ehlers Construction Co, Inc.

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

NAME: Turgut Dervish, P.E.

Florida P.E. №: 20400

DATE: June 2, 2023

SIGNATURE:



TABLE OF CONTENTS

Page

INTRODUCTION **1**

EXISTING CONDITIONS ANALYSIS **4**

Roadway Segment Analysis
Intersection Analysis

PROPOSED DEVELOPMENT AND TRIP GENERATION **9**

Trip Generation
Trip Distribution/Trip Assignment 9

PROJECTED TRAFFIC CONDITIONS **11**

Roadway Segment Analysis
Intersection Analysis

STUDY CONCLUSIONS **15**

APPENDICES **16**

A Study Methodology and Related Correspondence
B Sumter County Counts/Los Capacity Table
C Intersection Traffic Counts/Adjustment Factors
D Existing HCS Capacity Worksheets
E Vested Trip Information
F Projected HCS Capacities Worksheets

TABLE OF CONTENTS, continued

LIST OF TABLES

Page

Table 1 Existing Peak Hour Roadway Capacity Analysis 5
Table 2 Existing Intersection Capacity Analysis 8
Table 3 Trip Generation Summary 9
Table 4 Projected Peak Hour Roadway Capacity Analysis 12
Table 5 Projected Intersection Capacity Analysis 12

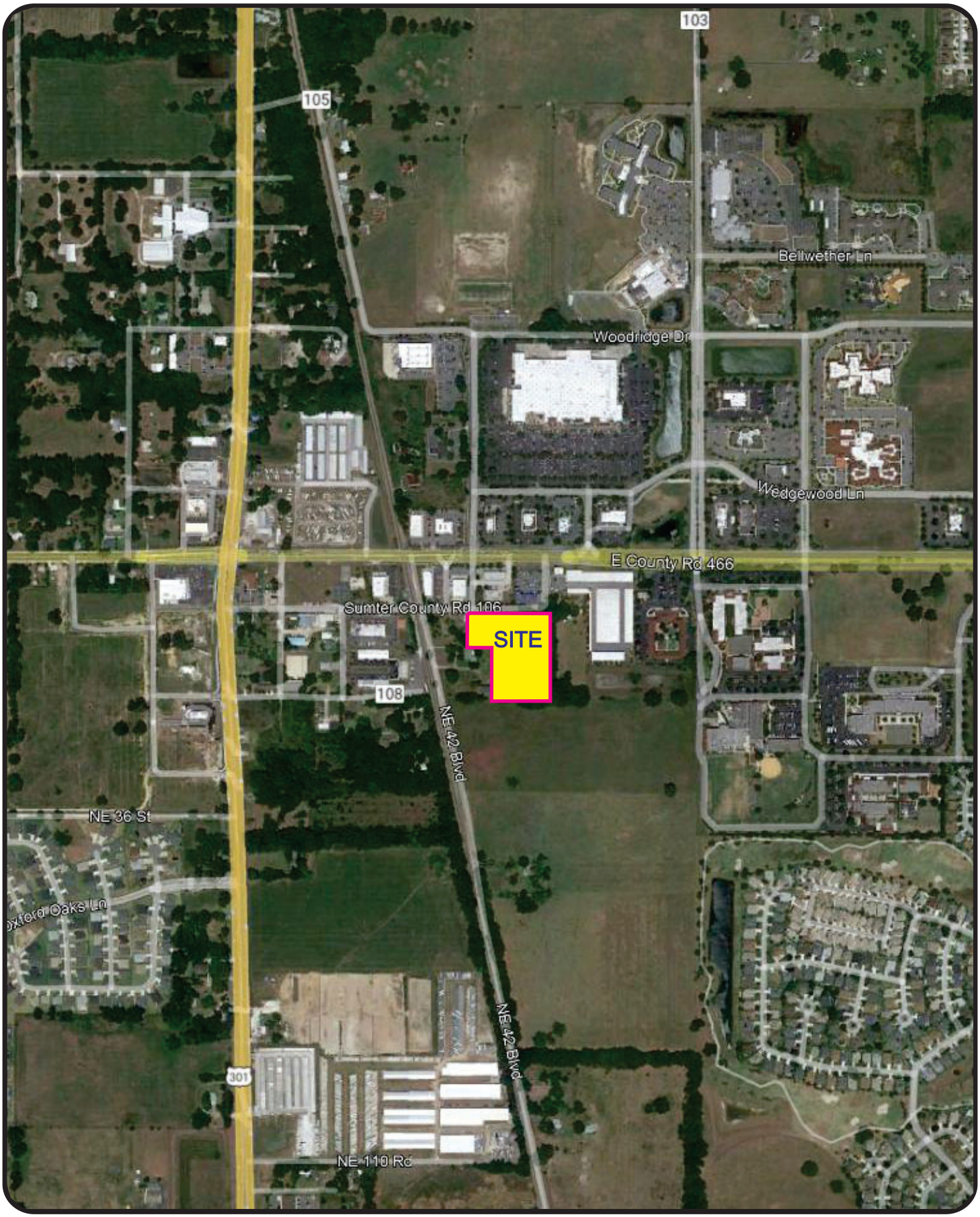
LIST OF FIGURES

Figure 1 Site Location 2
Figure 2 Site Plan 3
Figure 3a Existing A.M. Peak Hour Traffic Volumes 6
Figure 3b Existing P.M. Peak Hour Traffic Volumes 7
Figure 4 Project Trip Distribution/Assignment 10
Figure 5a Projected A.M. Peak Hour Traffic Volumes 13
Figure 5b Projected P.M. Peak Hour Traffic Volumes 14

INTRODUCTION

This analysis was undertaken in order to assess the traffic impact of a proposed strip retail plaza in Oxford, Sumter County. The proposed retail plaza will consist of 27,200 square feet located on CR 106 to the east of CR 105. The site is proposed to be served by ~~a~~ full ~~access~~ on CR 106. **Figure 1** depicts the site location and the area roadways. **Figure 2** depicts the site plan and its access configuration.

The study was conducted in accordance with a study methodology submitted to and reviewed by Sumter County. This methodology along with related correspondence are included in **Appendix A.** Data utilized in this study consists of a site plan provided by Project Engineers, traffic volume data and Level of Service standards obtained from Sumter County and FDOT. Additionally, intersection turning movements counts were made by Traffic Planning and Design, Inc. staff during the A.M. and P.M. peak hours.



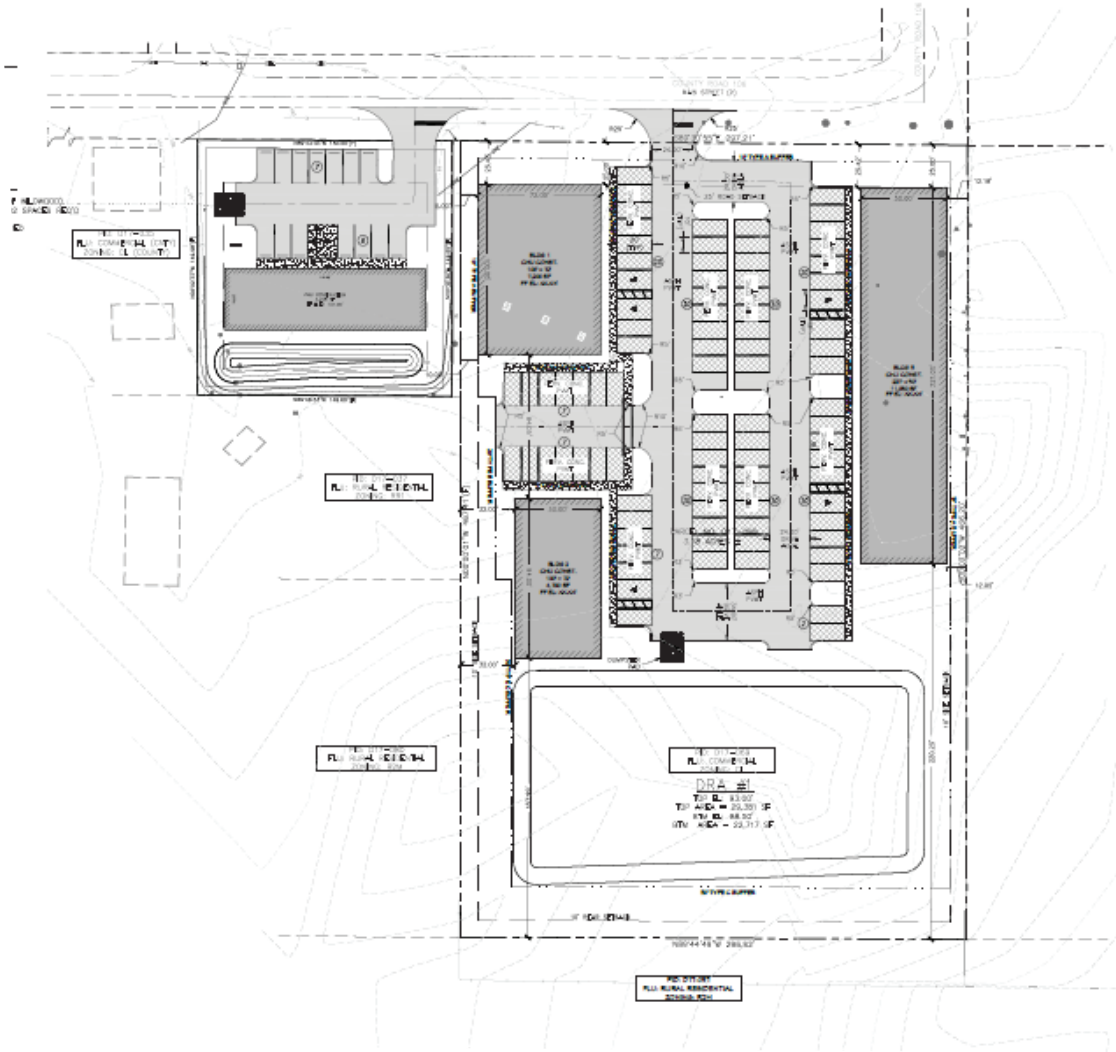
CR 106/Oxford
Project № 5653

Figure 1

Site Location

N

NTS



CR 106/Oxford
Project № 5653

Figure 2

Site Plan

N

NTS

EXISTING CONDITIONS ANALYSIS

Based upon the project's trip generation, a major Traffic Impact Analysis (TIA) is required as per Sumter County Guidelines. As documented in the study methodology, the following roadway segments and intersections were included in the analysis as per Sumter County criteria:

Roadway Segment

- CR 466
  US 301 to CR 105
- CR 106
  CR 105 to CR 466

Intersections

- US 301 and CR 466
- CR 105 and CR 106
- CR 466 and CR 105
- Site Entrance

The analysis of the study roadway segments and intersections was accomplished for the A.M. and P.M. peak hours traffic conditions.

Roadway Segment Analysis

The roadway segments were analyzed by comparing the existing traffic volumes with the adopted LOS/capacity values for the A.M./P.M. peak hour conditions. The existing traffic volumes were obtained from the Sumter County Annual Traffic Counts (2022) and the adopted capacities from the County's *TMS* database. Relevant information on existing traffic volumes and roadway capacities are included in **Appendix B.**

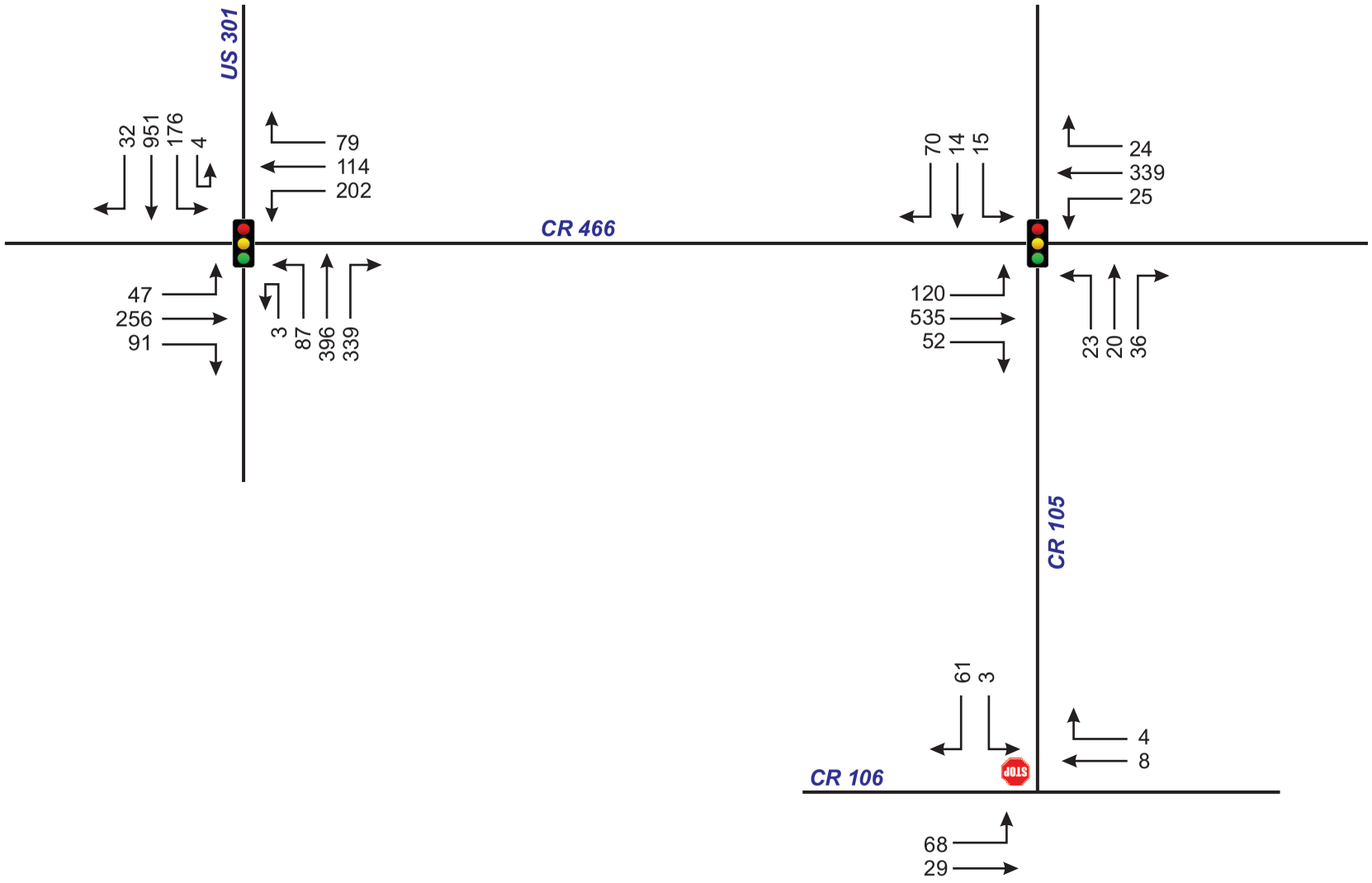
The existing peak hour roadway capacity analyses are summarized in **Table 1**. As shown, the existing conditions analysis of A.M. and P.M. peak hour traffic conditions reveals that the study roadway segments currently operate satisfactorily within the adopted Level of Service capacities.

Table 1
Existing Peak Hour Roadway Capacity Analysis

Roadway Segment	No. of Lns	Functional Class	LOS		Peak Hour Peak Direction		V/C Ratio	LOS
			Standard	Peak Hour Capacity	Direction	Volume		
A.M. Peak Hour								
CR 466								
US 301 to CR 105	4LD	Arterial 1	D	1,800	EB	933	0.51	C
			D	1,800	WB	947	0.53	C
CR 106								
CR 105 to CR 466	2L	Local	D	675	EB	32	0.05	C
			D	675	WB	12	0.02	C
P.M. Peak Hour								
CR 466								
US 301 to CR 105	4LD	Arterial 1	D	1,800	EB	1,010	0.56	C
			D	1,800	WB	1,148	0.64	C
CR 106								
CR 105 to CR 466	2L	Local	D	675	EB	34	0.05	C
			D	675	WB	18	0.03	C

Intersection Analysis

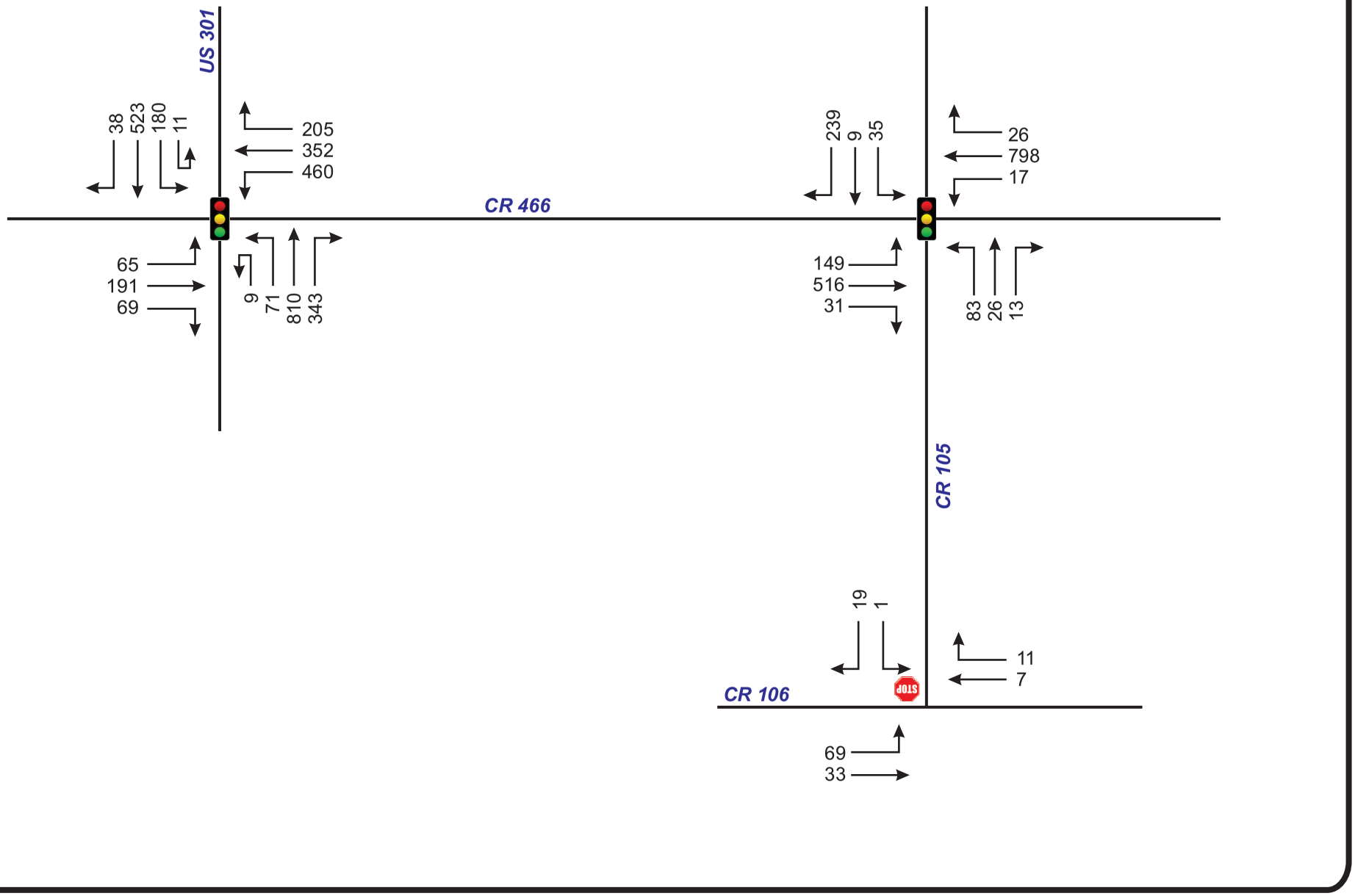
The study intersections were analyzed in accordance with the procedures of the *Highway Capacity Manual* and *Highway Capacity Software (HCS)*. In the analysis, existing A.M. and P.M. peak hours traffic volumes, intersection geometry and traffic controls were used. The intersection volumes in the form of turning movement counts are depicted in **Figures 3a** and **3b**. The counts were made on May 26 and July 27, 2022, when the seasonal factor was 0.95 and 1.01, respectively. Therefore, the counts made on July 27 were adjusted. Detailed traffic count/traffic control information and adjustment factors are included in **Appendix C**.



CR 106/Oxford
Project № 5653
Figure 3a

Existing A.M. Peak Hour Volumes

N
NTS



CR 106/Oxford
Project № 5653
Figure 3b

Existing P.M. Peak Hour Volumes

N
NTS

The results of the intersection capacity analysis are summarized in **Table 2**. This table shows that the study intersections are currently operating at satisfactory Levels of Service. The HCS capacity analysis worksheets are included in **Appendix D**.

Table 2
Existing Intersection Capacity Analysis

Intersection	Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
US 301 and CR 466	Signal	A.M.	41.5	D	38.7	D	27.0	C	27.7	C	31.0	C
		P.M.	47.8	D	41.9	D	35.0	D	27.4	C	36.7	D
CR 466 and CR 105	Signal	A.M.	14.0	B	11.5	B	27.7	C	27.5	C	15.2	B
		P.M.	16.6	B	16.7	B	28.0	C	36.3	D	20.2	C
CR 106 and CR 105	Stop	A.M.	7.7	A	--	--	--	--	9.6	A	--	--
		P.M.	7.4	A	--	--	--	--	8.6	A	--	--

PROPOSED DEVELOPMENT AND TRIP GENERATION

The proposed development is a 27,200 square foot retail project in Oxford, Sumter County. To determine the impact of this development on the area roadways, an analysis of its trip generation characteristics was made. This included the determination of the number of trips generated by the site and their distribution to the area roadways.

Trip Generation

Trip generation rates were obtained from data contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.* The trip generation calculation of daily and A.M./P.M. peak hour volumes is summarized in **Table 3.** The trip generation charts are included in the study methodology.

Table 3
Trip Generation Summary

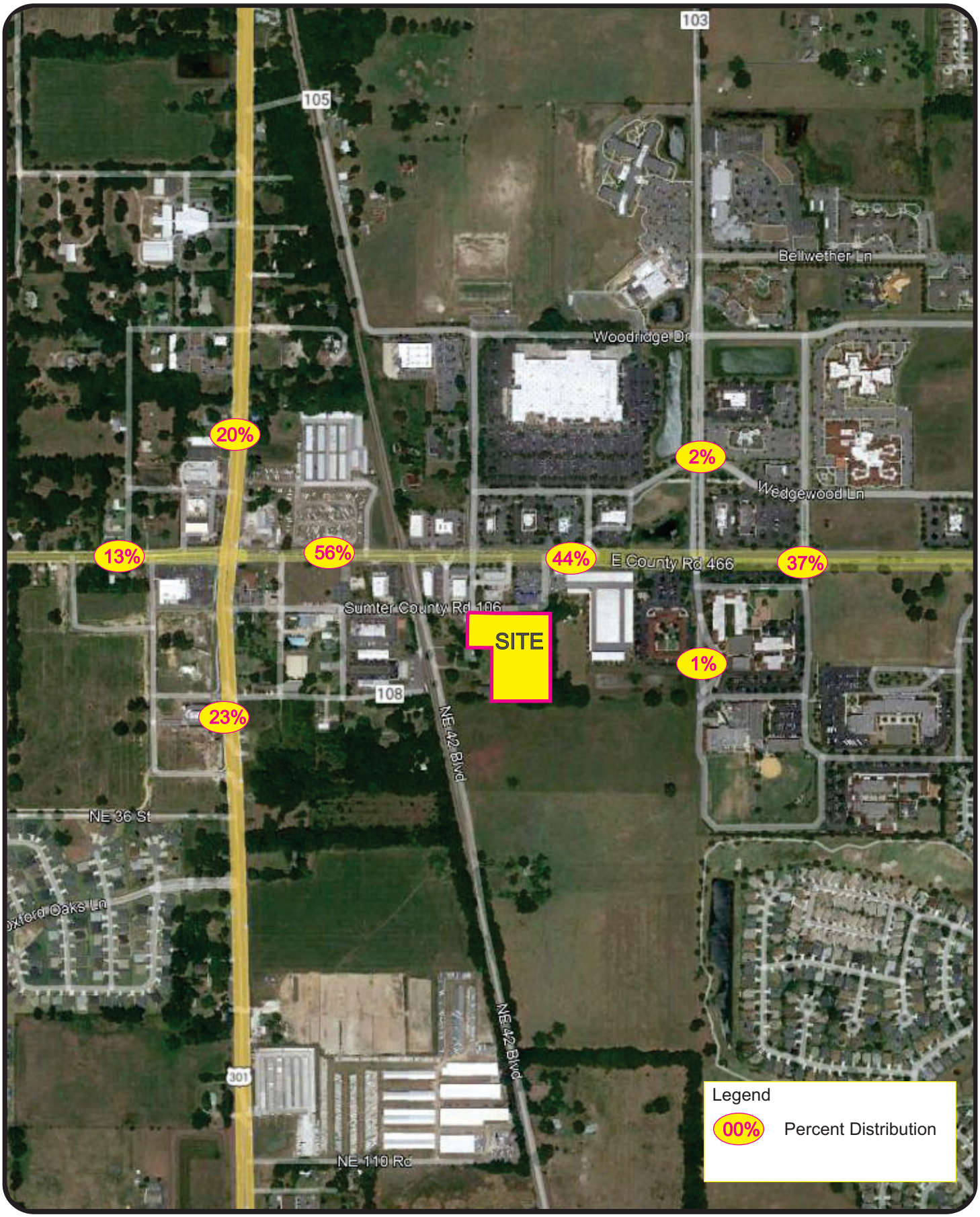
ITE Code	Land Use	Size*	Daily		A.M. Peak Hour				P.M. Peak Hour			
			Rate	Trips	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
822	Strip Retail Plaza (< 40 KSF)	27.2 KSF	54.45	1,481	2.36	38	26	64	6.59	90	90	179
Total Trips				**1,481**	**---**	**38**	**26**	**64**	**---**	**90**	**90**	**179**
Pass-by Trips(20%)**				**296**	**---**	**8**	**5**	**13**	**---**	**18**	**18**	**36**
Total New Net Trips				**1,185**	**---**	**30**	**21**	**51**	**---**	**72**	**72**	**143**

* KSF = 1,000 Square Feet
** Per Sumter County TIA Guidelines

The proposed development is estimated to generate 1,185 new net daily trips of which 51 will occur in the A.M. peak hour and 143 in the P.M. peak hour.

Trip Distribution/Trip Assignment

To determine the distribution of the project trips in the area, the latest version of the CFRPM model was used with a Selected Zone Analysis. The model distribution plots are included in the study methodology. The distribution of the generated trips in the project vicinity is illustrated in **Figure 4**. Utilizing this distribution pattern, the development's A.M./P.M. peak hour trips were assigned to the area roadways.



CR 106/Oxford
Project № 5653

Figure 4

Trip Distribution

N
NTS

PROJECTED TRAFFIC CONDITIONS

Projected traffic conditions were assessed in order to evaluate the impact of the proposed development in the area. The projected conditions were estimated by combining background traffic on each road segment with project trips. Background traffic was estimated by expanding the existing traffic volumes to the project's buildout year (2024) with the use of a growth factor of 1.04 (or an annual growth of 2%) plus vested trips from the approved Twisted Oaks, Oxford Crossings, Wildwood Storage on CR 214, Oxford Residential and Riverstone Apartments. The vested trip information is included in **Appendix E**.

Roadway Segment Analysis

Table 4 is an analysis of the projected traffic conditions. This table lists the roadway segments along with their number of lanes, functional classification, existing/projected traffic volumes, capacities and resultant Levels of Service. The table reveals that the study roadway segments are projected to operate satisfactorily within their adopted LOS standard.

Intersection Analysis

The projected traffic volumes at the study intersections are depicted in **Figures 5a** and **5b**. The figure shows background traffic combined with vested trips and project trips at each intersection. The intersections were analyzed similar to the existing conditions analysis utilizing HCS software in accordance with the *Highway Capacity Manual* (HCM). The results of this analysis as summarized in **Table 5** indicate satisfactory traffic operating conditions similar to existing conditions. The HCS capacity analysis worksheets are included in **Appendix F**.

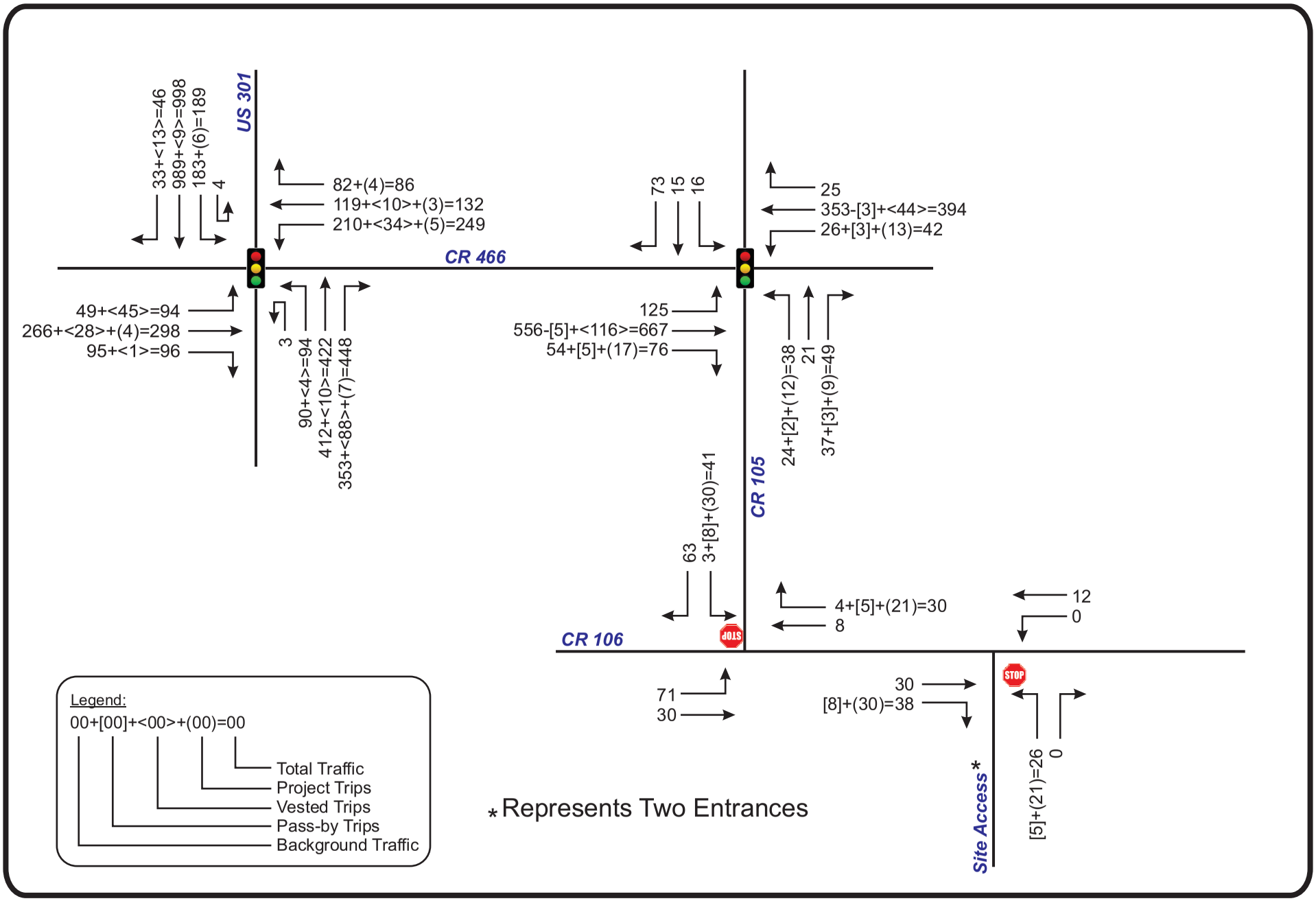
Table 4
Projected Peak Hour Roadway Capacity Analysis

Roadway Segment	No. Lns	Functional Class	Adopted		Peak Hour Peak Direction Traffic Volumes						V/C Ratio
			LOS	Capacity	Direction	Existing	Background*	Committed Trips	Project	Total	
A.M. Peak Hour											
CR 466											
US 301 to CR 105	4LD	Arterial 1	D	1,800	EB	933	970	56	17	1,043	0.58
					WB	947	985	57	12	1,054	0.59
CR 106											
CR 105 to CR 466	2L	Local	D	675	EB	32	33	0	30	63	0.09
					WB	12	12	0	21	33	0.05
P.M. Peak Hour											
CR 466											
US 301 to CR 105	4LD	Arterial 1	D	1,800	EB	1,010	1,050	82	40	1,172	0.65
					WB	1,148	1,194	94	40	1,328	0.74
CR 106											
CR 105 to CR 466	2L	Local	D	675	EB	34	35	0	72	107	0.16
					WB	18	19	0	72	91	0.13

* Existing x 1.04

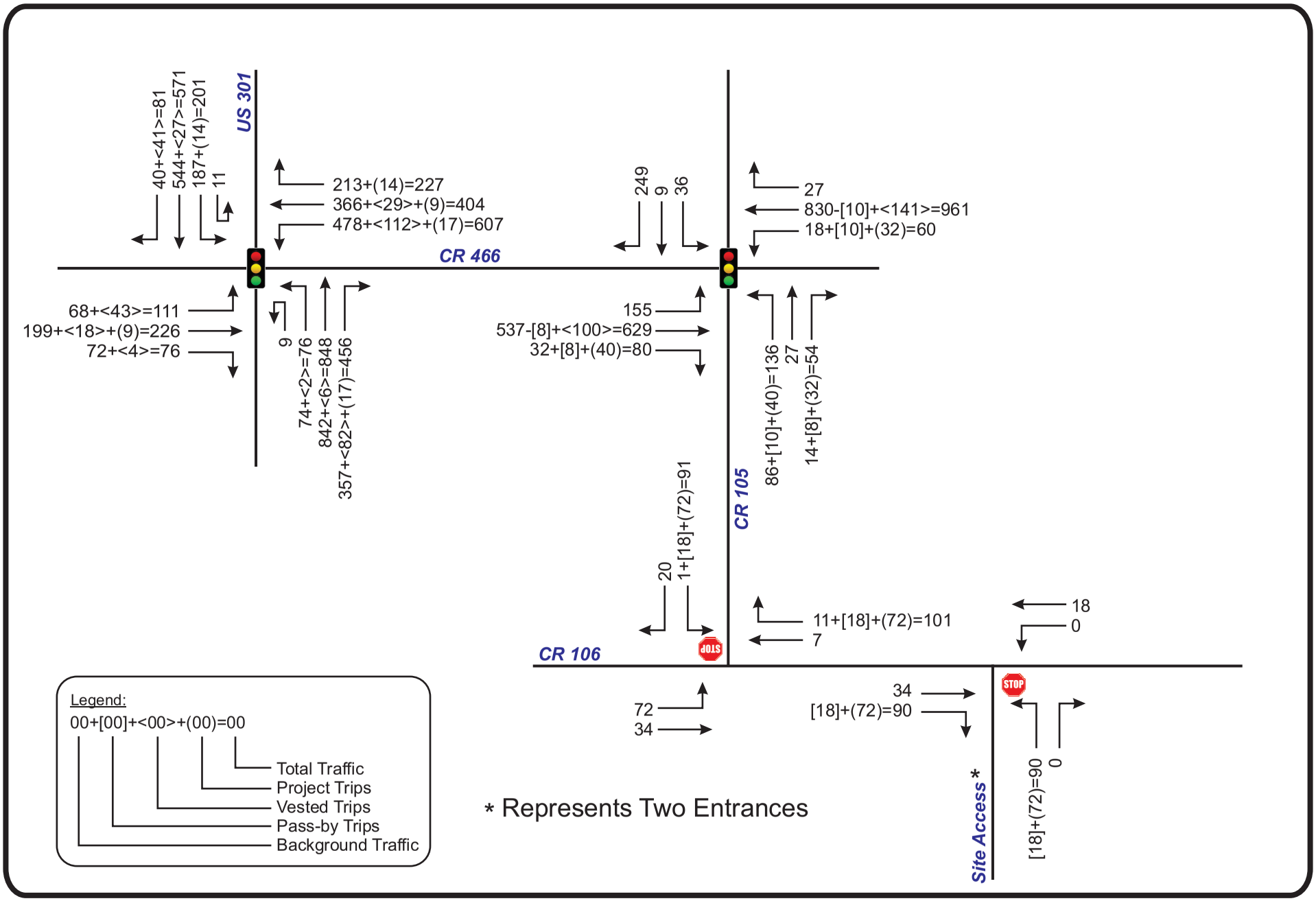
Table 5
Projected Intersection Capacity Analysis

Intersection	Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
US 301 and CR 466	Signal	A.M.	51.6	D	45.4	D	34.8	C	33.0	C	38.3	D
		P.M.	64.5	E	54.1	D	49.2	D	33.4	C	48.9	D
CR 466 and CR 105	Signal	A.M.	14.5	B	12.6	B	28.6	C	27.6	C	15.8	B
		P.M.	17.9	B	19.7	B	32.7	C	38.2	D	22.5	C
CR 106 and CR 105	Stop	A.M.	7.9	A	--	--	--	--	16.5	C	--	--
		P.M.	7.8	A	--	--	--	--	12.9	B	--	--
CR 106 Site Access	Stop	A.M.	--	--	7.4	A	9.0	A	--	--	--	--
		P.M.	--	--	7.5	A	9.5	A	--	--	--	--



CR 106/Oxford
Project № 5653
Figure 5a

Projected A.M. Peak Hour Volumes



CR 106/Oxford
Project № 5653
Figure 5b

Projected P.M. Peak Hour Volumes

N
NTS

STUDY CONCLUSIONS

This traffic analysis was conducted in order to assess the traffic impact of a strip retail plaza in Oxford, Sumter County. Located on CR 106 to the east of CR 105, the development will consist of 27,200 square feet. The traffic analysis assessed the impacts that would result from the proposed apartments on the study roadways and intersections. The findings of this analysis are as follows:

- The proposed development is estimated to generate 1,185 new net daily trips of which 51 will occur in the A.M. peak hour and 143 in the P.M. peak hour.

- The analysis of existing conditions indicated that the impacted roadway segments and the study intersections currently operate at satisfactory Levels of Service.

- The analysis of projected traffic conditions revealed that the impacted roadway segments and study intersection will not be deficient. The impacted roadway segments and intersections are projected to operate at satisfactory Levels of Service with project trips added.

- Access to the site is provided via full access driveway on CR 106. The access driveway is projected to operate satisfactorily with project trips added.

APPENDICES

APPENDIX A

Study Methodology and Related Correspondence

Print

Sumter County Traffic Impact Analysis (TIA) - Submission #38083

Date Submitted: 10/3/2022

First Name*	Last Name*	Email Address*
Rita	Merhi	Rita@tpdtraffic.com

Address

535 Versailles Dr

City	State	Zip Code
Maitland	FL	32751

Phone	Alt Phone
4076289955	

Sumter County Traffic Impact Analysis (TIA)

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

Purpose and Applicability

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

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

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

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

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

Methodology Statement

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

Sumter County 2022 County Annual Traffic Reports
Summary Table

Click here to view the table.

Exemption

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

5653 CR 106 - Oxford Methdology 060822.pdf

Sumter County Traffic Impact Analysis (TIA) Methodology Acceptance, as noted.

Please submit your TIA

Choose File No file chosen

Date of Methodology Acceptance by County

Applicable Juristiction

Please check the applicable Jurisdiction:

- [ ] City of Bushnell
- [ ] City of Center Hill
- [ ] City of Coleman
- [ ] City of Wildwood
- [ ] Unincorporated Sumter County

Link

FDOT Systems Implementation Office

Link

FDOT Roadway Design - Florida Greenbook

Link

Lake-Sumter MPO

Link

FDOT Traffic Information

To: Steve Cohoon
Assistant Director- Planning & Design

From: Turgut Dervish, P.E.

Date: June 8, 2022

Re: CR 106/Oxford
TIA Methodology (Revised)
TPD# 5653

The following is an outline of our proposed traffic study methodology for a proposed retail commercial development in Oxford, Florida. The development site is located on CR 106 to the east of CR 105. **Figure 1** depicts the site location.

Proposed Development

The proposed development will consist of three retail commercial buildings totaling 27,200 square feet to be completed within two years or by the end of 2024. Access to the site is via an access driveway on CR 1[illegible]. **Figure 2** depicts the site plan of the development.

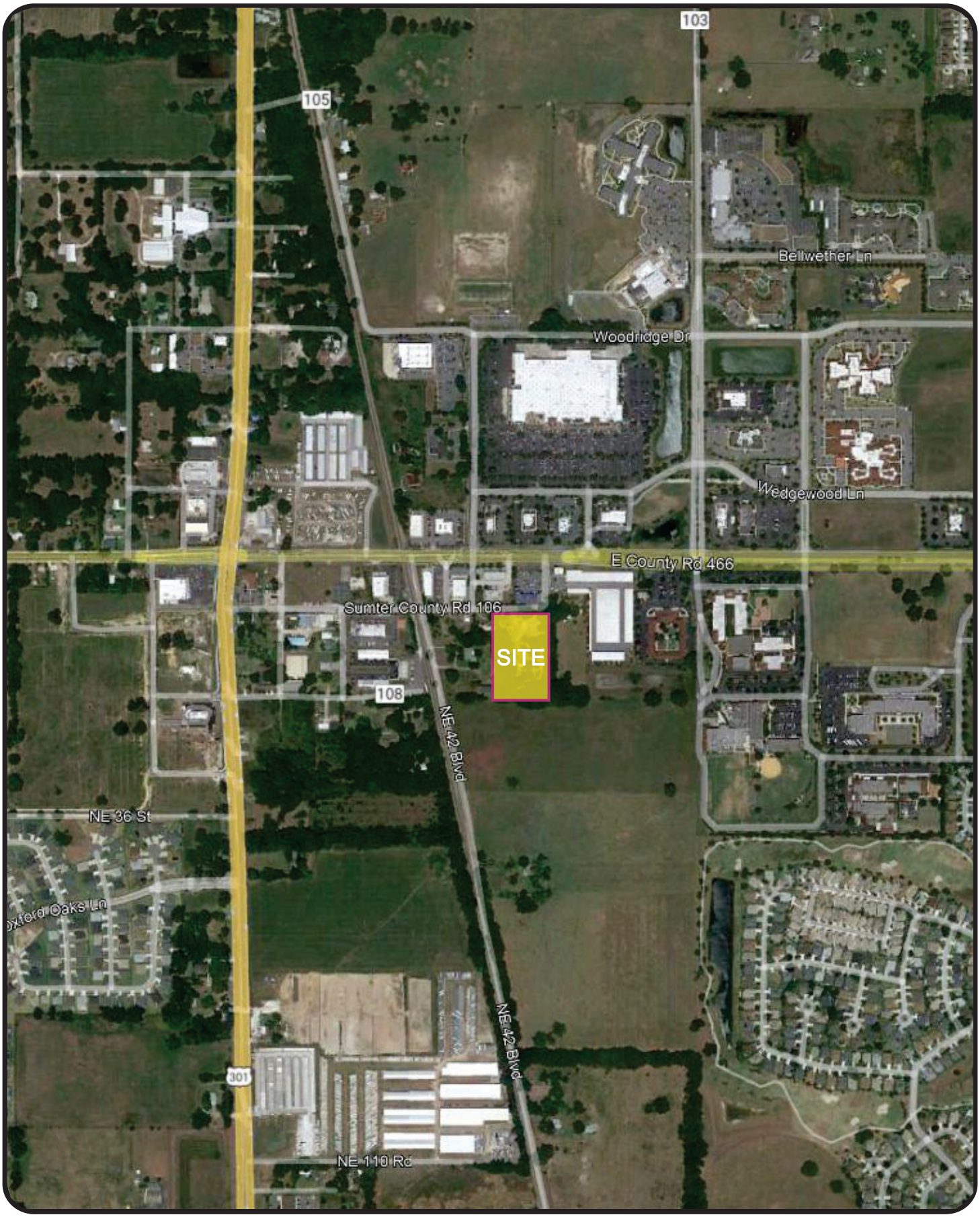
Trip Generation

The trip generation was calculated as per the 11th Edition of the ITE Trip Generation Manual. **Table 1** is a summary of the trip generation calculation. The ITE trip generation sheets are included in **Attachment A**.

Table 1
Trip Generation Summary

ITE Code	Land Use	Size*	Daily		A.M. Peak Hour				P.M. Peak Hour			
			Rate	Trips	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
822	Strip Retail Plaza (< 40 KSF)	27.2 KSF	54.45	1,481	2.36	38	26	64	6.59	90	90	179
Total Trips				**1,481**	**---**	**38**	**26**	**64**	**---**	**90**	**90**	**179**
Pass-by Trips(20%)**				**296**	**---**	**8**	**5**	**13**	**---**	**18**	**18**	**36**
Total New Net Trips				**1,185**	**---**	**30**	**21**	**51**	**---**	**72**	**72**	**143**

* KSF = 1,000 Square Feet
** Per Sumter County TIA Guidelines



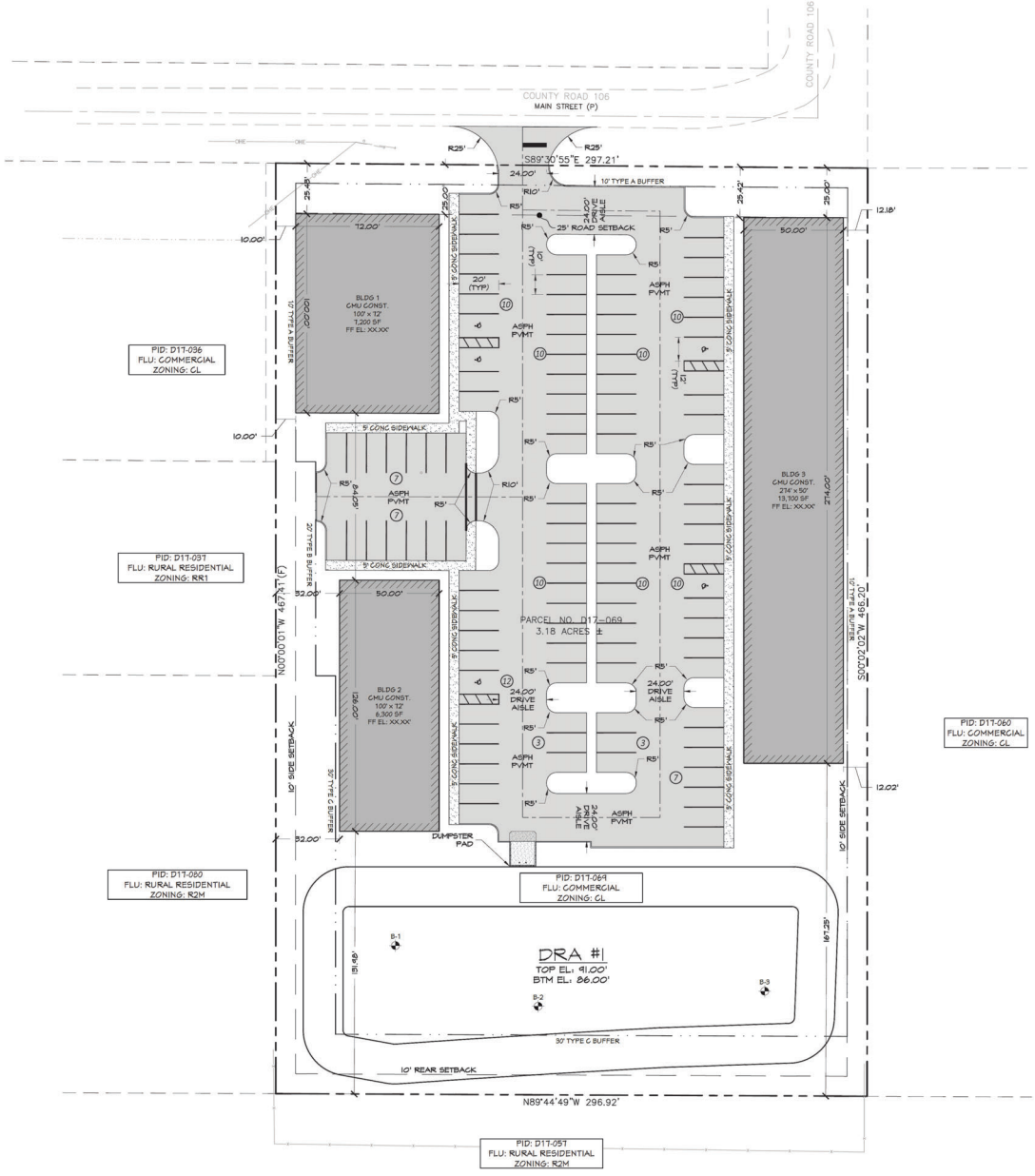
CR 106/Oxford
Project № 5653

Figure 1

Site Location

N

NTS



CR 106/Oxford
Project № 5653

Figure 2

Site Plan

Based upon this trip generation, a Major TIA will be required to be performed. The traffic analysis will be performed for conditions for both the A.M. and P.M. peak hours.

Impacted Roadways/intersections

The abutting segment of CR106 will be included in the analysis along with those segments where the project trips consume 3% of the roadway's adopted LOS capacity or more than 70 peak hour two-way trips. **Table 2** is a significance test showing the significance of the impacted roadways. As shown in the table, one roadway in the are will be significantly impacted. Since CR 106 is not included in the County or MPO database, the closest classified roadway segment, CR 466 from US 301 to CR 105 with peak hour two-way project trips of over 70, will be included in the analysis along with the following intersections:

- CR 466 and CR 105
- CR 105 and CR 106
- CR 466 and US 301
- Site Access Intersections

Table 2
Significance Analysis

Roadway Segment	# of Lanes	Functional Class	Adopted		Project Trips		Project Trips as % of Capacity	Significance**
			LOS	2-Way Capacity*	%	2-Way Volume		
CR 466								
CR 209 to CR 301	2U	Arterial 2	D	1,197	13%	19	1.59%	No
CR 301 to CR 105	4LD	Arterial 1	D	3,222	56%	80	2.48%	Yes
CR 105 to CR 103	4LD	Arterial 1	D	3,222	44%	63	1.96%	No
CR 103 to CR 101	4LD	Arterial 1	D	3,222	40%	57	1.77%	No
US 301								
CR 472 to CR 466	4LD	Prin. Arterial	D	3,580	23%	33	0.92%	No
CR 466 to CR 704	4LD	Prin. Arterial	D	3,580	20%	29	0.81%	No

* Two-way capacities obtained from Table 4, FDOT Quality/LOS Handbook, included in **Attachment B**
** Project as % of Capacity

Trip Distribution

Based upon CFRPM v.7 model distribution, included in **Attachment C**, a trip distribution was determined as shown in **Figure 3**. CFRPM does not include CR 106 and therefore it assigned all trips from the project to CR 466. In the assignment of the project trips in the project vicinity, trips will be assigned to CR 106 on approach to the project site.

Trip Impact Assessment

To assess the impact of the project traffic on the above-mentioned study roadways/ intersections, the following steps will be followed in the analysis:

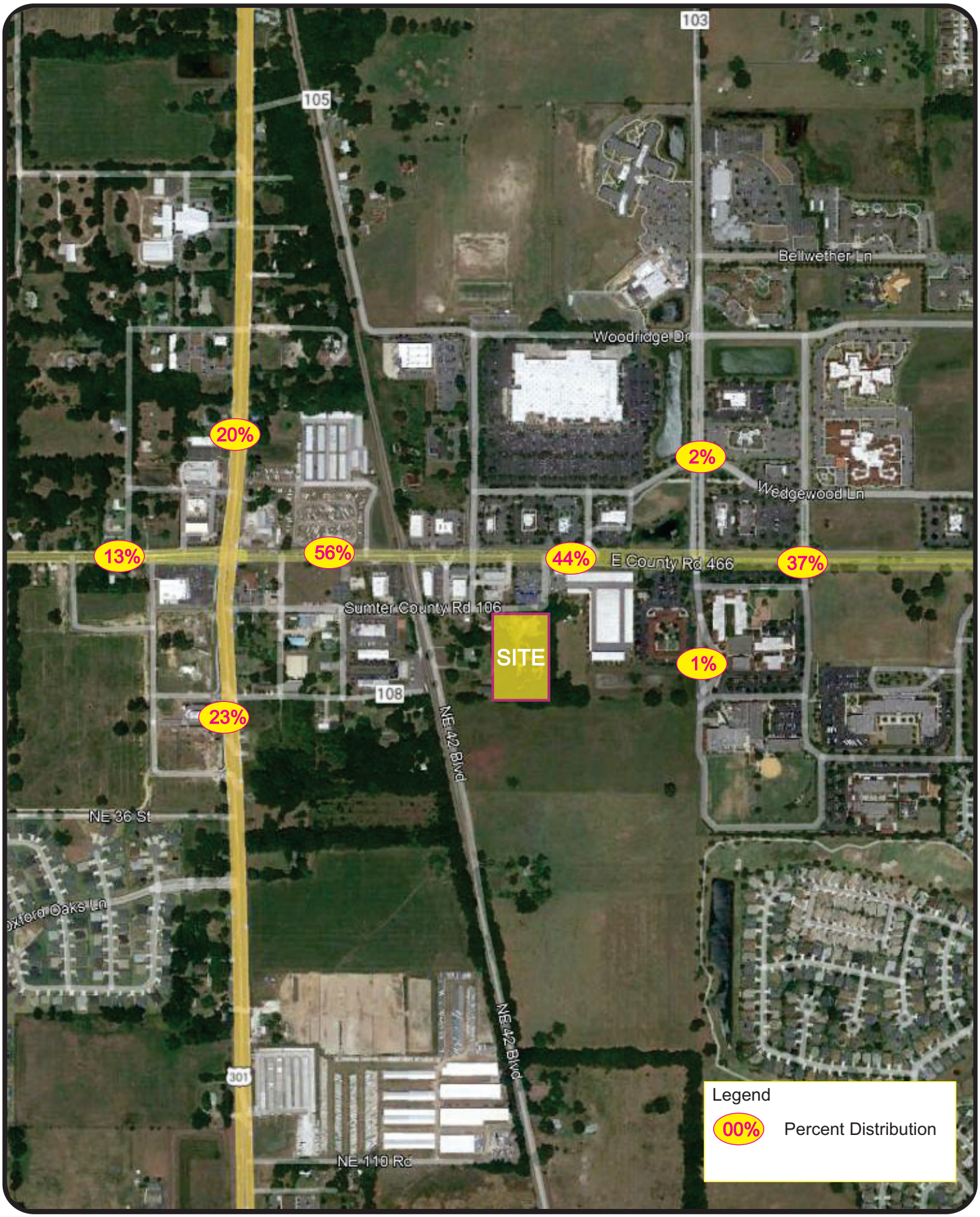
Roadways

- Determine background traffic volumes on impacted roadway segments by expanding the traffic volumes to the buildout year with the use of growth factors determined from historical growth trend of daily volumes. Trends analysis on US 301 and CR 466 in the project vicinity revealed average annual growth rates less than 1.00% with a low R^2 value, (see attached trends analysis charts in **Attachment D**). Therefore, a minimum growth rate of 2.0% will be used to expand existing traffic volumes to determine background traffic volumes.

- Combine project traffic with background traffic plus committed trips to be provided by the City/County to obtain total traffic volumes. Committed trips to include:

    - Percentage of Twisted Oaks
    - Percentage of Oxford Crossings
    - Wildwood Storage Facility on CR 214
    - Oxford Residential
    - Riverstone at Wildwood Apartments

- Perform traffic analysis utilizing Sumter County and FDOT Level of Service Standards/Guidelines consistent with the City's Comprehensive Plan.



CR 106/Oxford
Project № 5653

Figure 3

Trip Distribution

N
NTS

Intersections

- Conduct intersection counts during the A.M. and P.M. peak period at the study intersections. FDOT Seasonal Factor (SF) for Sumter County will be applied to the counts.

- Combine project traffic with background traffic (plus committed trips) to obtain total traffic.

- Perform intersection capacity analysis utilizing the latest HCS or Synchro operational analysis procedures for the A.M./P.M. peak hour.

Traffic Report

A traffic report will be prepared as per County's Major LDTA summarizing study procedures, analyses and recommendations of the analysis.

If you have any questions or concerns, please contact us at (407) 628-9955.

Attachment A

Trip Generation Sheets

Strip Retail Plaza (<40k)
(822)

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

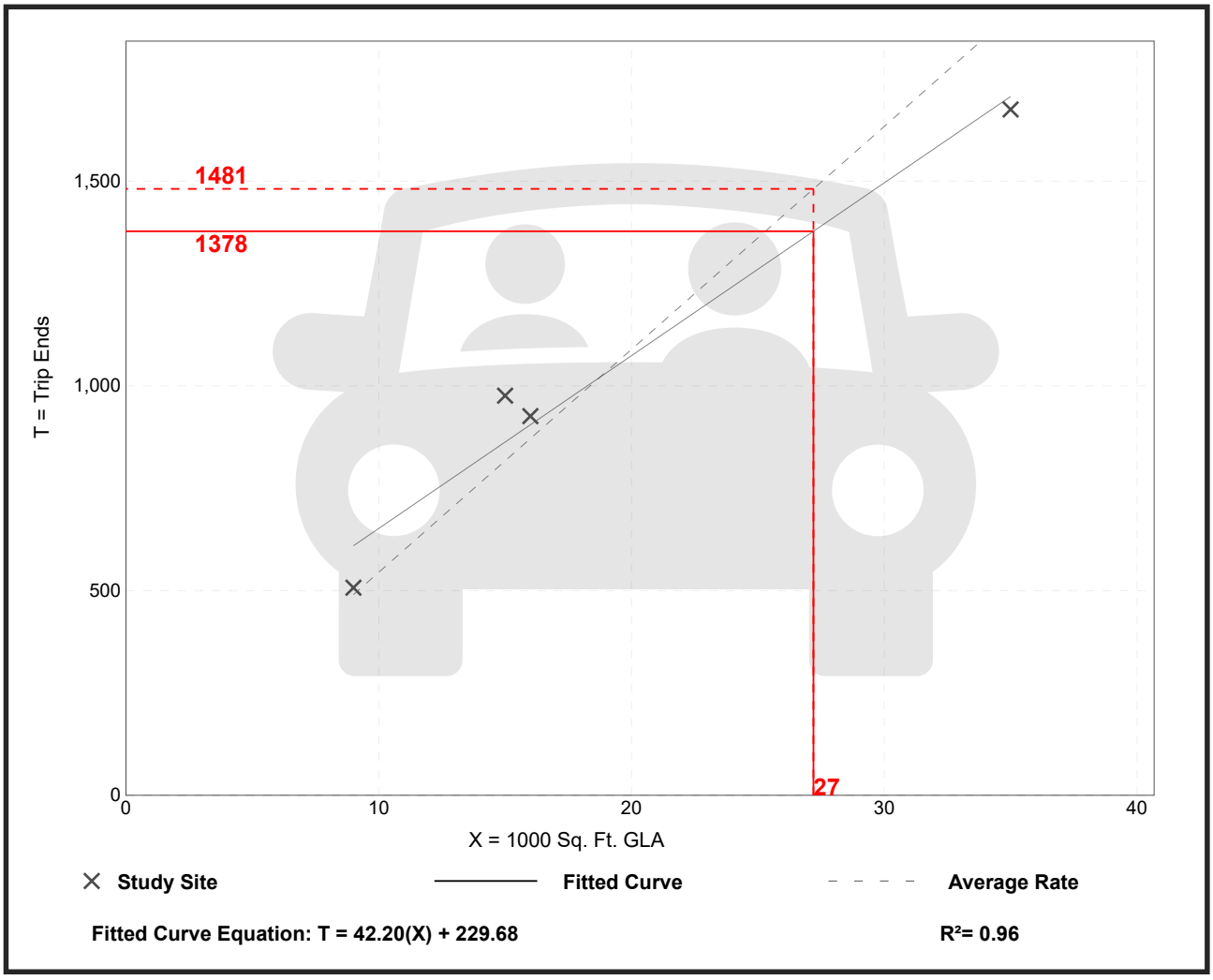
Setting/Location: **General Urban/Suburban**
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: T = 42.20(X) + 229.68

R^2= 0.96

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

Strip Retail Plaza (<40k)
(822)

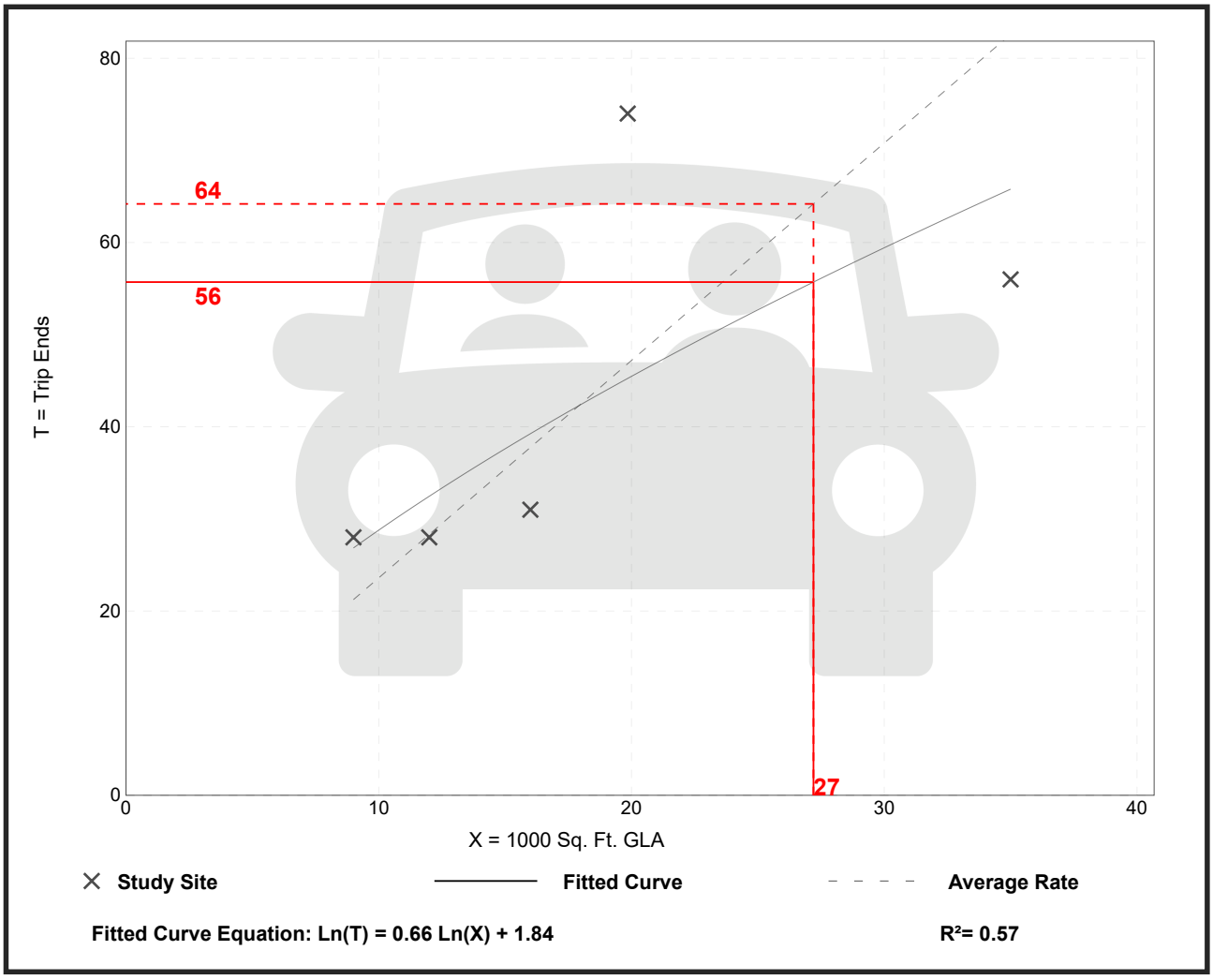
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation

Caution – Small Sample Size



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

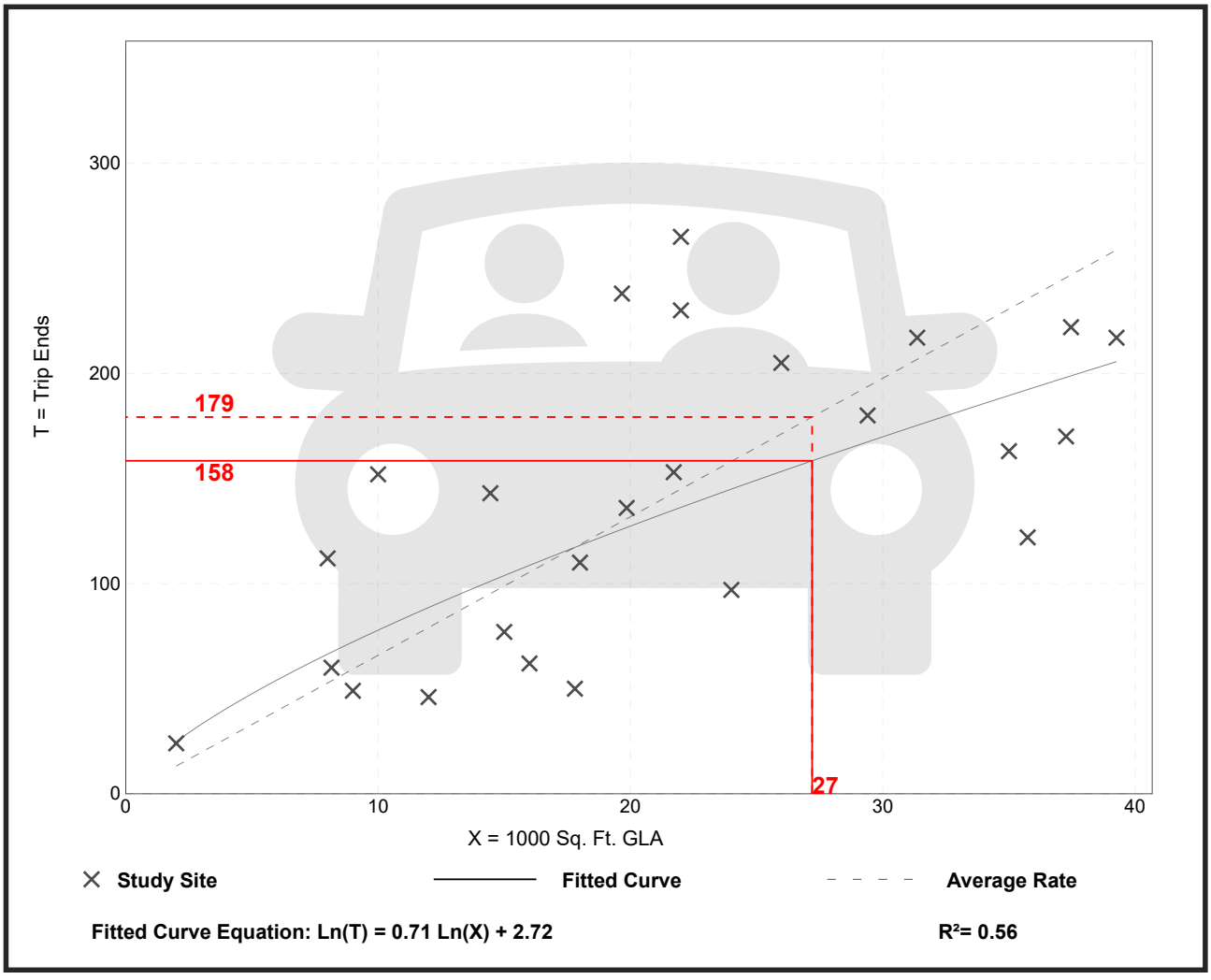
Strip Retail Plaza (<40k)
(822)

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

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



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

Attachment B

FDOT Quality/LOS Handbook

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,700	>1,770	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	4,050	5,640	6,800	7,420
6	5,960	8,310	10,220	11,150
8	7,840	10,960	13,620	14,850
10	9,800	13,510	17,040	18,580
12	11,600	16,350	20,930	23,200

Urbanized

Lanes	B	C	D	E
4	4,130	5,640	7,070	7,690
6	6,200	8,450	10,510	11,530
8	8,270	11,270	13,960	15,380
10	10,350	14,110	17,310	19,220

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	1,050	1,620	2,180	2,930
4	Divided	3,270	4,730	5,960	6,780
6	Divided	4,910	7,090	8,950	10,180

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

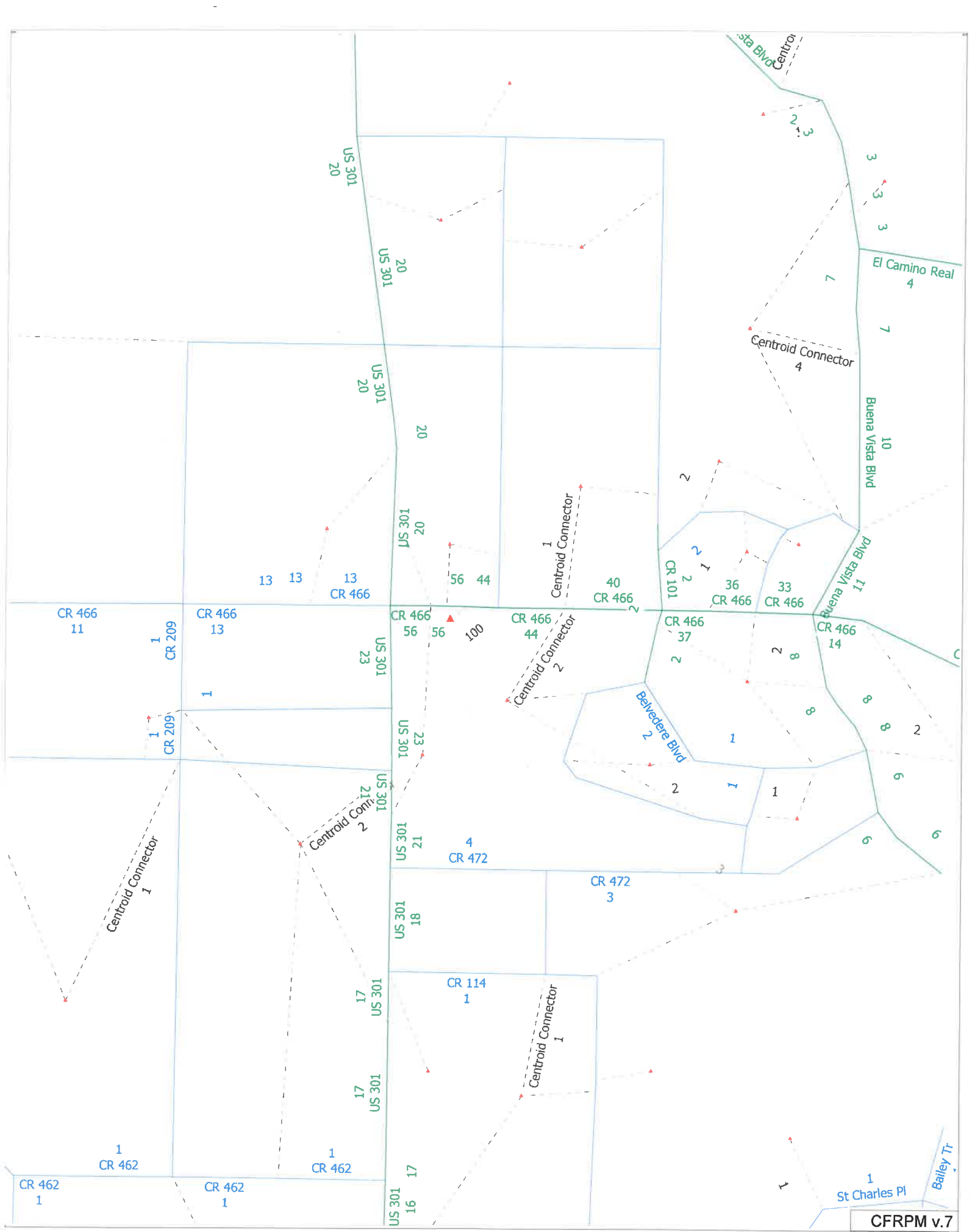
* Cannot be achieved using table input value defaults.

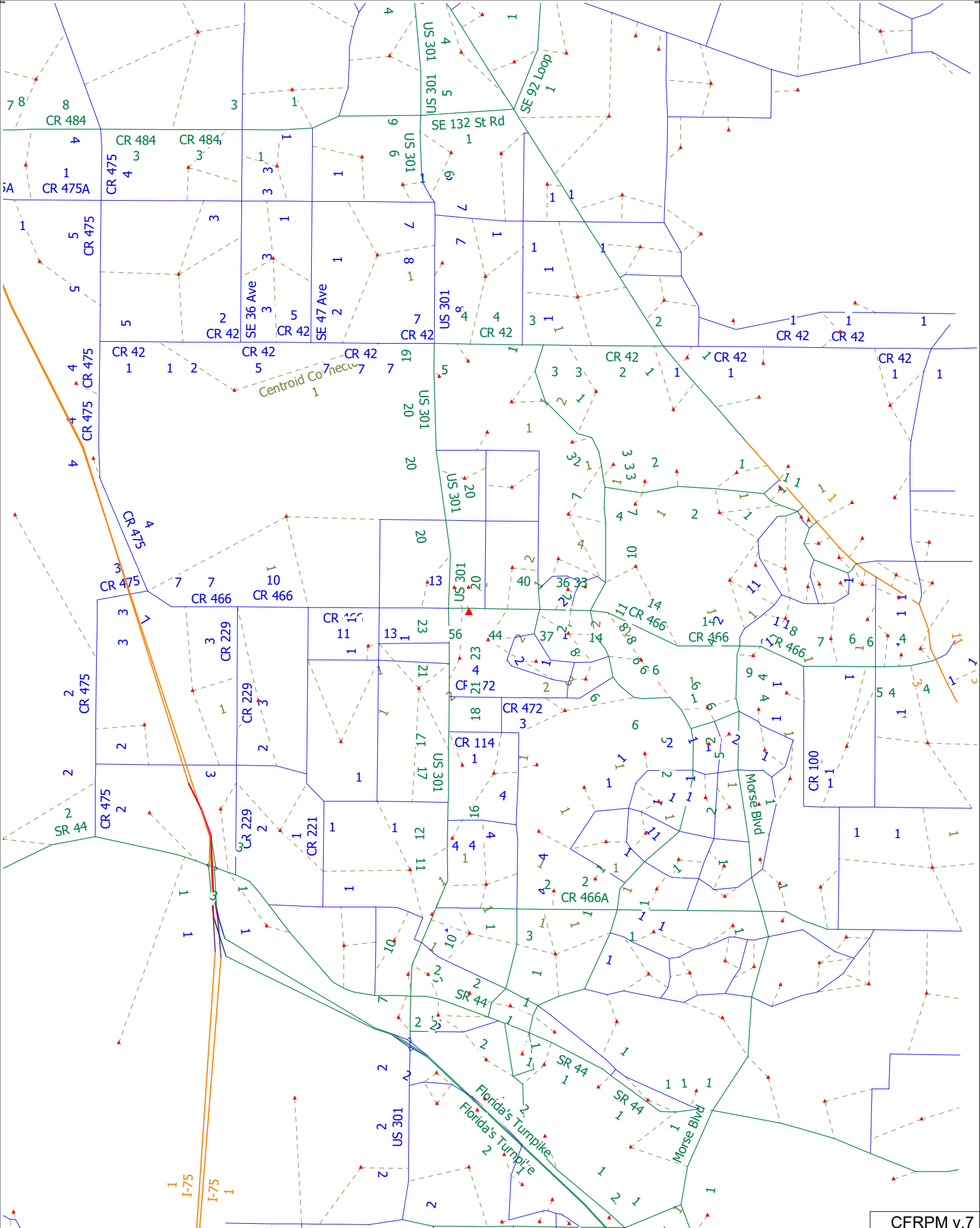
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

Attachment C

Model Distribution Plots


El Camino Real
4
Centroid Connector
4
Buena Vista Blvd
10
Buena Vista Blvd
11
US 301
20
US 301
20
US 301
20
US 301
23
US 301
23
US 301
21
US 301
18
US 301
17
US 301
17
US 301
16
CR 466
13
CR 466
11
CR 209
1
CR 209
1
CR 466
56
CR 466
44
CR 466
40
CR 466
36
CR 466
33
CR 466
37
CR 466
14
CR 101
2
Centroid Connector
1
Centroid Connector
2
Centroid Connector
2
Belvedere Blvd
2
CR 472
4
CR 472
3
CR 114
1
Centroid Connector
1
Centroid Connector
1
CR 462
1
CR 462
1
CR 462
1
CR 462
1
St Charles Pl
1
Bailey Tr
cube
TPD#5653
CFRPM v.7
(Licensed to)


US 301
SE 92 Loop
SE 132 St Rd
CR 484
CR 475A
CR 475
SE 36 Ave
SE 47 Ave
CR 42
Centroid Co nnecu
CR 466
CR 466A
CR 229
CR 221
CR 472
CR 114
CR 100
Morse Blvd
SR 44
Florida's Turnpike
I-75

(Licensed to)

Attachment D

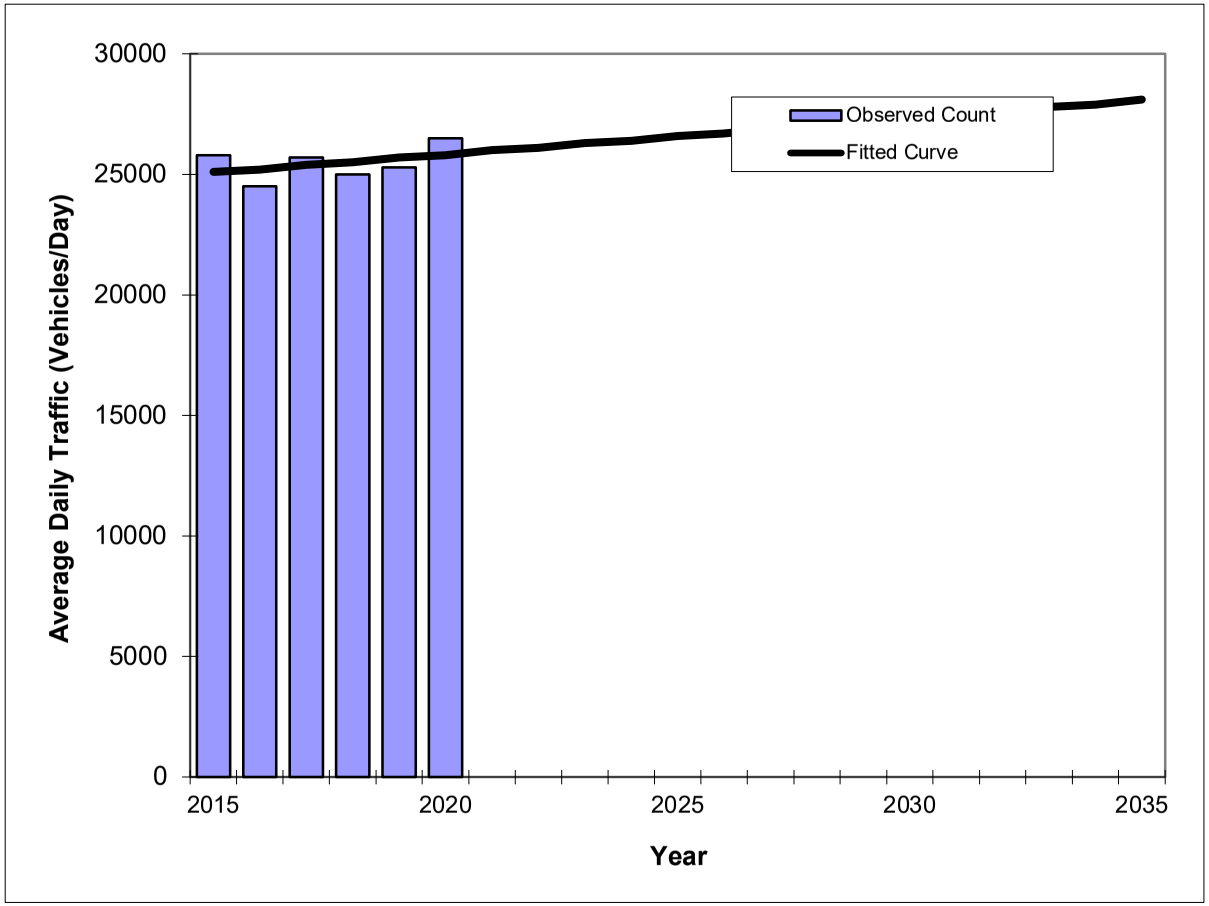
Trends Analysis Charts

Traffic Trends - V03.a

C-466E, 300' west of RR --

FIN#	1234
Location	1

County:	Sumter (18)
Station #:	22
Highway:	C-466E, 300' west of RR



Year	Traffic (ADT/AADT) Count*	Trend**
2015	25800	25100
2016	24500	25200
2017	25700	25400
2018	25000	25500
2019	25300	25700
2020	26500	25800
2023 Opening Year Trend		
2023	N/A	26300
2025 Mid-Year Trend		
2025	N/A	26600
2027 Design Year Trend		
2027	N/A	26900
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	149
Trend R-squared:	16.01%
Trend Annual Historic Growth Rate:	0.56%
Trend Growth Rate (2020 to Design Year):	0.61%
Printed:	20-May-22

Straight Line Growth Option

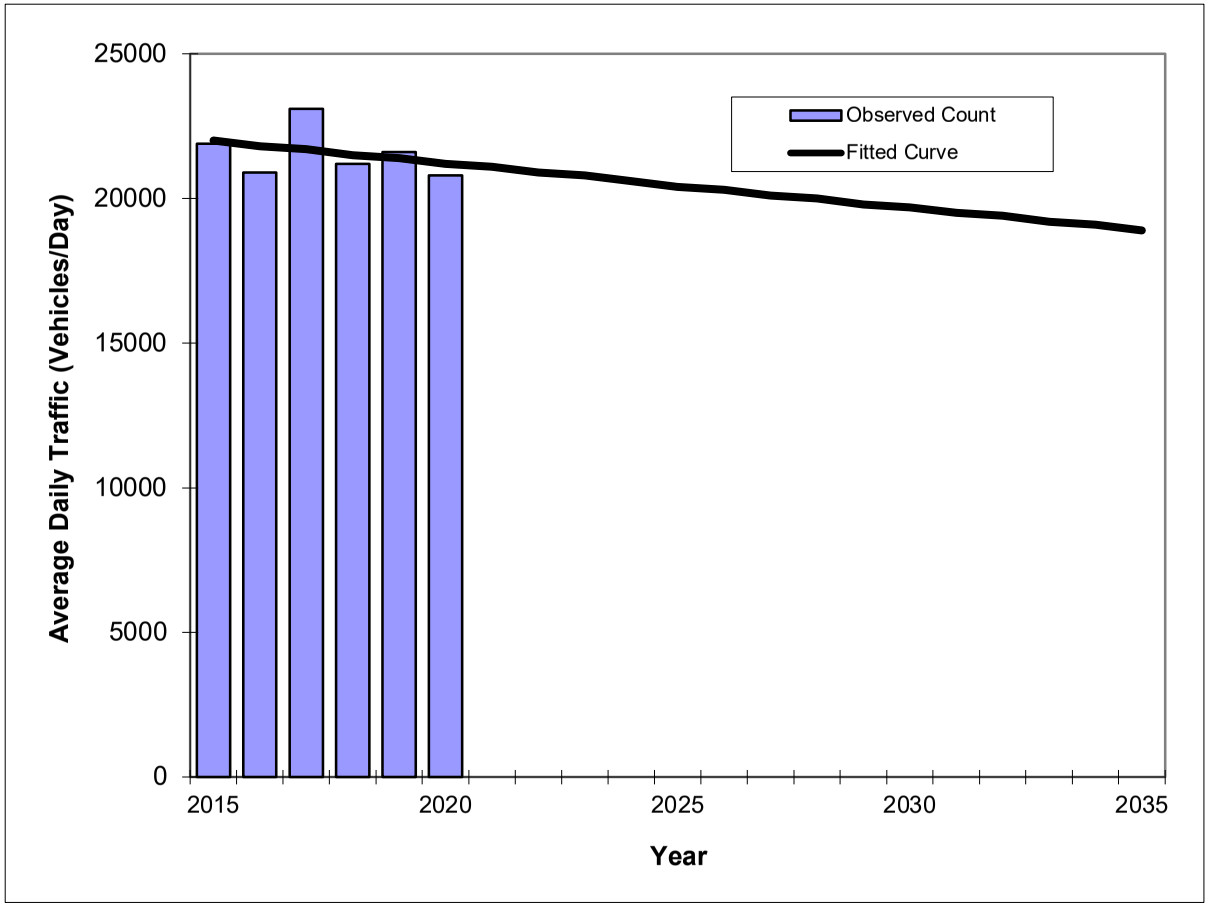
***Axle-Adjusted**

Traffic Trends - V03.a

C-466E, 300' West of CR 103 --

FIN#	1234
Location	1

County:	Sumter (18)
Station #:	25
Highway:	C-466E, 300' West of CR 103



Year	Traffic (ADT/AADT) Count*	Trend**
2015	21900	22000
2016	20900	21800
2017	23100	21700
2018	21200	21500
2019	21600	21400
2020	20800	21200
2023 Opening Year Trend		
2023	N/A	20800
2025 Mid-Year Trend		
2025	N/A	20400
2027 Design Year Trend		
2027	N/A	20100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-151
Trend R-squared:	11.06%
Trend Annual Historic Growth Rate:	-0.73%
Trend Growth Rate (2020 to Design Year):	-0.74%
Printed:	20-May-22

Straight Line Growth Option

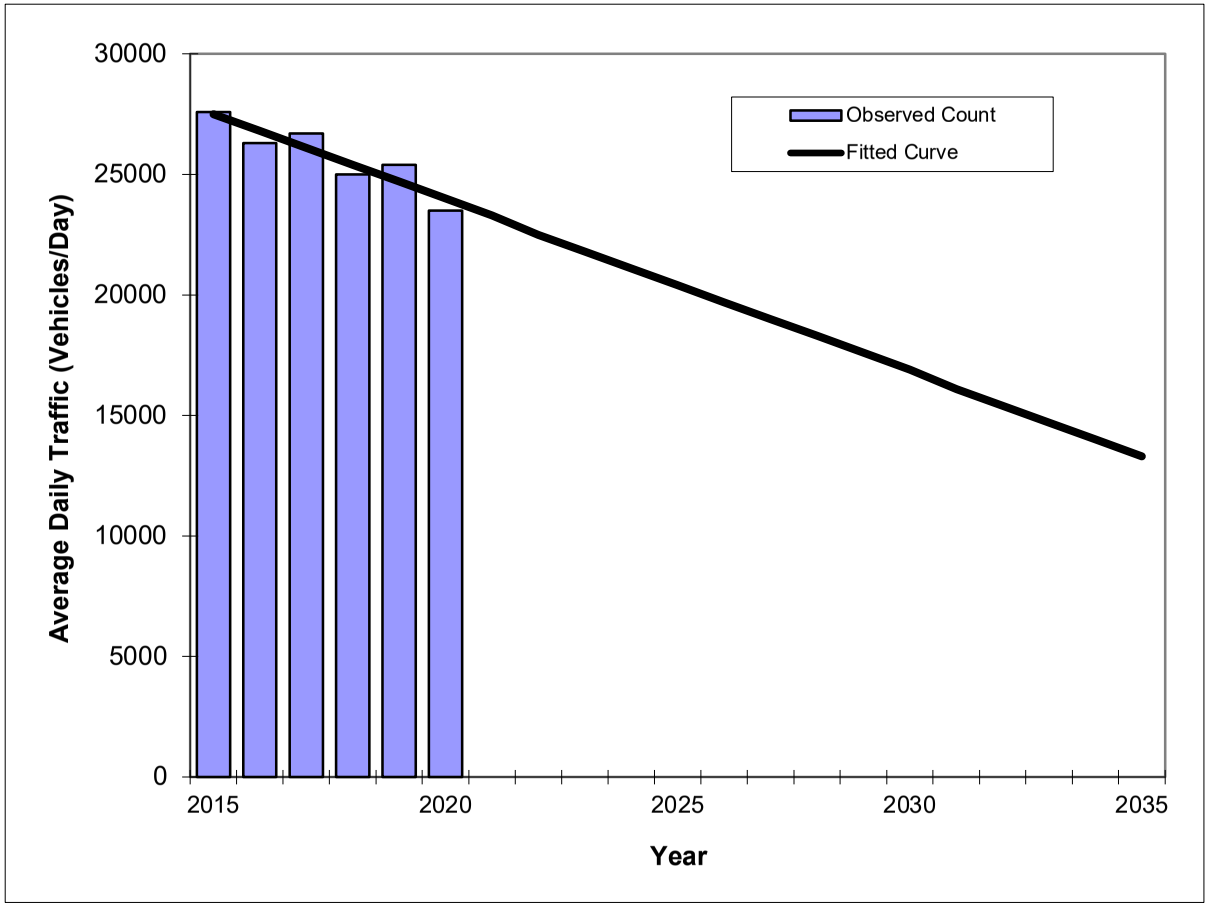
***Axle-Adjusted**

Traffic Trends - V03.a

C-466E, 200' West of CR 101 --

FIN#	1234
Location	1

County:	Sumter (18)
Station #:	31
Highway:	C-466E, 200' West of CR 101



Year	Traffic (ADT/AADT) Count*	Trend**
2015	27600	27500
2016	26300	26800
2017	26700	26100
2018	25000	25400
2019	25400	24700
2020	23500	24000
2023 Opening Year Trend		
2023	N/A	21800
2025 Mid-Year Trend		
2025	N/A	20400
2027 Design Year Trend		
2027	N/A	19000
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-711
Trend R-squared:	85.37%
Trend Annual Historic Growth Rate:	-2.55%
Trend Growth Rate (2020 to Design Year):	-2.98%
Printed:	20-May-22

Straight Line Growth Option

***Axle-Adjusted**

APPENDIX B

Sumter County Counts/LOS Capacity Table

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT						ADT (+/-) Change	A.M. Peak Hour						P.M. Peak Hour					
					2017	2018	2019	2020	2021	2022		Time	Total	NB/EB	SB/WB	K	D	Time	Total	NB/EB	SB/WB	K	D
1	Anna Maria Ave	N of Hillsborough Trl	02/03/22	24-HR	3831	3953	4453	3699	-	**3976**	**7%**	11:00 AM	334	166	168	0.08	0.50	12:00 PM	396	199	197	0.10	0.50
2	Bailey Trl	200' W of S Buena Vista Blvd (North End)	01/20/22	24-HR	12768	12033	10981	10758	-	**8045**	**-25%**	11:00 AM	747	362	385	0.09	0.52	12:00 PM	789	389	400	0.10	0.51
3	Bailey Trl	200 N of St Charles Pl	01/20/22	24-HR	10578	11262	10453	10139	-	**9416**	**-7%**	11:00 AM	871	449	422	0.09	0.52	12:00 PM	927	492	435	0.10	0.53
4	Bailey Trl	200' S of St Charles Pl	01/20/22	24-HR	4034	3840	3543	3797	-	**3848**	**1%**	11:00 AM	351	170	181	0.09	0.52	3:00 PM	379	192	187	0.10	0.51
5	Bailey Trl	200' W of Buena Vista Blvd (South End)	02/03/22	24-HR	5741	5439	5423	5848	-	**4706**	**-20%**	11:00 AM	455	234	221	0.10	0.51	12:00 PM	499	241	258	0.11	0.52
6	Belvedere Blvd	200' S of E C 466	01/13/22	24-HR	9035	8960	11502	9193	-	**9830**	**7%**	10:30 AM	838	456	382	0.09	0.54	2:30 PM	1061	531	530	0.11	0.50
7	Belvedere Blvd	200' W of S Buena Vista Blvd	01/20/22	24-HR	5847	7948	7855	7909	-	**7685**	**-3%**	11:00 AM	749	405	344	0.10	0.54	1:15 PM	796	436	360	0.10	0.55
8	Bonita Blvd	200' E of S Buena Vista Blvd	01/20/22	24-HR	4479	4267	4349	4585	-	**4689**	**2%**	11:00 AM	446	266	180	0.10	0.60	12:00 PM	461	243	218	0.10	0.53
9	Bonita Blvd	200' W of Morse Blvd	02/03/22	24-HR	4326	4562	3804	5757	-	**5040**	**-12%**	11:00 AM	548	305	243	0.11	0.56	12:15 PM	487	260	227	0.10	0.53
10	Buenos Aires Blvd	200' N of El Camino Real	01/13/22	24-HR	11254	10695	10612	11004	-	**9956**	**-10%**	11:00 AM	960	480	480	0.10	0.50	2:00 PM	977	429	548	0.10	0.56
11	Buttonwood Run	W of St Charles Pl	01/20/22	24-HR	4697	4962	5432	4701	-	**5707**	**21%**	10:45 AM	665	324	341	0.12	0.51	1:00 PM	620	280	340	0.11	0.55
12	C 44A	150' E of C 221	01/27/22	24-HR	1372	1075	1298	1522	-	**1599**	**5%**	7:00 AM	133	90	43	0.08	0.68	5:00 PM	168	65	103	0.11	0.61
13	C 44A	500' W of S Buena Vista Blvd	02/03/22	24-HR	-	-	-	-	-	**7827**	**-**	11:00 AM	704	314	390	0.09	0.55	2:00 PM	681	307	374	0.09	0.55
14	C 44A	500' E of S Buena Vista Blvd	02/03/22	24-HR	-	-	-	-	-	**3155**	**-**	11:00 AM	244	64	180	0.08	0.74	3:00 PM	293	119	174	0.09	0.59
15	C 44A	W of CR 139 (Powell Rd)	01/27/22	24-HR	2787	3141	3032	3161	-	**3462**	**10%**	10:00 AM	297	164	133	0.09	0.55	3:30 PM	322	178	144	0.09	0.55
16	W C 462	400' E of N C 475	01/27/22	24-HR	1151	802	825	776	-	**844**	**9%**	7:15 AM	98	71	27	0.12	0.72	4:30 PM	91	19	72	0.11	0.79
17	E C 462	200' E of CR 221	01/27/22	24-HR	3938	2644	2888	3117	-	**2842**	**-9%**	7:15 AM	257	172	85	0.09	0.67	4:45 PM	361	111	250	0.13	0.69
18	E C 462	500' W of US 301	01/27/22	24-HR	3044	3331	3385	3140	-	**3348**	**7%**	7:15 AM	273	179	94	0.08	0.66	4:45 PM	398	112	286	0.12	0.72
19	E C 462	200' E of US 301	01/27/22	24-HR	9819	10876	12120	11882	-	**11646**	**-2%**	7:15 AM	832	497	335	0.07	0.60	4:30 PM	1131	406	725	0.10	0.64
20	E C 462	500' N of C 466A	01/27/22	24-HR	9833	10954	11810	13297	-	**13377**	**1%**	7:15 AM	1114	424	690	0.08	0.62	4:30 PM	1166	733	433	0.09	0.63
21	W C 462	E of CR 229	01/27/22	24-HR	2472	1638	1549	1577	-	**1651**	**5%**	7:15 AM	149	105	44	0.09	0.70	3:45 PM	170	66	104	0.10	0.61
22	C 466	250' E of CR 229	01/27/22	24-HR	3638	6854	7555	8182	-	**8716**	**7%**	6:45 AM	678	444	234	0.08	0.65	3:45 PM	764	279	485	0.09	0.63
23	C 466	450' W of US 301	01/27/22	24-HR	-	8153	8726	8682	-	**9970**	**15%**	7:15 AM	676	371	305	0.07	0.55	4:30 PM	839	362	477	0.08	0.57
24	E C 466	300' W of R/R	01/13/22	24-HR	25692	24995	25324	26459	-	**25468**	**-4%**	11:00 AM	1880	933	947	0.07	0.50	2:00 PM	2158	1010	1148	0.08	0.53
25	E C 466	200' W of CR 101	01/13/22	24-HR	26729	24981	25444	23530	-	**24251**	**3%**	11:00 AM	1889	818	1071	0.08	0.57	2:30 PM	2252	1121	1131	0.09	0.50
26	E C 466	400' W of Buena Vista Blvd	01/13/22	24-HR	31523	29899	31080	31176	-	**27786**	**-11%**	11:00 AM	2273	1062	1211	0.08	0.53	2:30 PM	2485	1228	1257	0.09	0.51
27	E C 466	500' E of Buena Vista Blvd	01/13/22	24-HR	24723	24377	24879	23316	-	**23320**	**0%**	10:45 AM	1815	874	941	0.08	0.52	2:30 PM	1985	979	1006	0.09	0.51
28	E C 466	500' E of Morse Blvd	01/13/22	24-HR	28023	25763	27144	25367	-	**24669**	**-3%**	10:45 AM	2143	1066	1077	0.09	0.50	2:45 PM	2228	1168	1060	0.09	0.52
29	C 466A	500' E of CR 139 (Powell Rd)	01/27/22	24-HR	18870	19706	22776	24123	-	**26935**	**12%**	11:00 AM	2277	1127	1150	0.08	0.51	12:30 PM	2372	1095	1277	0.09	0.54
30	C 466A	500' W of S Buena Vista Blvd	02/03/22	24-HR	21110	22940	25010	26843	-	**28605**	**7%**	11:00 AM	2591	1269	1322	0.09	0.51	12:15 PM	2575	1270	1305	0.09	0.51
31	C 466A	300' W of Morse Blvd	02/03/22	24-HR	17032	17959	18028	18455	-	**19155**	**4%**	11:00 AM	1597	791	806	0.08	0.50	12:00 PM	1737	879	858	0.09	0.51
32	C 466A	50' W of Lake County Line	02/03/22	24-HR	17714	20240	19532	20108	-	**21232**	**6%**	11:00 AM	1661	821	840	0.08	0.51	3:00 PM	1811	785	1026	0.09	0.57
33	C 466A	150' E of US 301	01/27/22	24-HR	10433	10317	9137	10975	-	**9784**	**-11%**	10:45 AM	788	368	420	0.08	0.53	12:00 PM	821	381	440	0.08	0.54
34	Morse Blvd	1400' S of E SR 44	02/10/22	24-HR	6976	9999	13344	12282	-	**24892**	**103%**	11:00 AM	1978	1066	912	0.08	0.54	12:00 PM	2128	1125	1003	0.09	0.53
35	Warm Springs Ave	500' E of Marsh Bend Trl	02/10/22	24-HR	5971	8991	10996	11239	-	**24291**	**116%**	11:00 AM	2064	989	1075	0.08	0.52	12:00 PM	2170	1092	1078	0.09	0.50
36	Warm Springs Ave	400' E of N US 301	02/10/22	24-HR	6732	6884	10393	9271	-	**11776**	**27%**	10:00 AM	845	383	462	0.07	0.55	4:15 PM	1045	477	568	0.09	0.54
37	C 469	2640' S of CR 716	03/15/22	24-HR	3048	3210	2766	3267	-	**4863**	**49%**	8:00 AM	382	175	207	0.08	0.54	12:45 PM	359	193	166	0.07	0.54
38	C 469	N of SR 50	03/15/22	24-HR	3001	2674	3100	2996	-	**4567**	**52%**	8:30 AM	376	175	201	0.08	0.53	12:45 PM	352	192	160	0.08	0.55
39	E C 470	300' E of CR 529	02/10/22	24-HR	10851	12938	11225	11414	-	**17029**	**49%**	7:15 AM	1182	720	462	0.07	0.61	4:15 PM	1370	685	685	0.08	0.50
40	E C 470	300' W of CR 500	02/24/22	24-HR	9966	10217	9939	11739	-	**15678**	**34%**	6:45 AM	1208	571	637	0.08	0.53	3:30 PM	1112	647	465	0.07	0.58
41	E C 470	300' E of Marsh Bend Trl	02/10/22	24-HR	10521	9837	10669	10939	-	**15563**	**42%**	7:30 AM	1195	583	612	0.08	0.51	3:45 PM	1220	691	529	0.08	0.57
42	N C 470	500' W of CR 491	01/27/22	24-HR	7782	8466	8107	8087	-	**8454**	**5%**	7:00 AM	704	197	507	0.08	0.72	4:30 PM	743	494	249	0.09	0.66
43	N C 470	300' N CR 479	01/27/22	24-HR	6467	7284	6801	6496	-	**6930**	**7%**	7:00 AM	501	128	373	0.07	0.74	4:30 PM	603	405	198	0.09	0.67
44	N C 470	1320' S of CR 400	01/27/22	24-HR	4017	3809	3729	3737	-	**3990**	**7%**	7:00 AM	313	129	184	0.08	0.59	4:30 PM	375	207	168	0.09	0.55
45	N C 470	300' S of W SR 44	01/27/22	24-HR	2840	3068	3305	3964	-	**3592**	**-9%**	6:45 AM	271	138	133	0.08	0.51	4:30 PM	360	177	183	0.10	0.51
46	C 472	325' W of R/R Tracks	01/20/22	24-HR	5158	5054	5422	5646	-	**6086**	**8%**	7:15 AM	548	401	147	0.09	0.73	2:30 PM	547	329	218	0.09	0.60
47	C 472	500' W of CR 115	01/20/22	24-HR	6681	6149	6737	7103	-	**7136**	**0%**	7:30 AM	558	411	147	0.08	0.74	4:45 PM	643	278	365	0.09	0.57
48	N C 475	700' S of W C 462	01/27/22	24-HR	4010	4429	4845	5210	-	**5588**	**7%**	7:00 AM	454	290	164	0.08	0.64	4:45 PM	558	239	319	0.10	0.57
49	N C 475	1320' S of Marion County Line	01/27/22	24-HR	4187	5354	5787	6282	-	**7106**	**13%**	7:00 AM	562	273	289	0.08	0.51	4:30 PM	658	350	308	0.09	0.53
50	S C 475	200' N of W CR 532	02/10/22	24-HR	4250	4021	-	3873	-	**5297**	**37%**	7:30 AM	412	177	235	0.08	0.57	4:15 PM	528	314	214	0.10	0.59
51	S C 475	2500' S of W CR 532	02/24/22	24-HR	4973	4587	-	4652	-	**5681**	**22%**	7:30 AM	464	207	257	0.08	0.55	4:15 PM	531	308	223	0.09	0.58

TABLE 7 Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
2	2,230	3,100	3,740	4,080
3	3,280	4,570	5,620	6,130
4	4,310	6,030	7,490	8,170
5	5,390	7,430	9,370	10,220
6	6,380	8,990	11,510	12,760

Urbanized

Lanes	B	C	D	E
2	2,270	3,100	3,890	4,230
3	3,410	4,650	5,780	6,340
4	4,550	6,200	7,680	8,460
5	5,690	7,760	9,520	10,570

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	580	890	1,200	1,610
2	Divided	1,800	2,600	3,280	3,730
3	Divided	2,700	3,900	4,920	5,600

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

APPENDIX C

Intersection Traffic Counts/Adjustment Factors

National Data & Surveying Services Intersection Turning Movement Count

Location: US 301/SR 35 & CR 466
City: Oxford
Control: Signalized

Project ID: 22-130151-001
Date: 5/26/2022

Data - Total

NS/EW Streets:	US 301/SR 35				US 301/SR 35				CR 466				CR 466				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	18	85	53	0	23	233	5	0	8	54	17	0	37	30	19	0	582
7:15 AM	27	101	81	0	34	234	11	2	12	47	24	0	53	25	21	0	672
7:30 AM	24	96	91	2	43	265	6	0	15	65	18	0	56	21	18	0	720
7:45 AM	20	100	94	0	49	242	7	0	13	73	30	1	43	33	21	0	726
8:00 AM	16	99	73	1	50	210	8	2	6	71	19	0	50	35	19	0	659
8:15 AM	27	94	83	1	36	199	7	0	11	59	10	0	73	21	24	0	645
8:30 AM	13	112	70	1	45	208	4	1	8	62	27	1	51	39	26	0	668
8:45 AM	23	102	91	4	41	163	6	2	6	54	22	1	77	39	29	0	660
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	168	789	636	9	321	1754	54	7	79	485	167	3	440	243	177	0	5332
APPROACH %'s :	10.49%	49.25%	39.70%	0.56%	15.03%	82.12%	2.53%	0.33%	10.76%	66.08%	22.75%	0.41%	51.16%	28.26%	20.58%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	87	396	339	3	176	951	32	4	46	256	91	1	202	114	79	0	2777
PEAK HR FACTOR :	0.806	0.980	0.902	0.375	0.880	0.897	0.727	0.500	0.767	0.877	0.758	0.250	0.902	0.814	0.940	0.000	0.956
	0.964				0.926				0.842				0.950				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	17	230	85	3	50	140	13	2	12	49	20	1	103	57	51	1	834
4:15 PM	17	208	90	3	40	119	6	2	24	45	19	0	144	98	48	0	863
4:30 PM	17	200	86	1	49	138	8	4	13	56	18	0	92	85	45	1	813
4:45 PM	20	172	82	2	41	126	11	3	15	41	12	0	119	92	61	0	797
5:00 PM	24	227	94	1	40	120	19	1	13	52	11	0	108	73	43	0	826
5:15 PM	16	202	72	3	48	139	14	0	8	70	14	0	106	102	45	1	840
5:30 PM	23	243	94	0	33	108	20	2	25	43	13	0	113	57	37	1	812
5:45 PM	19	163	69	2	36	93	13	1	15	49	10	2	114	82	42	0	710
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	153	1645	672	15	337	983	104	15	125	405	117	3	899	646	372	4	6495
APPROACH %'s :	6.16%	66.20%	27.04%	0.60%	23.42%	68.31%	7.23%	1.04%	19.23%	62.31%	18.00%	0.46%	46.80%	33.63%	19.36%	0.21%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	71	810	343	9	180	523	38	11	64	191	69	1	458	332	205	2	3307
PEAK HR FACTOR :	0.888	0.880	0.953	0.750	0.900	0.934	0.731	0.688	0.667	0.853	0.863	0.250	0.795	0.847	0.840	0.500	0.958
	0.920				0.917				0.923				0.859				

Prepared by National Data & Surveying Services

US 301/SR 35 & CR 466

Peak Hour Turning Movement Count

ID: 22-130151-001
City: Oxford

Day: Thursday
Date: 5/26/2022

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (US 301/SR 35)

AM	32	951	176	4	525	AM
NOON	0	0	0	0	0	NOON
PM	38	523	180	11	1090	PM

EASTBOUND (CR 466)

AM	NOON	PM	
234	0	442	
1	0	1	0
46	0	64	0
256	0	191	0
91	0	69	0
AM	NOON	PM	

WESTBOUND (CR 466)

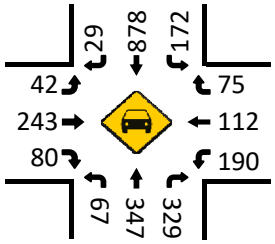
PM	NOON	AM	
205	0	79	0
332	0	114	0
458	0	202	0
2	0	0	0
716	0	771	
PM	NOON	AM	

NORTHBOUND (US 301/SR 35)

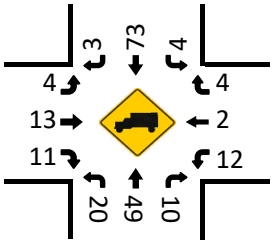
PM	1059	9	71	810	343	PM
NOON	0	0	0	0	0	NOON
AM	1247	3	87	396	339	AM

CONTROL			
Signalized			
TEV	2777 AM	0 NOON	3307 PM
PHF	0.96		0.96

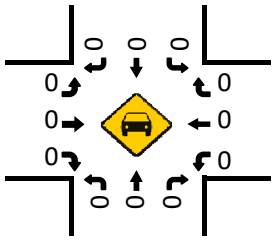
Cars (AM)



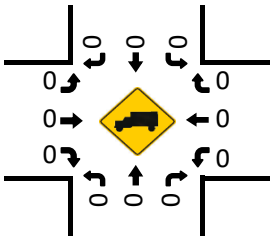
HT (AM)



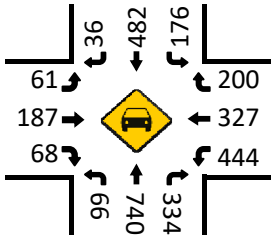
Cars (NOON)



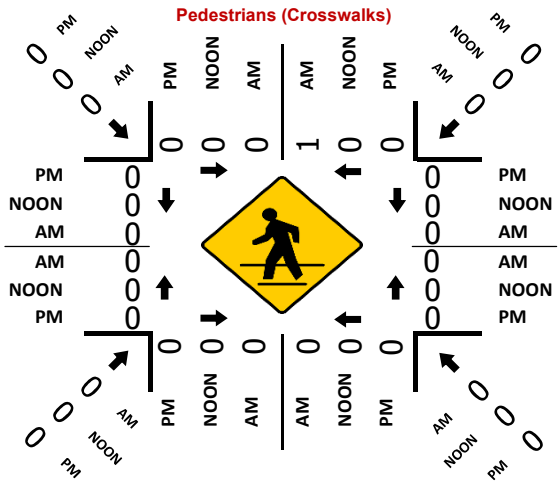
HT (NOON)



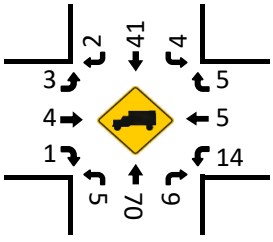
Cars (PM)



Pedestrians (Crosswalks)



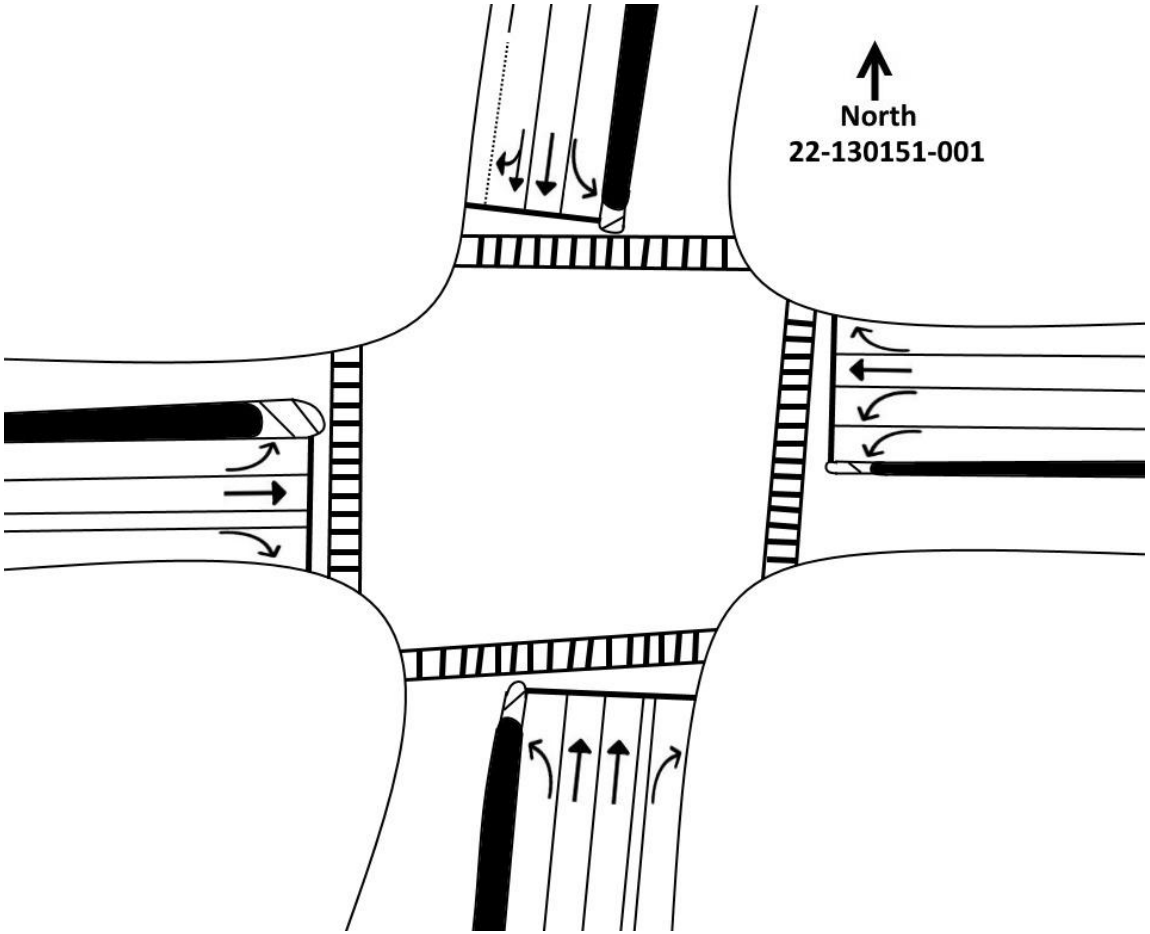
HT (PM)



National Data & Surveying Services

N/S Street: **US 301/SR 35**

Speed: **45 MPH**



E/W Street: **CR 466**

Speed: **35 MPH**

Site Code: **22-130151-001**

Date: **05/26/2022**

Weather: **Sunny**

City: **Oxford**

County: **Sumter**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

SIGNAL TIMING

PHASES	1	2	3
NL/SL	00:21	00:12	00:19
SL/ST	00:17	00:13	00:19
NT/ST	01:08	01:12	01:06
EL/WL	00:51	00:54	00:26
WL/WT	-	-	00:35
ET/WT	00:52	00:38	00:53

National Data & Surveying Services Intersection Turning Movement Count

Location: CR 105 & Sumter County Rd 466 E
City: Oxford
Control: Signalized

Project ID: 22-130203-001
Date: 7/27/2022

Data - Total

NS/EW Streets:	CR 105				CR 105				Sumter County Rd 466 E				Sumter County Rd 466 E				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	8	3	0	0	0	2	15	0	26	143	2	1	0	79	1	0	280
7:15 AM	3	4	2	0	0	1	16	0	26	148	8	1	1	80	2	0	292
7:30 AM	6	4	3	0	1	3	16	0	26	157	5	0	2	76	0	0	299
7:45 AM	11	2	1	0	1	0	17	0	26	164	7	1	3	63	3	0	299
8:00 AM	6	1	1	0	0	1	16	0	34	161	6	0	5	90	1	0	322
8:15 AM	5	4	3	0	5	2	9	0	30	138	10	2	2	85	1	0	296
8:30 AM	8	4	1	0	2	4	23	0	26	151	9	0	2	90	3	0	323
8:45 AM	4	11	31	0	8	7	21	0	27	80	26	0	16	71	19	0	321
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	51	33	42	0	17	20	133	0	221	1142	73	5	31	634	30	0	2432
APPROACH %'s :	40.48%	26.19%	33.33%	0.00%	10.00%	11.76%	78.24%	0.00%	15.34%	79.25%	5.07%	0.35%	4.46%	91.22%	4.32%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	23	20	36	0	15	14	69	0	117	530	51	2	25	336	24	0	1262
PEAK HR FACTOR :	0.719	0.455	0.290	0.000	0.469	0.500	0.750	0.000	0.860	0.823	0.490	0.250	0.391	0.933	0.316	0.000	0.977
	0.429				0.681				0.871				0.908				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	21	5	5	0	10	3	67	0	41	122	4	0	2	187	8	0	475
4:15 PM	17	2	6	0	10	3	51	0	30	129	9	0	1	172	7	0	437
4:30 PM	22	8	2	0	9	3	57	0	41	133	11	1	6	162	6	0	461
4:45 PM	13	6	5	0	7	1	48	0	38	121	10	0	2	217	8	0	476
5:00 PM	33	6	5	0	13	3	77	0	38	127	5	1	2	185	8	0	503
5:15 PM	14	6	1	0	6	2	55	0	28	130	5	0	7	226	4	0	484
5:30 PM	14	2	4	0	4	1	52	0	47	122	6	0	2	167	5	0	426
5:45 PM	8	0	5	0	7	3	50	0	28	96	1	0	3	171	4	0	376
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	142	35	33	0	66	19	457	0	291	980	51	2	25	1487	50	0	3638
APPROACH %'s :	67.62%	16.67%	15.71%	0.00%	12.18%	3.51%	84.32%	0.00%	21.98%	74.02%	3.85%	0.15%	1.60%	95.20%	3.20%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	82	26	13	0	35	9	237	0	145	511	31	2	17	790	26	0	1924
PEAK HR FACTOR :	0.621	0.813	0.650	0.000	0.673	0.750	0.769	0.000	0.884	0.961	0.705	0.500	0.607	0.874	0.813	0.000	0.956
	0.688				0.755				0.926				0.879				

Prepared by National Data & Surveying Services

CR 105 & Sumter County Rd 466 E

Peak Hour Turning Movement Count

ID: 22-130203-001
City: Oxford

Day: Wednesday
Date: 7/27/2022

PEAK HOURS		COUNT PERIODS
AM	08:00 AM - 09:00 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (CR 105)

AM	69	14	15	0	161	AM
NOON	0	0	0	0	0	NOON
PM	237	9	35	0	197	PM

EASTBOUND (Sumter County Rd 466 E)

AM	NOON	PM	
430	0	1111	⇦
2	0	2	↶ 0
117	0	145	↱ 0
530	0	511	→ 0
51	0	31	↴ 0

WESTBOUND (Sumter County Rd 466 E)

PM	NOON	AM	
26	0	24	0 ↰
790	0	336	0 ←
17	0	25	0 ↙
0	0	0	0 ↶
559	0	581	⇨

NORTHBOUND (CR 105)

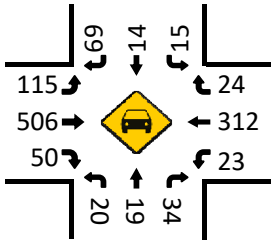
PM	57	0	82	26	13	PM
NOON	0	0	0	0	0	NOON
AM	90	0	23	20	36	AM

CONTROL

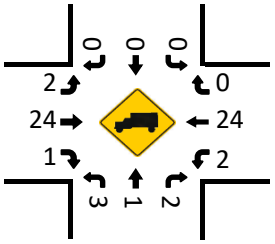
Signalized

TEV	1262 AM	0 NOON	1924 PM
PHF	0.98		0.96

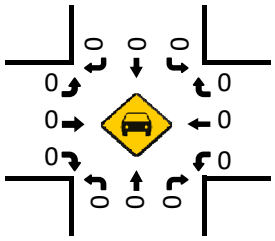
Cars (AM)



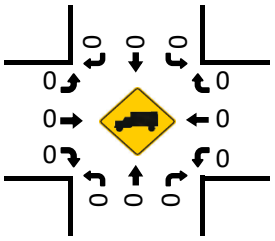
HT (AM)



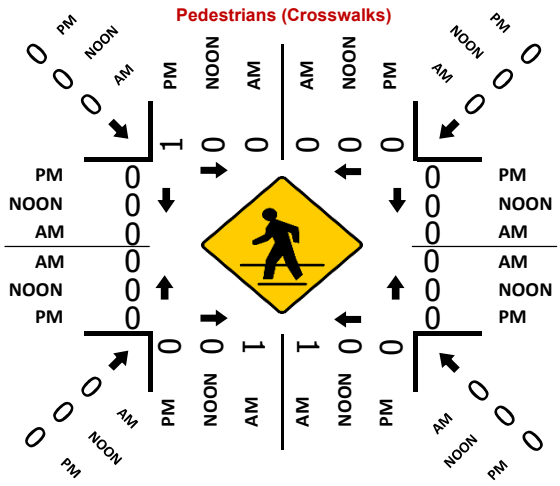
Cars (NOON)



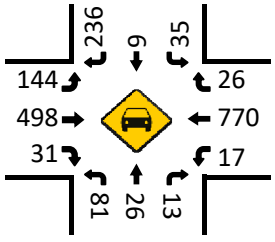
HT (NOON)



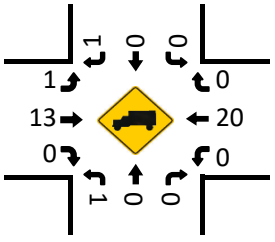
Pedestrians (Crosswalks)



Cars (PM)



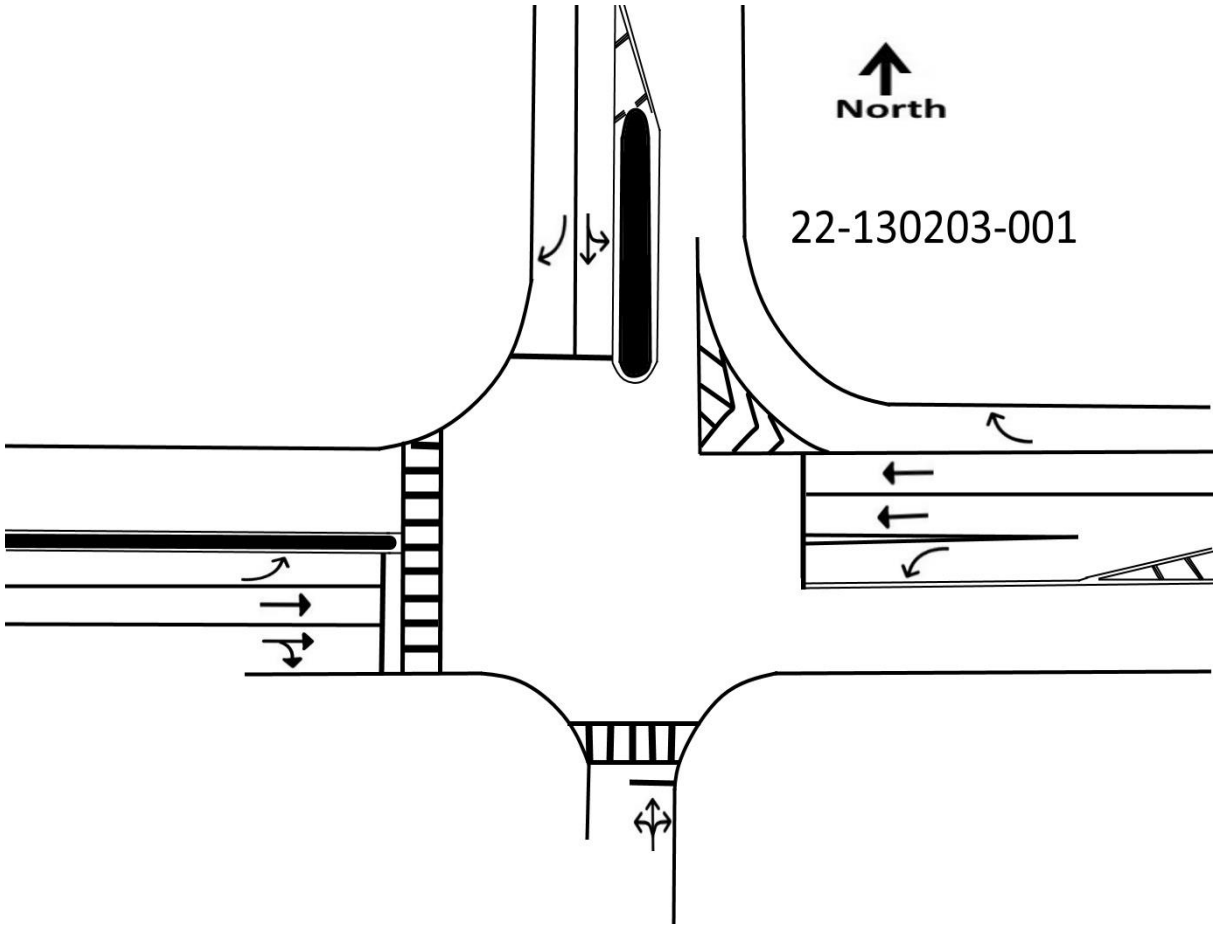
HT (PM)



National Data & Surveying Services

N/S Street: **CR 105**

Speed: **35 MPH**



E/W Street: **Sumter County Rd 466 E**

Speed: **45 MPH**

Site Code: **22-130203-001**

Date: **07/27/2022**

Weather: **Sunny**

City: **Oxford**

County: **Sumter**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

SIGNAL TIMING

PHASES	1	2	3
NT/ST	00:31	00:33	00:20
EL/WL	00:13	-	-
EL/ET	00:08	00:25	-
ET/WT	00:36	00:39	00:41

National Data & Surveying Services Intersection Turning Movement Count

Location: CR 105 & Sumter County Rd 106
City: Oxford
Control: 1-Way Stop (SB)

Project ID: 22-130203-002
Date: 7/27/2022

Data - Total

NS/EW Streets:	CR 105				CR 105				Sumter County Rd 106				Sumter County Rd 106				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	6	2	0	0	0	1	0	0	9
7:15 AM	0	0	0	0	0	0	2	0	6	5	0	0	0	1	0	0	14
7:30 AM	0	0	0	0	1	0	2	0	7	2	0	0	0	1	0	0	13
7:45 AM	0	0	0	0	0	0	2	0	9	1	0	0	0	5	1	0	18
8:00 AM	0	0	0	0	0	0	3	0	1	3	0	0	0	0	4	0	11
8:15 AM	0	0	0	0	0	0	4	0	6	3	0	0	0	0	0	0	13
8:30 AM	0	0	0	0	1	0	6	0	9	1	0	0	0	1	0	0	18
8:45 AM	0	0	0	0	2	0	48	0	51	22	0	0	0	7	0	0	130
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	4	0	67	0	95	39	0	0	0	16	5	0	226
APPROACH %'s :					5.63%	0.00%	94.37%	0.00%	70.90%	29.10%	0.00%	0.00%	0.00%	76.19%	23.81%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	3	0	61	0	67	29	0	0	0	8	4	0	172
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.375	0.000	0.318	0.000	0.328	0.330	0.000	0.000	0.000	0.286	0.250	0.000	0.331
					0.320				0.329				0.429				

NS/EW Streets:	CR 105				CR 105				Sumter County Rd 106				Sumter County Rd 106				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	3	0	19	4	0	0	0	2	1	0	29
4:15 PM	0	0	0	0	0	0	5	0	17	5	0	0	0	1	1	0	29
4:30 PM	0	0	0	0	0	0	7	0	16	3	0	0	0	3	2	0	31
4:45 PM	0	0	0	0	0	0	3	0	8	11	0	0	0	1	2	0	25
5:00 PM	0	0	0	0	1	0	4	0	27	14	0	0	0	2	6	0	54
5:15 PM	0	0	0	0	0	0	4	0	4	3	0	0	0	1	0	0	12
5:30 PM	0	0	0	0	0	0	4	0	15	5	0	0	0	1	0	0	25
5:45 PM	0	0	0	0	0	0	2	0	6	3	0	0	0	4	0	0	15
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	32	0	112	48	0	0	0	15	12	0	220
APPROACH %'s :					3.03%	0.00%	96.97%	0.00%	70.00%	30.00%	0.00%	0.00%	0.00%	55.56%	44.44%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	19	0	68	33	0	0	0	7	11	0	139
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.679	0.000	0.630	0.589	0.000	0.000	0.000	0.583	0.458	0.000	0.644
					0.714				0.616				0.563				

Prepared by National Data & Surveying Services

CR 105 & Sumter County Rd 106

Peak Hour Turning Movement Count

ID: 22-130203-002
City: Oxford

Day: Wednesday
Date: 7/27/2022

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (CR 105)

AM	61	0	3	0	71	AM
NOON	0	0	0	0	0	NOON
PM	19	0	1	0	79	PM

EASTBOUND (Sumter County Rd 106)

AM	NOON	PM	
69	0	26	⇦
0	0	0	↶ 0
67	0	68	↱ 0
29	0	33	→ 0
0	0	0	↴ 0

WESTBOUND (Sumter County Rd 106)

PM	NOON	AM	
11	0	4	0 ↰
7	0	8	0 ←
0	0	0	0 ↙
0	0	0	0 ↶
34	0	32	⇨

NORTHBOUND (CR 105)

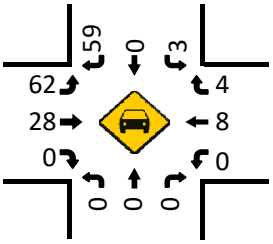
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

CONTROL

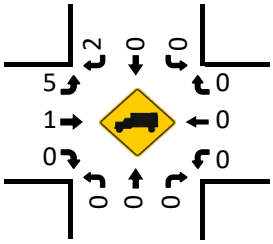
1-Way Stop (SB)

	AM	NOON	PM
TEV	172	0	139
PHF	0.33		0.64

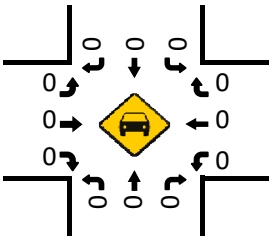
Cars (AM)



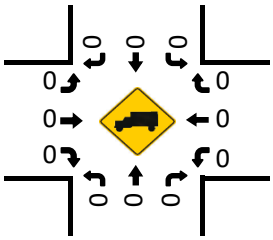
HT (AM)



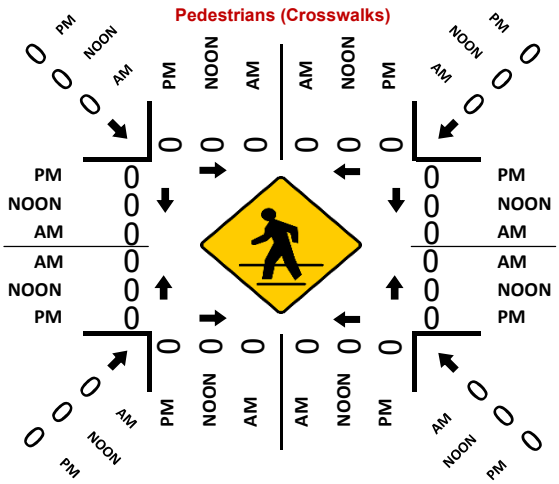
Cars (NOON)



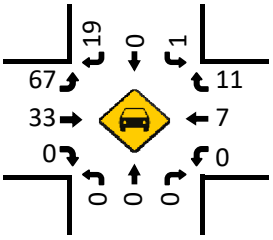
HT (NOON)



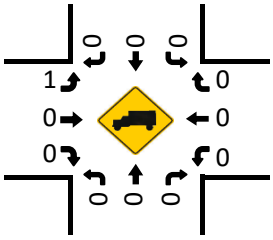
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



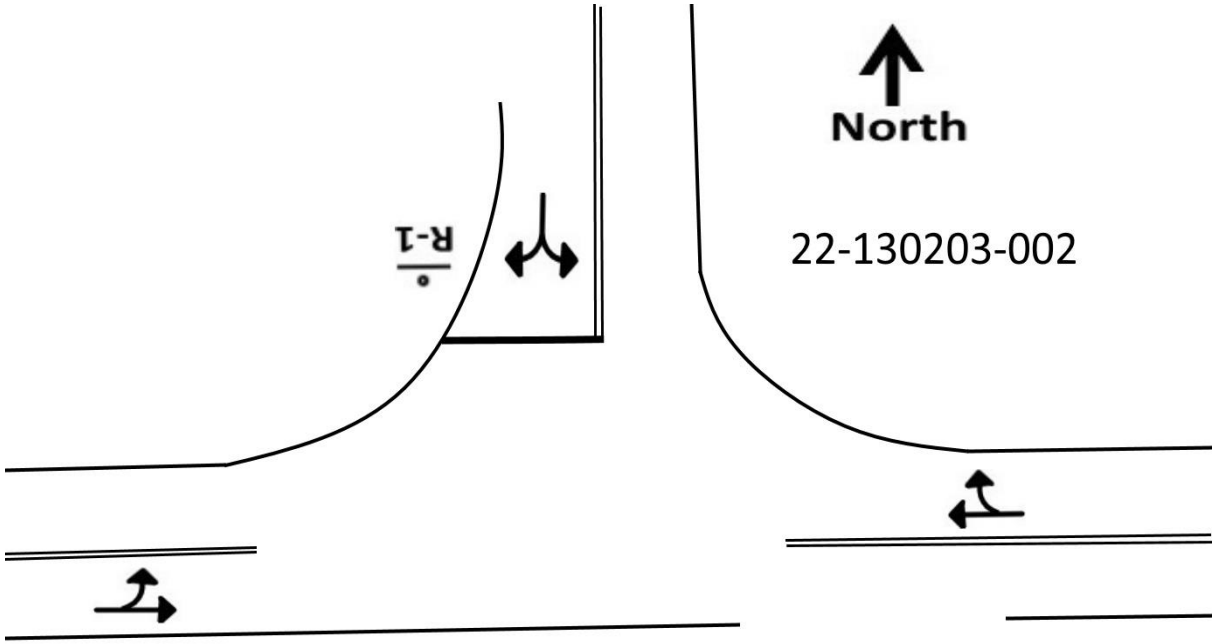
National Data & Surveying Services

Site Code:	**22-130203-002**
Date:	**07/27/2022**
Weather:	**Sunny**
City:	**Oxford**
County:	**Sumter**
Count Times:	**07:00 - 09:00**
	16:00 - 18:00
Control:	**1-Way Stop(SB)**

N

N/S Street: **CR 105**

Speed: **35 MPH**



E/W Street: **Sumter County Rd 106**

Speed: **20 MPH**

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.	COORDINATION SETTINGS Dial 1 AVC Split Sec	Dial 2/AM Split Sec	Dial 3/PM Split Sec
1		6	3.0	30	30	5.1	2.2				Lock			
2		15	3.0	66	78	5.1	2.2	7	19	min	Non Lock			
3		8	3.0	20	14	4.1	2.7				Lock			
4		8	3.0	35	80	4.8	2.0	7	23		Non Lock			
5		10	3.0	30	44	4.8	2.1				Lock			
6		15	3.0	47	46	5.1	2.2	7	20	min	Non Lock			
7		8	3.0	38	63	4.8	2.9				Lock			
8		8	3.0	35	28	4.1	2.0	7	26		Non Lock			
											Off Set			

INTERSECTION: 5003 US 301 & CR 466

DATE: June 2019

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		7	3.0	20	30	4.8	2.0				Lock
2		15	3.0	34	50	4.8	2.0			min	Non Lock
3		5	3.0	7	30	4.0	2.0				Lock
4		10	3.0	14	50	4.0	2.2				Non Lock
5		7	3.0	15	30	4.8	2.0				Lock
6		15	3.0	36	50	4.8	2.0	7	9	min	Non Lock
7											Lock
8		10	3.0	21	50	4.0	2.1	7	20		Non Lock

COORDINATION SETTINGS

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

5047

INTERSECTION: CR466 & CR105

DATE: June 2019

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

MOCF: 0.95

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

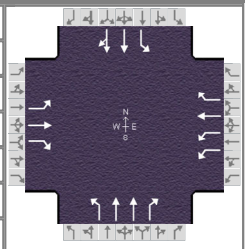
* PEAK SEASON

APPENDIX D

Existing HCS Capacity Worksheets

HCS7 Signalized Intersection Results Summary

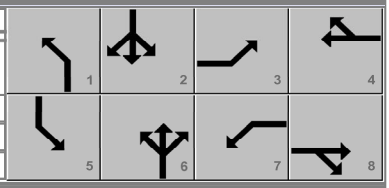
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	SS	Analysis Date	8/17/2022	Area Type	Other
Jurisdiction	Sumter County	Time Period	Existing AM	PHF	0.96
Urban Street	US 301	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	CR 466	File Name	US 301 & CR 466 - Existing AM.xus		
Project Description	5653				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	47	256	91	202	114	79	90	396	339	180	951	32

Signal Information			
Cycle, s	96.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.7	3.8	31.7	5.9	3.8	18.3	
Yellow	5.1	0.0	5.1	4.1	0.0	4.1	
Red	2.2	0.0	2.2	2.7	0.0	2.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	12.7	24.4	16.5	28.2	13.0	39.0	16.8	42.8
Change Period, ($Y+R_c$), s	6.8	6.8	7.7	6.8	7.3	7.3	6.9	7.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	4.0	4.0	4.0
Queue Clearance Time (g_s), s	4.8	15.6	7.9	7.1	6.0	20.8	8.5	26.9
Green Extension Time (g_e), s	0.1	1.9	0.8	2.1	0.2	8.0	0.6	8.5
Phase Call Probability	0.73	1.00	1.00	1.00	0.92	1.00	0.99	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.07

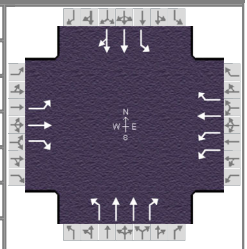
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	49	267	95	210	119	82	94	413	353	188	515	509
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1654	1826	1459	1675	1870	1547	1499	1639	1572	1781	1781	1761
Queue Service Time (g_s), s	2.8	13.6	5.5	5.9	5.1	4.2	4.0	9.4	18.8	6.5	24.9	24.9
Cycle Queue Clearance Time (g_c), s	2.8	13.6	5.5	5.9	5.1	4.2	4.0	9.4	18.8	6.5	24.9	24.9
Green Ratio (*g/C*)	0.06	0.18	0.18	0.09	0.22	0.22	0.39	0.33	0.33	0.43	0.37	0.37
Capacity (*c*), veh/h	101	332	266	304	414	342	205	1077	517	485	655	647
Volume-to-Capacity Ratio (*X*)	0.487	0.802	0.357	0.692	0.287	0.240	0.457	0.383	0.684	0.387	0.786	0.786
Back of Queue (*Q*), ft/ln (95 th percentile)	59.7	271.6	97.4	118.8	105.4	74.1	72.9	170.3	284.9	115.3	408.3	380.2
Back of Queue (*Q*), veh/ln (95 th percentile)	2.2	10.4	3.6	4.5	4.2	2.9	2.5	6.2	11.1	4.5	15.4	15.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	44.0	38.0	34.7	42.7	31.4	31.0	22.8	25.0	28.2	18.1	27.3	27.3
Incremental Delay (d_2), s/veh	3.6	4.5	0.8	2.8	0.4	0.4	1.6	0.2	1.6	0.5	2.1	2.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	47.7	42.5	35.5	45.6	31.8	31.4	24.4	25.2	29.8	18.6	29.4	29.4
Level of Service (LOS)	D	D	D	D	C	C	C	C	C	B	C	C
Approach Delay, s/veh / LOS	41.5	D		38.7	D		27.0	C		27.7	C	
Intersection Delay, s/veh / LOS	31.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.29	B	2.28	B	2.11	B
Bicycle LOS Score / LOS	1.16	A	1.17	A	1.20	A	1.49	A

Copyright © 2022 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

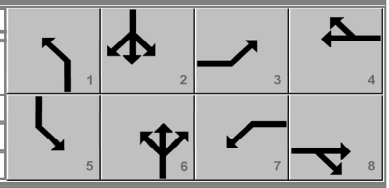
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	SS	Analysis Date	8/17/2022	Area Type	Other
Jurisdiction	Sumter County	Time Period	Existing PM	PHF	0.96
Urban Street	US 301	Analysis Year	2022	Analysis Period	1> 17:00
Intersection	CR 466	File Name	US 301 & CR 466 - Existing PM.xus		
Project Description	5653				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	65	191	69	460	352	205	80	810	343	191	523	38

Signal Information			
Cycle, s	108.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.5	4.7	34.6	7.0	4.9	17.0	
Yellow	5.1	0.0	5.1	4.1	4.8	4.1	
Red	2.2	0.0	2.2	2.7	2.9	2.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	13.8	23.1	26.4	35.8	12.8	41.9	17.5	46.6
Change Period, ($Y+R_c$), s	6.8	6.8	7.7	6.8	7.3	7.3	6.9	7.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	4.0	4.0	4.0
Queue Clearance Time (g_s), s	6.1	13.0	16.7	21.5	5.5	26.9	10.0	15.9
Green Extension Time (g_e), s	0.1	3.2	2.0	2.8	0.2	7.6	0.6	9.1
Phase Call Probability	0.87	1.00	1.00	1.00	0.92	1.00	1.00	1.00
Max Out Probability	0.00	0.01	0.00	0.11	0.00	0.22	0.00	0.02

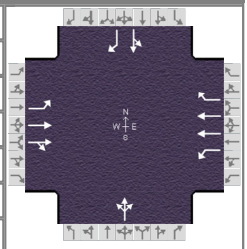
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	68	199	72	479	367	214	83	844	357	199	295	289
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1739	1870	1598	1716	1870	1585	1725	1682	1572	1781	1781	1739
Queue Service Time (g_s), s	4.1	11.0	4.4	14.7	19.5	12.5	3.5	24.9	21.9	8.0	13.9	13.9
Cycle Queue Clearance Time (g_c), s	4.1	11.0	4.4	14.7	19.5	12.5	3.5	24.9	21.9	8.0	13.9	13.9
Green Ratio (*g/C*)	0.06	0.15	0.15	0.17	0.27	0.27	0.37	0.32	0.32	0.42	0.36	0.36
Capacity (*c*), veh/h	111	280	239	591	498	422	327	1069	500	298	643	627
Volume-to-Capacity Ratio (*X*)	0.608	0.710	0.300	0.811	0.737	0.506	0.255	0.790	0.715	0.668	0.459	0.461
Back of Queue (*Q*), ft/ln (95 th percentile)	90.9	230.9	79.4	268.3	362.3	214.4	66	405.6	331.4	154.8	255.4	236.2
Back of Queue (*Q*), veh/ln (95 th percentile)	3.5	9.1	3.2	10.5	14.3	8.4	2.5	15.1	12.9	6.1	9.6	9.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	49.8	44.2	41.3	43.5	36.6	34.0	23.5	33.9	32.9	25.1	26.7	26.7
Incremental Delay (d_2), s/veh	5.3	3.3	0.7	2.7	3.8	0.9	0.4	2.1	2.3	2.6	0.5	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	55.0	47.5	42.0	46.2	40.4	34.9	23.9	36.1	35.2	27.7	27.2	27.3
Level of Service (LOS)	E	D	D	D	D	C	C	D	D	C	C	C
Approach Delay, s/veh / LOS	47.8	D		41.9	D		35.0	D		27.4	C	
Intersection Delay, s/veh / LOS	36.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.29	B	2.29	B	2.11	B
Bicycle LOS Score / LOS	1.05	A	2.24	B	1.55	B	1.13	A

Copyright © 2022 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

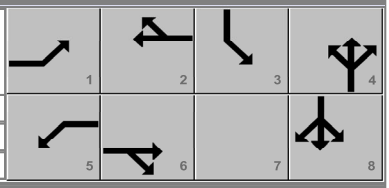
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	SS	Analysis Date	8/17/2022	Area Type	Other
Jurisdiction	Sumter County	Time Period	Existing AM	PHF	0.98
Urban Street	CR 466	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	CR 105	File Name	CR 466 & CR 105 - Existing AM.xus		
Project Description	5653				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	120	535	52	25	339	24	23	20	36	15	14	70

Signal Information			
Cycle, s	69.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.7	3.6	34.0	9.7	0.0	0.0
Yellow	4.8	0.0	4.8	4.0	0.0	0.0
Red	2.0	0.0	2.0	2.2	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4	3	8
Case Number	2.0	4.0	2.0	3.0		8.3	12.0	13.0
Phase Duration, s	13.2	44.4	9.5	40.8		15.9	0.0	15.9
Change Period, (*Y+R c*), s	6.8	6.8	6.8	6.8		6.2	6.0	6.2
Max Allow Headway (*MAH*), s	4.0	4.0	4.0	4.0		4.2	0.0	4.2
Queue Clearance Time (*g s*), s	6.7	8.5	3.0	6.0		5.0		4.8
Green Extension Time (*g e*), s	0.3	3.7	0.0	3.7		0.4	0.0	0.5
Phase Call Probability	0.91	1.00	0.39	1.00		0.97		0.97
Max Out Probability	0.00	0.00	0.00	0.00		0.03		0.00

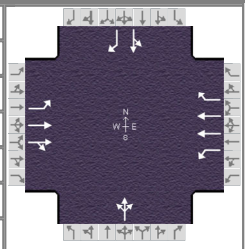
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	122	304	295	26	346	24		81			30	71
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1826	1769	1697	1710			1601			1645	1610
Queue Service Time (*g s*), s	4.7	6.4	6.5	1.0	4.0			0.0			1.0	2.8
Cycle Queue Clearance Time (*g c*), s	4.7	6.4	6.5	1.0	4.0			3.0			1.0	2.8
Green Ratio (*g/C*)	0.81	0.54	0.54	0.04	0.49			0.14			0.14	0.14
Capacity (*c*), veh/h	162	983	952	66	1665			289			307	224
Volume-to-Capacity Ratio (*X*)	0.756	0.309	0.310	0.384	0.208			0.279			0.096	0.319
Back of Queue (*Q*), ft/ln (95 th percentile)	99	93.8	88.2	21.9	61.3			55.8			18.8	47.9
Back of Queue (*Q*), veh/ln (95 th percentile)	3.9	3.6	3.5	0.8	2.3			2.1			0.8	1.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00			0.00			0.00	0.00
Uniform Delay (*d 1*), s/veh	31.0	8.9	8.9	32.7	10.2			27.2			26.3	27.1
Incremental Delay (*d 2*), s/veh	7.0	0.2	0.2	3.6	0.3			0.5			0.1	0.8
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Control Delay (*d*), s/veh	38.0	9.1	9.1	36.3	10.5	0.0		27.7			26.4	27.9
Level of Service (LOS)	D	A	A	D	B	A		C			C	C
Approach Delay, s/veh / LOS	14.0	B		11.5	B		27.7	C		27.5	C	
Intersection Delay, s/veh / LOS	15.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.65	B	1.89	B	2.44	B	2.29	B
Bicycle LOS Score / LOS	1.08	A	0.81	A	0.62	A	0.65	A

Copyright © 2022 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

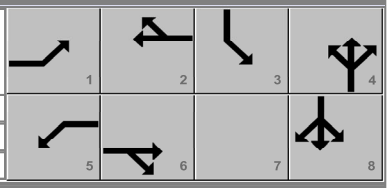
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	SS	Analysis Date	8/17/2022	Area Type	Other
Jurisdiction	Sumter County	Time Period	Existing PM	PHF	0.96
Urban Street	CR 466	Analysis Year	2022	Analysis Period	1> 17:00
Intersection	CR 105	File Name	CR 466 & CR 105 - Existing PM.xus		
Project Description	5653				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	149	516	31	17	798	26	83	26	13	35	9	239

Signal Information			
Cycle, s	76.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.2	6.3	34.0	14.3	0.0	0.0
Yellow	4.8	0.0	4.8	4.0	0.0	0.0
Red	2.0	0.0	2.0	2.2	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4	3	8
Case Number	2.0	4.0	2.0	3.0		8.3	0.0	13.0
Phase Duration, s	15.2	47.1	9.0	40.8		20.5	0.0	20.5
Change Period, (*Y+R c*), s	6.8	6.8	6.8	6.8		6.2	6.0	6.2
Max Allow Headway (*MAH*), s	4.0	3.9	4.0	3.9		4.3	0.0	4.3
Queue Clearance Time (*g s*), s	8.4	8.7	2.7	15.1		7.4		13.4
Green Extension Time (*g e*), s	0.3	6.2	0.0	5.7		0.9	0.0	0.9
Phase Call Probability	0.96	1.00	0.31	1.00		1.00		1.00
Max Out Probability	0.00	0.04	0.00	0.12		0.37		0.24

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	155	287	282	18	831	27		127			46	249
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1856	1818	1810	1766			1550			1487	1610
Queue Service Time (*g s*), s	6.4	6.6	6.7	0.7	13.1			3.8			1.6	11.4
Cycle Queue Clearance Time (*g c*), s	6.4	6.6	6.7	0.7	13.1			5.4			1.6	11.4
Green Ratio (*g/C*)	0.11	0.53	0.53	0.03	0.44			0.19			0.19	0.19
Capacity (*c*), veh/h	198	976	956	52	1570			368			362	300
Volume-to-Capacity Ratio (*X*)	0.783	0.294	0.295	0.341	0.530			0.345			0.127	0.829
Back of Queue (*Q*), ft/ln (95 th percentile)	134.7	103.9	99.8	16.2	213.4			90.7			30.7	211.9
Back of Queue (*Q*), veh/ln (95 th percentile)	5.3	4.1	4.0	0.6	8.3			3.6			1.2	8.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00			0.00			0.00	0.00
Uniform Delay (*d 1*), s/veh	33.1	10.2	10.2	36.5	15.5			27.4			26.0	29.9
Incremental Delay (*d 2*), s/veh	6.6	0.2	0.2	3.8	1.3			0.6			0.2	8.3
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Control Delay (*d*), s/veh	39.8	10.3	10.4	40.3	16.7	0.0		28.0			26.2	38.2
Level of Service (LOS)	D	B	B	D	B	A		C			C	D
Approach Delay, s/veh / LOS	16.6	B		16.7	B		28.0	C		36.3	D	
Intersection Delay, s/veh / LOS	20.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.66	B	1.90	B	2.44	B	2.29	B
Bicycle LOS Score / LOS	1.09	A	1.21	A	0.70	A	0.97	A

Copyright © 2022 University of Florida, All Rights Reserved.

HCS7 Two-Way Stop-Control Report

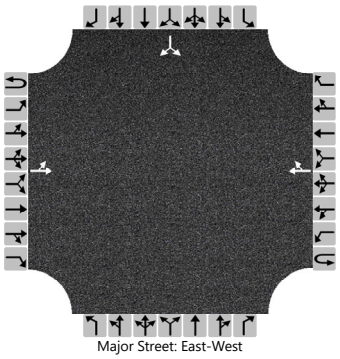
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/16/2022
Analysis Year	2022
Time Analyzed	Existing AM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 105 & CR 106
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	CR 105
Peak Hour Factor	0.33
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		68	29				8	4						3		61
Percent Heavy Vehicles (%)		7												0		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.17												6.40		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.26												3.50		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		206													194	
Capacity, c (veh/h)		1543													979	
v/c Ratio		0.13													0.20	
95% Queue Length, Q_{95} (veh)		0.5													0.7	
Control Delay (s/veh)		7.7													9.6	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	5.7												9.6			
Approach LOS													A			

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

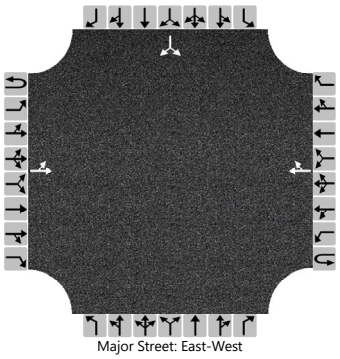
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/16/2022
Analysis Year	2022
Time Analyzed	Existing PM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 105 & CR 106
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	CR 105
Peak Hour Factor	0.64
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		69	33				7	11						1		19
Percent Heavy Vehicles (%)		1												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.11												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.21												3.50		3.30

Delay, Queue Length, and Level of Service

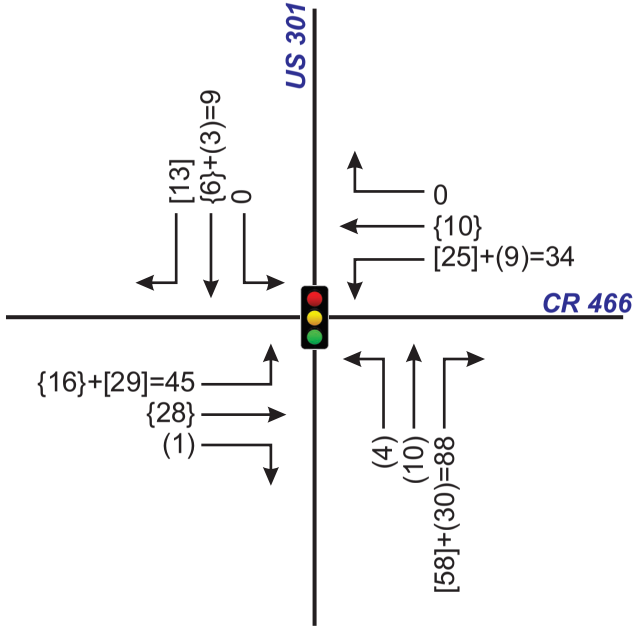
Flow Rate, v (veh/h)		108													31	
Capacity, c (veh/h)		1592													1032	
v/c Ratio		0.07													0.03	
95% Queue Length, Q_{95} (veh)		0.2													0.1	
Control Delay (s/veh)		7.4													8.6	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	5.2												8.6			
Approach LOS													A			

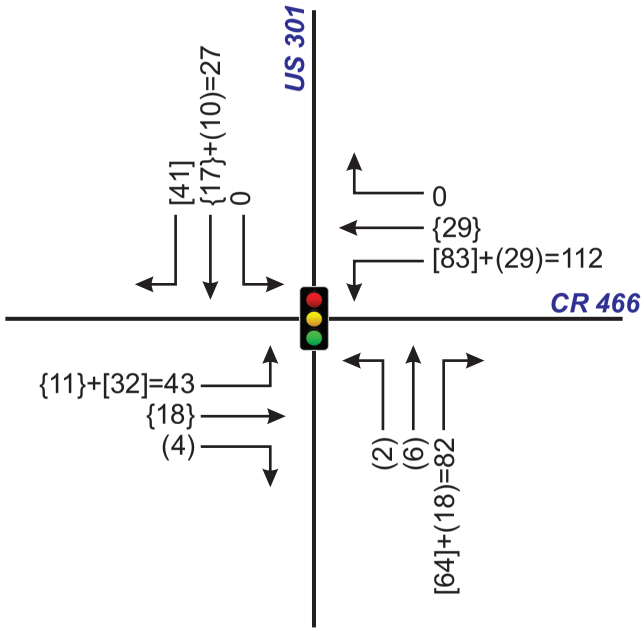
Copyright © 2022 University of Florida. All Rights Reserved.

APPENDIX E

Vested Trip Information

Segment	Twisted Oaks	Oxford Crossings	Wildwood Storage	Oxford Residential	Riverstone	Total
CR 466 - AM						
US 301 to CR 105	83	0	0	30	0	113
CR 106 - AM						
CR 105 to CR 466	0	0	0	0	0	0
CR 466 - PM						
US 301 to CR 105	147	0	0	29	0	176
CR 106 - PM						
CR 105 to CR 466	0	0	0	0	0	0





A.M.

P.M.

Legend:

{00}+[00]+(00)=00

- Total Committed Trips
- Oxford Residential
- Twisted Oaks
- Riverstone at Wildwood

Oxford project
Project № 5653
Figure 1

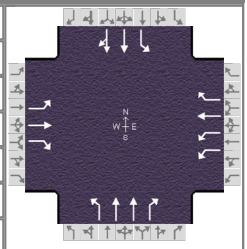
Committed Trips

APPENDIX F

Projected HCS Capacities Worksheets

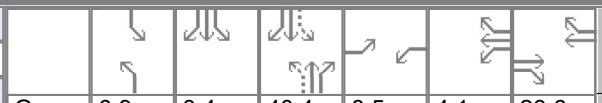
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	SS	Analysis Date	8/17/2022	Area Type	Other
Jurisdiction	Sumter County	Time Period	Projected AM	PHF	0.96
Urban Street	US 301	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	CR 466	File Name	US 301 & CR 466 - Projected AM.xus		
Project Description	5653				

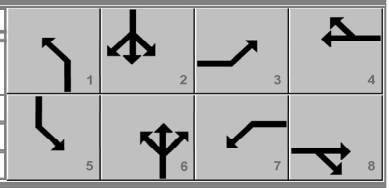


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	94	298	96	249	132	86	97	422	448	193	998	46

Signal Information			
Cycle, s	114.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.9	3.4	40.4	8.5	4.1	23.6
Yellow	5.1	0.0	5.1	4.1	0.0	4.1
Red	2.2	0.0	2.2	2.7	0.0	2.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	15.3	29.7	19.4	33.8	14.2	47.7	17.6	51.1
Change Period, ($Y+R_c$), s	6.8	6.8	7.7	6.8	7.3	7.3	6.9	7.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	4.0	4.0	4.0
Queue Clearance Time (g_s), s	8.7	20.8	10.6	8.9	6.9	33.3	10.1	33.4
Green Extension Time (g_e), s	0.2	2.0	1.1	2.3	0.3	7.0	0.6	9.5
Phase Call Probability	0.96	1.00	1.00	1.00	0.96	1.00	1.00	1.00
Max Out Probability	0.00	0.04	0.00	0.00	0.00	0.51	0.00	0.20

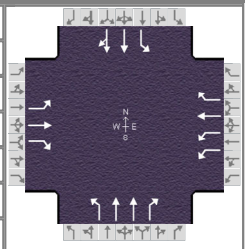
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	98	310	100	259	138	90	101	440	467	201	548	539
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1654	1826	1459	1675	1870	1547	1499	1639	1572	1781	1781	1753
Queue Service Time (g_s), s	6.7	18.8	6.7	8.6	6.9	5.4	4.9	11.5	31.3	8.1	31.4	31.4
Cycle Queue Clearance Time (g_c), s	6.7	18.8	6.7	8.6	6.9	5.4	4.9	11.5	31.3	8.1	31.4	31.4
Green Ratio (*g/C*)	0.07	0.20	0.20	0.10	0.24	0.24	0.41	0.35	0.35	0.45	0.38	0.38
Capacity (*c*), veh/h	123	366	292	344	442	366	193	1159	556	470	683	672
Volume-to-Capacity Ratio (*X*)	0.796	0.849	0.342	0.755	0.311	0.245	0.524	0.379	0.840	0.427	0.803	0.803
Back of Queue (*Q*), ft/ln (95 th percentile)	152.8	366.1	121.2	176.7	146.1	95.9	92.7	213.1	472.4	149	516.7	479.6
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	14.1	4.4	6.7	5.8	3.7	3.2	7.8	18.5	5.9	19.4	19.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	52.2	44.2	39.4	50.0	36.1	35.5	26.3	27.7	34.1	20.5	31.5	31.5
Incremental Delay (d_2), s/veh	11.0	7.6	0.7	3.4	0.4	0.3	2.2	0.2	8.6	0.6	3.6	3.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	63.2	51.7	40.0	53.4	36.5	35.8	28.5	27.9	42.7	21.1	35.1	35.2
Level of Service (LOS)	E	D	D	D	D	D	C	C	D	C	D	D
Approach Delay, s/veh / LOS	51.6	D		45.4	D		34.8	C		33.0	C	
Intersection Delay, s/veh / LOS	38.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.30	B	2.28	B	2.11	B
Bicycle LOS Score / LOS	1.33	A	1.29	A	1.32	A	1.55	B

Copyright © 2022 University of Florida, All Rights Reserved.

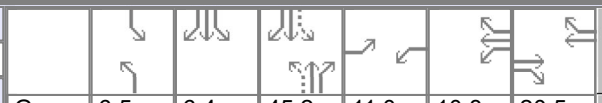
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	SS	Analysis Date	8/17/2022	Area Type	Other
Jurisdiction	Sumter County	Time Period	Projected PM	PHF	0.96
Urban Street	US 301	Analysis Year	2022	Analysis Period	1> 17:00
Intersection	CR 466	File Name	US 301 & CR 466 - Projected PM.xus		
Project Description	5653				

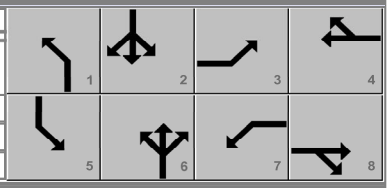


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	111	226	76	607	404	227	85	848	456	212	571	81

Signal Information			
Cycle, s	135.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.5	6.4	45.2	11.0	10.8	20.5
Yellow	5.1	0.0	5.1	4.1	4.8	4.1
Red	2.2	0.0	2.2	2.7	2.9	2.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	17.8	26.6	36.2	45.1	13.8	52.5	20.3	58.9
Change Period, ($Y+R_c$), s	6.8	6.8	7.7	6.8	7.3	7.3	6.9	7.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	4.0	4.0	4.0
Queue Clearance Time (g_s), s	10.9	18.7	26.2	30.3	6.5	41.2	12.7	22.4
Green Extension Time (g_e), s	0.2	1.1	2.3	1.8	0.2	4.0	0.6	11.0
Phase Call Probability	0.99	1.00	1.00	1.00	0.96	1.00	1.00	1.00
Max Out Probability	0.01	0.08	0.07	0.89	0.00	0.88	0.00	0.10

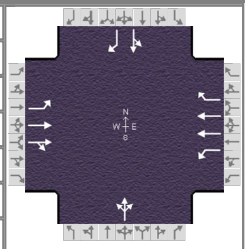
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	116	235	79	632	421	236	89	883	475	221	346	333
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1739	1870	1598	1716	1870	1585	1725	1682	1572	1781	1781	1704
Queue Service Time (g_s), s	8.9	16.7	6.0	24.2	28.3	17.1	4.5	32.2	39.2	10.7	20.3	20.4
Cycle Queue Clearance Time (g_c), s	8.9	16.7	6.0	24.2	28.3	17.1	4.5	32.2	39.2	10.7	20.3	20.4
Green Ratio (*g/C*)	0.08	0.15	0.15	0.21	0.28	0.28	0.38	0.33	0.33	0.44	0.38	0.38
Capacity (*c*), veh/h	141	274	234	722	528	448	295	1121	524	288	678	648
Volume-to-Capacity Ratio (*X*)	0.821	0.860	0.339	0.875	0.796	0.528	0.300	0.788	0.906	0.766	0.511	0.513
Back of Queue (*Q*), ft/ln (95 th percentile)	201.7	334.9	112.3	423	518.6	281.3	89.1	523.2	620	210.8	358	325.9
Back of Queue (*Q*), veh/ln (95 th percentile)	7.8	13.2	4.5	16.5	20.4	11.1	3.4	19.5	24.2	8.3	13.5	13.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	61.4	56.6	52.1	51.9	45.1	41.1	28.4	40.9	43.2	30.4	32.3	32.4
Incremental Delay (d_2), s/veh	11.2	7.8	0.8	7.2	8.3	1.2	0.6	3.6	18.5	4.2	0.6	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	72.6	64.4	52.9	59.1	53.4	42.2	29.0	44.5	61.7	34.6	32.9	33.0
Level of Service (LOS)	E	E	D	E	D	D	C	D	E	C	C	C
Approach Delay, s/veh / LOS	64.5	E		54.1	D		49.2	D		33.4	C	
Intersection Delay, s/veh / LOS	48.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.30	B	2.29	B	2.12	B
Bicycle LOS Score / LOS	1.20	A	2.62	C	1.68	B	1.23	A

Copyright © 2022 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

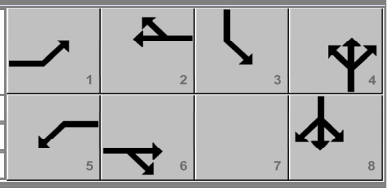
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	SS	Analysis Date	8/17/2022	Area Type	Other
Jurisdiction	Sumter County	Time Period	Projected AM	PHF	0.98
Urban Street	CR 466	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	CR 105	File Name	CR 466 & CR 105 - Projected AM.xus		
Project Description	5653				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	125	667	76	42	394	25	38	21	49	16	15	73

Signal Information			
Cycle, s	70.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.0	2.6	34.0	9.9	0.0	0.0
Yellow	4.8	0.0	4.8	4.0	0.0	0.0
Red	2.0	0.0	2.0	2.2	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4	3	8
Case Number	2.0	4.0	2.0	3.0		8.3	0.0	13.0
Phase Duration, s	13.4	43.4	10.8	40.8		16.1	0.0	16.1
Change Period, ($Y+R_c$), s	6.8	6.8	6.8	6.8		6.2	6.0	6.2
Max Allow Headway (*MAH*), s	4.0	4.0	4.0	4.0		4.2	0.0	4.2
Queue Clearance Time (g_s), s	6.9	11.0	3.7	6.8		6.4		4.9
Green Extension Time (g_e), s	0.3	4.6	0.0	4.7		0.4	0.0	0.6
Phase Call Probability	0.92	1.00	0.57	1.00		0.99		0.99
Max Out Probability	0.00	0.02	0.00	0.02		0.11		0.00

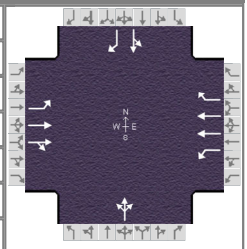
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	128	386	372	43	402	26		110			32	74
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1826	1760	1697	1710			1568			1635	1610
Queue Service Time (g_s), s	4.9	9.0	9.0	1.7	4.8			1.6			1.0	2.9
Cycle Queue Clearance Time (g_c), s	4.9	9.0	9.0	1.7	4.8			4.4			1.0	2.9
Green Ratio (*g/C*)	0.09	0.52	0.52	0.06	0.48			0.14			0.14	0.14
Capacity (*c*), veh/h	167	952	918	96	1655			289			307	226
Volume-to-Capacity Ratio (*X*)	0.764	0.405	0.406	0.447	0.243			0.381			0.103	0.330
Back of Queue (*Q*), ft/ln (95 th percentile)	103.6	135.3	126.2	35.3	74.1			78.6			20.2	50.2
Back of Queue (*Q*), veh/ln (95 th percentile)	4.1	5.2	5.0	1.3	2.8			3.0			0.8	2.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00			0.00			0.00	0.00
Uniform Delay (d_1), s/veh	31.1	10.2	10.2	32.1	10.6			27.8			26.4	27.2
Incremental Delay (d_2), s/veh	7.1	0.3	0.3	3.2	0.3			0.8			0.1	0.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Control Delay (*d*), s/veh	38.1	10.5	10.5	35.3	10.9	0.0		28.6			26.5	28.1
Level of Service (LOS)	D	B	B	D	B	A		C			C	C
Approach Delay, s/veh / LOS	14.5	B		12.6	B		28.6	C		27.6	C	
Intersection Delay, s/veh / LOS	15.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.66	B	1.89	B	2.44	B	2.29	B
Bicycle LOS Score / LOS	1.22	A	0.88	A	0.67	A	0.66	A

Copyright © 2022 University of Florida, All Rights Reserved.

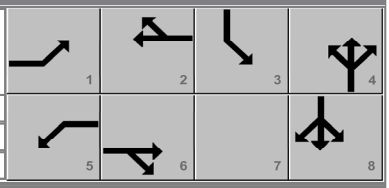
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	SS	Analysis Date	8/17/2022	Area Type	Other
Jurisdiction	Sumter County	Time Period	Projected PM	PHF	0.96
Urban Street	CR 466	Analysis Year	2022	Analysis Period	1> 17:00
Intersection	CR 105	File Name	CR 466 & CR 105 - Projected PM.xus		
Project Description	5653				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	155	629	80	60	961	27	136	27	54	36	9	249

Signal Information												
Cycle, s	77.4	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	5.2	3.7	34.0	14.8	0.0	0.0		
				Yellow	4.8	0.0	4.8	4.0	0.0	0.0		
				Red	2.0	0.0	2.0	2.2	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4	3	8
Case Number	2.0	4.0	2.0	3.0		8.3	0.0	13.0
Phase Duration, s	15.6	44.5	12.0	40.8		21.0	0.0	21.0
Change Period, ($Y+R_c$), s	6.8	6.8	6.8	6.8		6.2	6.0	6.2
Max Allow Headway (*MAH*), s	4.0	3.9	4.0	3.9		4.2	0.0	4.2
Queue Clearance Time (g_s), s	8.8	12.1	4.6	19.2		12.8		14.0
Green Extension Time (g_e), s	0.3	8.0	0.1	6.6		0.3	0.0	0.7
Phase Call Probability	0.97	1.00	0.74	1.00		1.00		1.00
Max Out Probability	0.00	0.15	0.00	0.35		1.00		0.38

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	161	376	362	63	1001	28		226			47	259
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1856	1782	1810	1766			1534			1397	1610
Queue Service Time (g_s), s	6.8	10.1	10.1	2.6	17.2			9.1			1.6	12.0
Cycle Queue Clearance Time (g_c), s	6.8	10.1	10.1	2.6	17.2			10.8			1.6	12.0
Green Ratio (*g/C*)	0.11	0.49	0.49	0.07	0.44			0.19			0.19	0.19
Capacity (*c*), veh/h	205	903	867	121	1552			368			350	307
Volume-to-Capacity Ratio (*X*)	0.788	0.417	0.418	0.516	0.645			0.614			0.134	0.845
Back of Queue (*Q*), ft/ln (95 th percentile)	141.7	166.3	156.5	53.2	269			184.3			31.7	226.1
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	6.5	6.3	2.1	10.5			7.4			1.3	9.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00			0.00			0.00	0.00
Uniform Delay (d_1), s/veh	33.4	12.8	12.8	34.9	17.0			29.6			26.1	30.2
Incremental Delay (d_2), s/veh	6.6	0.3	0.3	3.4	2.1			3.0			0.2	10.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Control Delay (*d*), s/veh	39.9	13.1	13.1	38.3	19.1	0.0		32.7			26.3	40.3
Level of Service (LOS)	D	B	B	D	B	A		C			C	D
Approach Delay, s/veh / LOS	17.9	B		19.7	B		32.7	C		38.2	D	
Intersection Delay, s/veh / LOS	22.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.67	B	1.90	B	2.44	B	2.29	B
Bicycle LOS Score / LOS	1.23	A	1.39	A	0.86	A	0.99	A

Copyright © 2022 University of Florida, All Rights Reserved.

HCS7 Two-Way Stop-Control Report

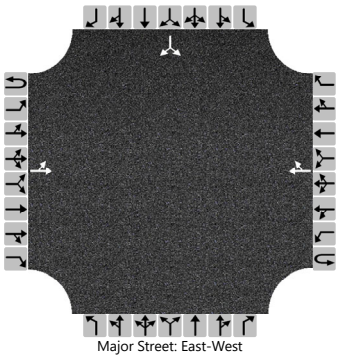
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/16/2022
Analysis Year	2022
Time Analyzed	Projected AM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 105 & CR 106
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	CR 105
Peak Hour Factor	0.33
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		71	30				8	30						41		63
Percent Heavy Vehicles (%)		7												0		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.17												6.40		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.26												3.50		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		215													315	
Capacity, c (veh/h)		1443													625	
v/c Ratio		0.15													0.50	
95% Queue Length, Q_{95} (veh)		0.5													2.8	
Control Delay (s/veh)		7.9													16.5	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)		5.9												16.5		
Approach LOS														C		

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

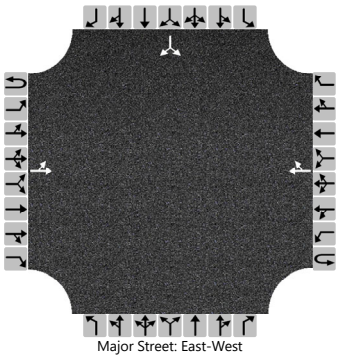
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/16/2022
Analysis Year	2022
Time Analyzed	Projected PM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 105 & CR 106
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	CR 105
Peak Hour Factor	0.64
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		72	34				7	101						91		20
Percent Heavy Vehicles (%)		1												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.11												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.21												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		113													173	
Capacity, c (veh/h)		1415													629	
v/c Ratio		0.08													0.28	
95% Queue Length, Q_{95} (veh)		0.3													1.1	
Control Delay (s/veh)		7.8													12.9	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	5.5												12.9			
Approach LOS													B			

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

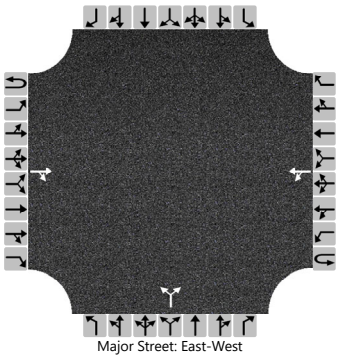
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/17/2022
Analysis Year	2022
Time Analyzed	Projected AM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 106 Site Access
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	Site Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			30	38		0	12			26		0				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					28					
Capacity, c (veh/h)						1519					936					
v/c Ratio						0.00					0.03					
95% Queue Length, Q_{95} (veh)						0.0					0.1					
Control Delay (s/veh)						7.4					9.0					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)						0.0				9.0						
Approach LOS										A						

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

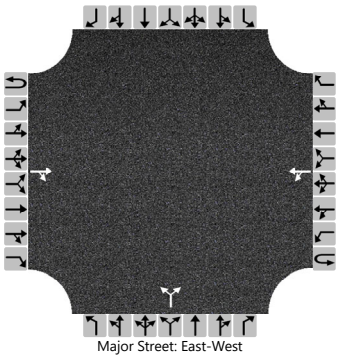
General Information

Analyst	SS
Agency/Co.	TPD, Inc.
Date Performed	8/17/2022
Analysis Year	2022
Time Analyzed	Projected PM
Intersection Orientation	East-West
Project Description	5653

Site Information

Intersection	CR 106 Site Access
Jurisdiction	Sumter County
East/West Street	CR 106
North/South Street	Site Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			34	90		0	18			90		0				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					98					
Capacity, c (veh/h)						1443					890					
v/c Ratio						0.00					0.11					
95% Queue Length, Q_{95} (veh)						0.0					0.4					
Control Delay (s/veh)						7.5					9.5					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)						0.0				9.5						
Approach LOS										A						

Copyright © 2022 University of Florida. All Rights Reserved.

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

The case below was heard on Tuesday, July 9, 2024, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from CL/ROW (Sumter County) to C-2 (City) for the parcel listed below on 0.17 acres of land MOL. The subject property is generally located approximately 445 linear feet east of N US 301, and approximately 467 linear feet south of CR 106, in section 17, township 18 south, range 23 east.

Case Number: RZ 2406-001 Oxford Oaks Professional Plaza

Applicant(s): Luisa Betancur and Rodolfo De Anda

Owner(s): Oxford Oaks Plaza LLC

Parcel(s): Portion of Parcel D17-069

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

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 3.3(C)(4), the Special Magistrate, as it respects to O2024-45:

☒ recommends approval.

☐ recommends approval with the following conditions:

☐ recommends denial.

Dated: July 9, 2024

Lindsay C.T. Holt
Special Magistrate City of Wildwood

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **AN 2405-001 7202 Marsh Bend Trail**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	AN 2405-001 7202 Marsh Bend Trail
Owner/Applicant(s)	WGS Properties, LLC
Acreage	7.121 +/-
Property Location	The subject property is generally located west along Marsh Bend Trail approximately 0.13 miles north of E C 470.
Parcel(s)	K09A010
Date	August 2, 2024

The applicant has submitted a voluntary annexation application for parcel K09A010. Annexation into the City is appropriate because the property is contiguous to the City limits and is within the City's Joint Planning Area with Sumter County, which allows for voluntary annexations within the planning area that would otherwise not be permissible under statute due to the creation of a "pocket" or "enclave."

Parcel K09A010 will be combined with parcel K10-006 for future commercial development. A water main is located approximately 438 feet north of parcel K09A010. There is no sanitary sewer within 1,000 feet of the parcel. The applicant will work with the City's utilities department to connect to water services. Should sewer services become available to the parcel, capacity will need to be verified at that time.



Amanda Bondi
Planner II, Development Services

ORDINANCE NO. O2024-46

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 7.121 ACRES LOCATED APPROXIMATELY 0.14 MILES NORTH OF E C 470, WEST ALONG MARSH BEND TRAIL, IN SECTION 10, TOWNSHIP 20 SOUTH, RANGE 23 EAST WHICH IS CONTIGUOUS TO THE CITY'S MUNICIPAL BOUNDARY AND LOCATED IN THE CITY'S JOINT PLANNING AREA; PROVIDING THAT SECTION 1-14 OF THE CITY OF WILDWOOD CODE OF ORDINANCES IS AMENDED TO INCLUDE THE ANNEXED PROPERTY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

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

SECTION 1. Based upon the petition of the owner of the following described real property, which is approximately 0.14 miles north of E C 470, west along Marsh Bend Trail, to be annexed into the City, the property is hereby annexed into the City of Wildwood pursuant to Sections 171.044 and 171.204, Florida Statutes. The City Commission finds that the property is contiguous to the City of Wildwood; is located within the City's Joint Planning Area with Sumter County; and meets all legal requirements for annexation. The annexed property lying in Sumter County, Florida, owned by WGS Properties, LLC, is more particularly described as follows:

K09A010
WGS Properties, LLC
7.121 +/-

LEGAL DESCRIPTION

LOT 10, INDIAN OAKS, ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 4, PAGE 53, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, LESS ROAD RIGHT-OF-WAY.

PARCEL IDENTIFICATION NUMBER K09A010

SECTION 2. All of the above described annexed property shall be liable for its proportionate share of the future and existing indebtedness of the City of Wildwood.

SECTION 3. All of the above described annexed property shall be subject to the laws and ordinance of the City of Wildwood as if this territory had been a part of the City of Wildwood at the time of passage and approval of said laws and ordinances.

SECTION 4. Until such time as the City amends its comprehensive plan, the current Sumter County zoning classification and future land use regulations will remain in full force and effect.

SECTION 5. Section 1-14 of the City of Wildwood Code of Ordinances is hereby amended to include the legal description of the annexed parcel pursuant to this Ordinance. The location map identifying the property to be annexed is attached hereto as “Exhibit A” and incorporated herein by reference.

SECTION 6. If any portion of this Ordinance is declared invalid for any purpose, the remaining portion shall remain valid and in full force and effect

SECTION 7. This Ordinance shall take effect upon final approval by the City Commission.

DONE AND ORDAINED this _____ day of _____, 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

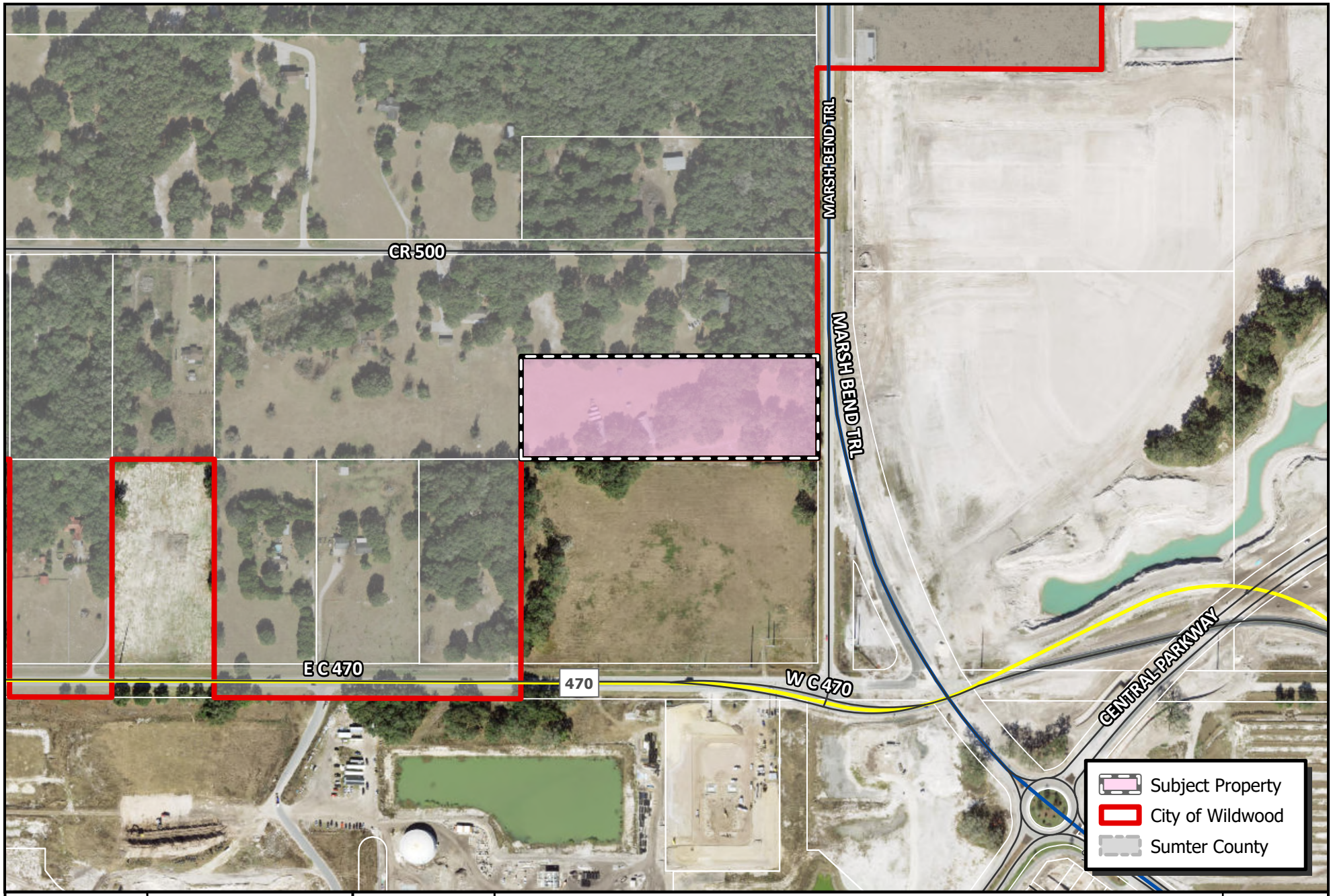
First Reading: _____

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 90 180 360

AN 2405-001

7202 MARSH BEND TRAIL

PARCEL K09A010

MAP 1B

LOCATION MAP

MAY 2024

Business Impact Estimate

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

Proposed ordinance's title/reference: O2024-46

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.

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

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

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval with compliance of Sumter County TIA improvements.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	CP 2402-003 Wildwood Oaks
Ordinance Number	O2024-47
Owner(s)	Wildwood Assembly of God, Inc
Applicant(s)	BluRock Development, LLC
Property Location	The subject property is generally located approximately 0.33 miles west of the Powell Rd and C 466A intersection, with southern access along C 466A/Cleveland Ave.
Parcel(s)	G05-183
Date	August 6, 2024

The applicant is seeking approval from the City of Wildwood City Commission for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Institutional (City) to Central Mixed Use (City) for the parcel listed above on 4.681 acres MOL. This request is accompanied by a rezoning request RZ 2402-003 (O2024-48).

ANALYSIS: The applicant is requesting a future land use of Central Mixed Use. The maximum development scenario is 70 dwelling units at 15 units per acre or 152,960 square feet of commercial use at 0.75 FAR. Within Policy 1.1.1.b., projects less than 10 acres in size may be developed as a single use. The project will be developed as commercial. The increase of FAR from the current land use of Institutional (0.6 FAR at 122,342 square feet) will increase the buildable area an additional 30,568 square feet. The commercial use will allow an automobile service shop, a quick-service restaurant, and a future medical office that is being proposed.

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

(1) Justification of the proposed amendment has been adequately presented:
The applicant has submitted justification to the City of Wildwood for the proposed request to change the future land use from Institutional (City) to Central Mixed Use (City), as supported

in the 2050 Comprehensive Plan. Policy 1.1.1.b. The proposed land use amendment is intended to accommodate a mix of residential and non-residential uses, but the project is on 4.681 acres and projects less than 10 acres in size may be developed as a single use. This project will be developed as commercial.

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

The applicant finds the proposed amendment is not inconsistent with the goals, objectives, and policies of the comprehensive plan, with the proposed land use change from Institutional (City) to Central Mixed Use (City). Policy 1.1.1.b. The proposed land use amendment is intended to accommodate a mix of residential and non-residential uses with an FAR of 0.75. The project is on 4.681 acres and projects less than 10 acres in size may be developed as a single use according to Policy 1.1.1.b. This project is also in line with Policy 1.2.1., "The City shall encourage growth and development in areas where public infrastructure, services, and utilities are already present."

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

The applicant finds the amendment is not considered urban sprawl, and it does not exemplify an energy inefficient land use pattern. The subject property is located on the south side of Cleveland Ave/CR 466A, approximately 0.33 miles west of Powell Rd within the Downtown Design District. Per Policy 1.2.8., The City shall encourage all new developments to cultivate a more sustainable land development pattern by maintaining compatibility with adjacent land uses using design standards, limitations on light intrusion on surrounding properties, and buffering while also directing the growth towards areas planned for urban development, thus preventing the spread of urban sprawl. As the existing mix of land use designations are Central Mixed Use (CMU), Institutional (IN), Commercial (COM), and Medium Density Residential (MDR), an addition of Central Mixed Use (CMU) would conform with Objective 1.2 of the Comprehensive Plan. Objective 1.2., states "The City shall strive to create a sustainable community by discouraging the proliferation of urban sprawl, promoting the efficient utilization of public infrastructure, services, and utilities, and implanting a compact land use pattern." The proposed development directly combats urban sprawl by focusing on maximizing existing space for compact development, providing a more efficient land use in the area.

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

The applicant finds the proposed amendment will not have an adverse effect on environmentally sensitive systems. An environmental survey was conducted by the Atlantic Ecological Services in May 2023. This environmental assessment was conducted prior to the existence of parcel G05-183, when it was still apart of parcel G05-125. Parcel G05-183 falls within the Church (FLUCCS 172) and Improved Pasture (FLUCCS 211) uplands habitats. The vegetation within this parcel includes, Bahia and Blackberry grass, Live Oaks, Saw Palmetto, and American Beautyberry. Tree Mitigation requirements will be analyzed during the site plan stage. Per the survey, no endangered listed species were observed on the site. Although no endangered species were observed, the subject property provides suitable habitat for the gopher tortoise and a subsequent survey should be completed prior to construction.

(5) The proposed amendment will not adversely affect transportation, potable water, sewer, schools, or other public facilities without providing remedies to correct the

system or facility:

Transportation: The property has access off of Cleveland Ave/C 466A. A Transportation Impact Analysis (TIA) was conducted by Kittelson and associates in July 2024. The applicant has received an accepted TIA by Sumter County's Public Works department with conditions. The project is projected to produce 2,644 daily trips with 149 am peak hour trips and 183 pm peak hour trips. The analysis indicated that the intersection of CR 466A and US 301 and CR 466A 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 466A 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 466A 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.

Potable Water & Sewer: Water and sewer services are available to the subject property. 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 provide a utility easement to the City of Wildwood running north and south on a portion of the parcel for a reuse line.

Schools: The future land use could generate a total of 20 school-aged children at the maximum scenario, but the property will be used as a single use commercial development, no school-aged children will be generated.

The Planning and Zoning Board/Special Magistrate recommends approval of Ordinance O2024-47 to be forwarded to the City Commission with the condition of compliance with County TIA required improvements. This is the first reading of Ordinance O2024-47.



Amanda Bondi
Planner II, Development Services

ORDINANCE NO. O2024-47

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A SMALL-SCALE FUTURE LAND USE MAP AMENDMENT TO THE ADOPTED COMPREHENSIVE PLAN AND FUTURE LAND USE MAP IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, AS AMENDED; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Wildwood, Florida, is proposing to amend the local Comprehensive Plan and Future Land Use Map of said City, to include a land use amendment described as follows, to-wit:

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 Institutional (City) to Central Mixed Use (City)

AND WHEREAS, the City is proposing to amend the Future Land Use Map to include the future land use of property that shall pertain and be applicable to said amendment.

NOW, THEREFORE, BE IT ENACTED AND ORDAINED by the City Commission of the City of Wildwood, Florida, as follows:

SECTION 1. The adopted local Comprehensive Plan and Future Land Use Map for the City of Wildwood, Florida, are hereby amended to include the above-referenced property and proposed land use amendment as indicated above. The amendment to the Future Land Use Map of the local comprehensive plan is attached hereto as “Exhibit A” and incorporated herein by reference.

SECTION 2. All ordinances or parts of ordinances in conflict herewith, be, and the same are hereby repealed.

SECTION 3. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by a Court or competent jurisdiction, then said holding shall in no way effect the validity of the remaining portions of said Ordinance.

SECTION 4. This Ordinance shall take effect 31 days after its final reading by the City Commission of the City of Wildwood.

DONE AND ORDAINED this _____ day of _____, 2024, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION

CITY OF WILDWOOD, FLORIDA

_____
Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

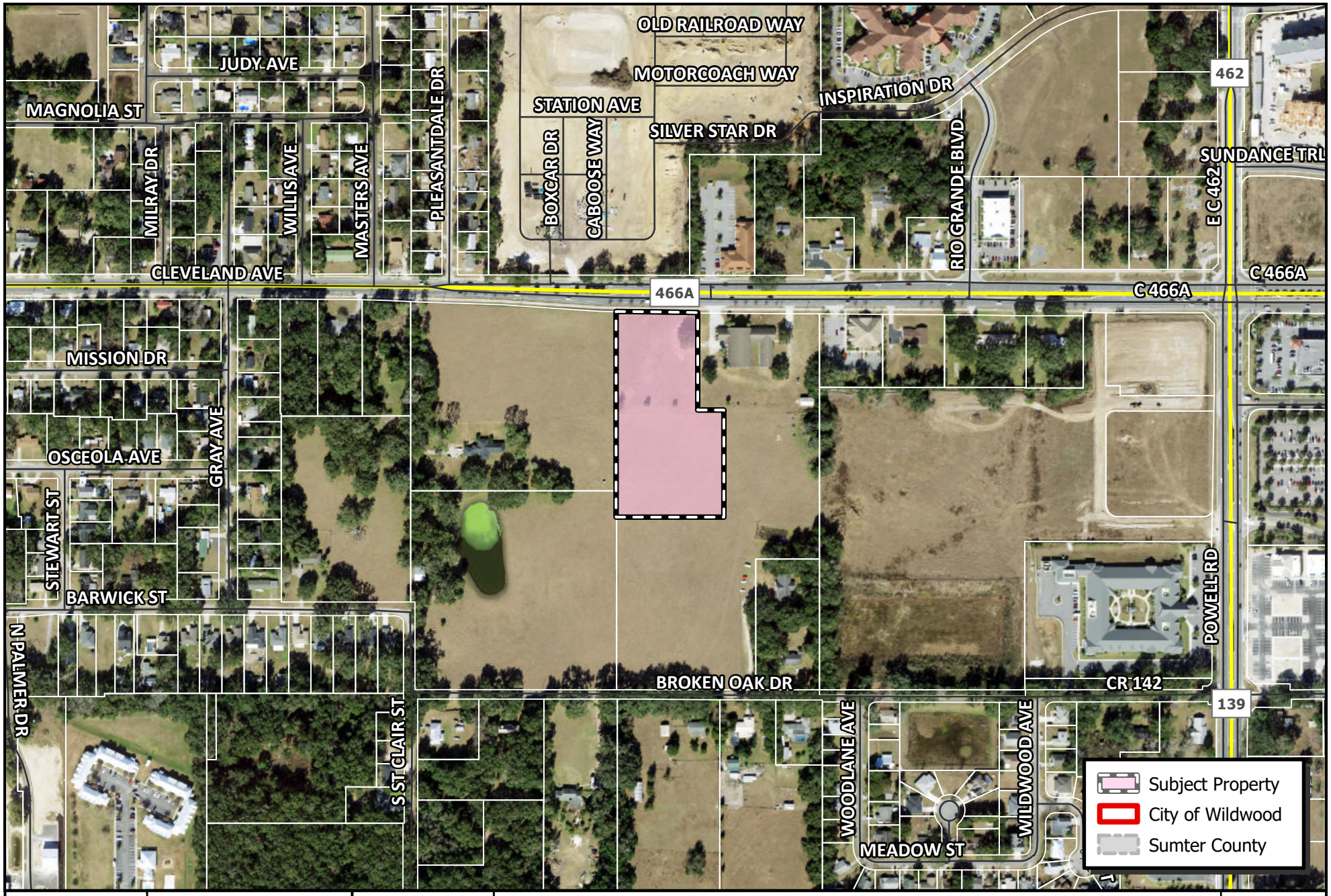
First Reading: _____

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 90 180 360

CP 2402-003

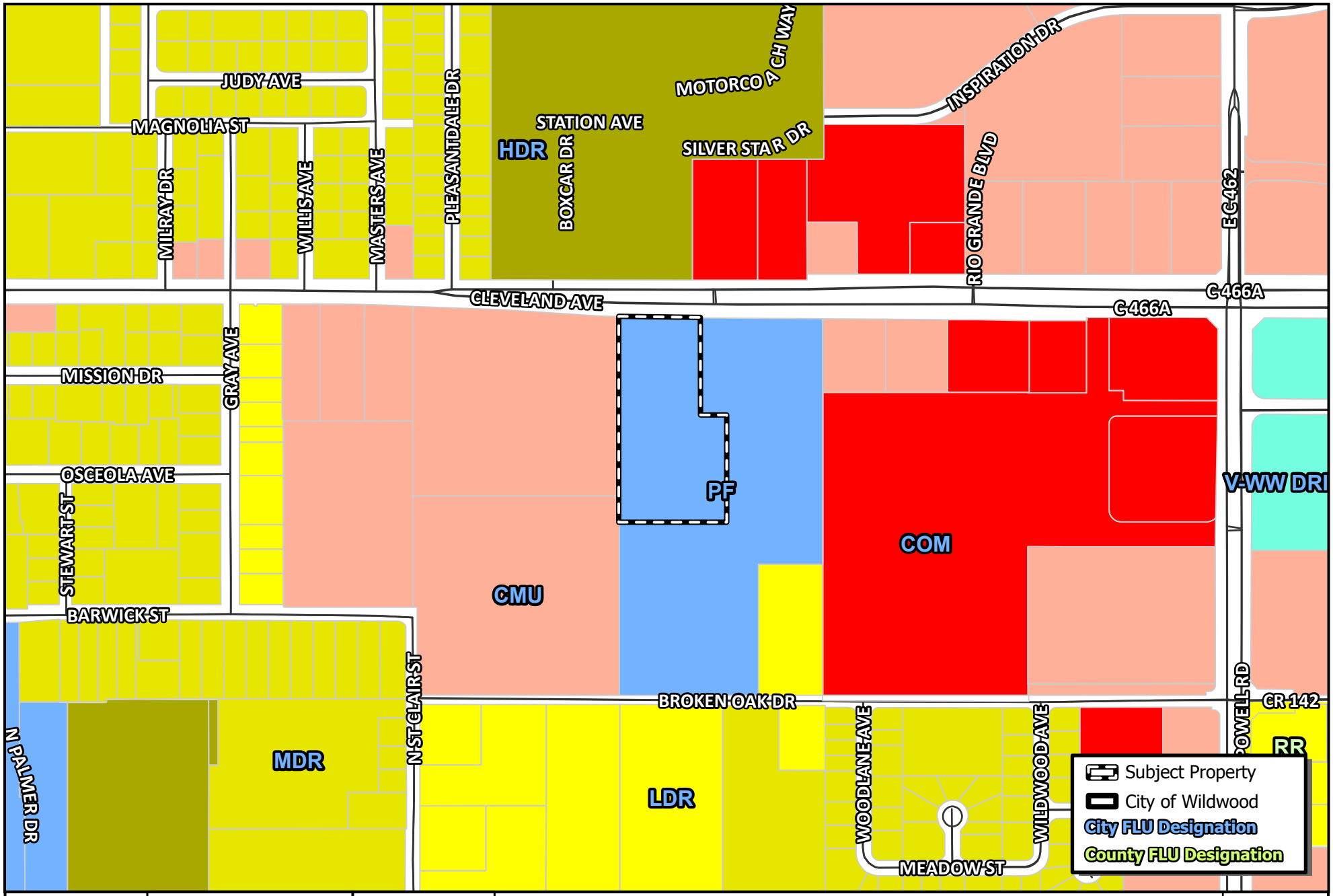
WILDWOOD OAKS

PARCEL G05-183

MAP 1B

LOCATION MAP

MAR 2024



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 90 180 360

CP 2402-003

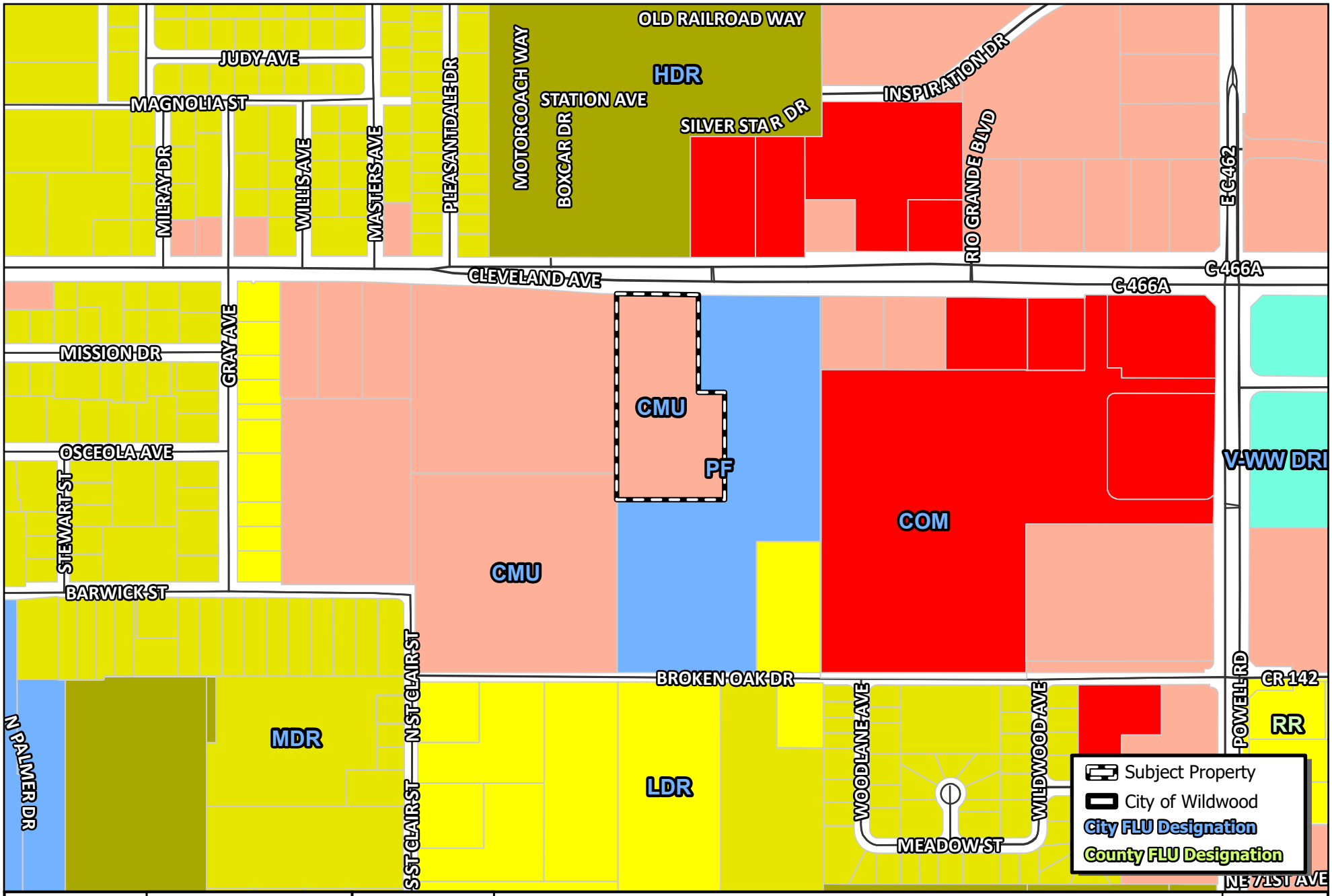
WILDWOOD OAKS

PARCEL G05-183

MAP 2A

EXISTING LAND USE

FEB 2024



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 90 180 360

CP 2402-003

WILDWOOD OAKS

PARCEL G05-183

MAP 2B

PROPOSED LAND USE

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: O2024-47

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.

City of Wildwood, Florida
Planning & Zoning Board/Special Magistrate
as Local Planning Agency

The case below was heard on Tuesday, August 6, 2024, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate as the Local Planning Agency for a Comprehensive Plan amendment to amend the FLU map designation from Institutional (City) to Central Mixed Use (City) on 4.681 acres MOL. The subject property is generally located approximately 0.33 miles west of the Powell Rd and C 466A intersection, with southern access along C 466A/Cleveland Ave.

Case Number: CP 2402-003 Wildwood Oaks

Applicant(s): BluRock Development, LLC

Owner(s): Wildwood Assembly of God, Inc

Parcel(s): G05-183

Under Land Development Regulation (LDR) § 1.7(C), the Planning and Zoning Board/Special Magistrate as Local Planning Agency has a duty to make a recommendation to the City Commission on all proposed Comprehensive Plan amendments.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 1.7(D), the Special Magistrate

☐ recommends approval.

☒ recommends approval with the following conditions:

compliance with County TIA improvements

☐ recommends denial.

Dated: August 6, 2024

Lindsay C.T. Holt
Special Magistrate City of Wildwood

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.

New Known Development					New ERC's 2024			NEW YEARLY ERCs	New ERCs 2025				NEW YEARLY ERCs	New ERCs 2026				NEW YEARLY ERCs	New ERCs 2027				NEW YEARLY ERCs	New ERCs 2028				NEW YEARLY ERCs	New ERCs 2029				NEW YEARLY ERCs
Project	Units	ERCs	Type	Status	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q	
Juliette Apartments	330	132	Apartments	Under construction		45	45		42																								
Wildwood Landing	101	51	Cottages	Under construction			10		10	10	10	11																					
Solamar	243	243	BFR	Under construction		50	50		50	50	43																						
Eden (fka Zora)	130	130	BFR	Under construction		30	30		30	30	10																						
Villas at Wildwood	192	192	BFR	Under construction		45	45		45	45	12																						
Wildwood Multifamily at Turkey Run	144	58	Apartments	Under review												40	18																
Twisted Oaks SFD	734	734	SFD	Under construction					10	10	10	10		15	15	15	15		15	15	15	15		15	15	15	15		15	15	15	15	
Twisted Oaks Townhomes	248	149	SFA	Under construction					25	25	25	25		25	24																		
Twisted Oaks Multifamily	277	111	Apartments	Under construction					50	50	11																						
Townhomes at Powell	128	77	Townhomes	Under construction					25	25	27																						
Oxford BFR	154	154	BFR	Approved										25	25	25	25		25	25	4												
Highfield at Twisted Oaks	374	374	SFD	Under construction			15		10	10	10	10		15	15	15	15		15	15	15	15		15	15	15	15		15	15	15	15	
100 Oaks	411	411	SFD	Under review												15	15		15	15	15	15		15	15	15	15		15	15	15	15	
Southern Waters Capital	323	129	Apartments	Under review															50	50	29												
Sumter Springs (County)	274	274	SFD/Multi-family	Under review															10	10	10	10		10	10	10	10		10	10	10	10	
Highland Homes (County)	532	532	SFD	Under review										10	10	10	10		10	10	10	10		10	10	10	10		10	10	10	10	
The Keys at Wildwood I	190	190	BFR	Under construction					80	80	30																						
The Keys at Wildwood II	302	302	BFR	Under construction			25		50	50	50	50		50	27																		
Bellweather Multifamily	248	99	Apartments	Under construction			25		25	49																							
Cassablanca at Wildwood	54	32	Townhomes	Approved										24	8																		
Evolve Apartments	248	99	Apartments	Approved								25		25	25	24																	
Wildwood Place PD	300	250	Multi-family	Under review												50	50		50	50	50												
Tillman Villas	180	180	SFD	Under review							15	15		15	15	15	15		15	15	15	15		15	15								
Commander's Pointe	638	255	Multifamily	Under review												25	25		50	50	50	50		5									
Oxford Crossings (Residential)	886	443	Mixed	Awaiting Submittal												25	25		25	25	25	25		25	25	25	25		25	25	25	25	
Townhomes at Peppertree (Blount)	144	86	Townhomes	Under review								25		25	25	11																	
Tillman Oaks	160	160	SFA	Under review										25	25	25	25		25	25	10			10	10	10	10		10	10	10	10	
Mateo Oaks	164	164	SFD	Under review																10	10	10		10	10	10	10		10	10	10	10	
Boulder (CR 213/CR 44A)	312	250	Mixed	Under review										10	10	10	10		10	10	10	10		10	10	10	10		10	10	10	10	
Wildwood III (CR 213/44A)	350	210	Mixed	Under review													10		25	25	25	25		25	25	25	25						
INFILL					5	5	5		5	5	5	5		5	5	5	5		5	5	5	5		5	5	5	5		5	5	5	5	
Subtotal	**8,771**	**6,471**			**5**	**175**	**250**	**430**	**457**	**439**	**258**	**176**	**1,330**	**269**	**229**	**310**	**263**	**1,071**	**345**	**355**	**298**	**205**	**1,203**	**170**	**165**	**150**	**150**	**635**	**125**	**125**	**125**	**125**	**500**

Existing Residential Developments (Additional Units)					2024			NEW YEARLY ERCs	New ERCs 2025				NEW YEARLY ERCs	New ERCs 2026				NEW YEARLY ERCs	New ERCs 2027				NEW YEARLY ERCs	New ERCs 2028				NEW YEARLY ERCs	New ERCs 2029				NEW YEARLY ERCs
Project	Units	ERCs	Type	Status	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q	
Triumph South (Phase 2)	72	72	SFD	Active					5	5	5	5		5	5	5	5		5	5	5	5		5	5	2							
Simple Life Tiny Homes	134	134	Tiny Homes	Active	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2		5	5	5	5		5	5	5	5	
Beaumont	10	10	SFD	Active	2	2	2		2																								
Densan Park (Phase 1 & 2)	86	86	SFD	Active	5	5	5		5	5	5	5		5	5	5	5		5	5	5	5		5	6								
Grand Oaks Manor (Phase 1)	145	145	SFD	Dormant	0	0	0		2	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2		5	5	5	5	
The Mark at Wildwood	105	87	Apartments	Active	25	25	12																										
Sundance Trails at Beaumont	300	250	Apartments	Active	50	50	50		50	50																							
The Wilds (Phase 2 & Phase 3)	218	87	Apartments	Active	25	25	25		12																								
Subtotal	**1,070**	**872**			**109**	**109**	**96**	**314**	**78**	**64**	**14**	**14**	**170**	**14**	**14**	**14**	**14**	**56**	**14**	**14**	**14**	**14**	**56**	**17**	**18**	**9**	**7**	**51**	**10**	**10**	**10**	**10**	**40**

ILF/ALF Developments				2024			NEW YEARLY ERCs	New ERCs 2025				NEW YEARLY ERCs	New ERCs 2026				NEW YEARLY ERCs	New ERCs 2027				NEW YEARLY ERCs	New ERCs 2028				NEW YEARLY ERCs	New ERCs 2029				NEW YEARLY ERCs
Project	ERCs		Status	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q	
Parkview Independent Living Facility	134	74	Under review												35	39																
Trailwinds ALF	130	72	Under review							36	36																						
Subtotal	**264**	**145**		**0**	**0**	**0**	**0**	**0**	**0**	**36**	**36**	**72**	**0**	**0**	**35**	**39**	**74**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Non-Residential Developments			2024			NEW YEARLY ERCs	New ERCs 2025				NEW YEARLY ERCs	New ERCs 2026				NEW YEARLY ERCs	New ERCs 2027				NEW YEARLY ERCs	New ERCs 2028				NEW YEARLY ERCs	New ERCs 2029				NEW YEARLY ERCs
Project	ERCs	Status	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q	
Burger-Fi	2	Constructed; Not open			2																										
Preston Place	14	Constructed; Partially open	2	2	2		2	2	2	2																					
Pearl Plaza	3	Under construction		3																											
House of Hope	6	Approved							6																						
Wildwood Professional Plaza	6	Under construction		3																											
Home Depot	45	Constructed; not open		45																											
HCA Trailwinds Hospital	88	Under review							88																						
Target	46	Under construction			46																										
Wildwood Storage	1	Approved		1																											
Ashley Furniture	19	Approved						19																							
VIP Garage	12	Approved			6		6																								
Ocala Eye	6	Under construction			6																										
Bethany Estates Medical Center	1	Under construction	1				1																								
Turkey Run Hotel	72	Under construction										36	36																		
Trailwinds Village Shoppes III	30	Under construction					5	5	5	5		5	5																		
Cave Vehicular Garage	13	Approved								13																					
Bigham Plaza	4	Under construction							4																						
Exalt Rehab Hospital	35	Under review										35																			
Mainstay Expansion	18	Under review							18																						
Freedom Fellowship Church	6	Under review						6																							
New Horizon Plaza	48	Approved					12	6	12	6		6	6																		
Oxford Overnight	73	Under review										35	38																		
Woodspring Suites	61	Approved										31	30																		
Betancur Othordontics	2	Approved											2																		
Stipes Gutters Office	1	Under construction		1																											
South Wildwood Industrial Park Lot 5A	1	Under review						1																							
Self Storage Wildwood	1	Approved		1																											
Chesterfield Villages Plaza Ph 2	8	Approved							8																						
Clevelend Health Center	7	Under review							7																						
Oxford Crossings Commercial	40	Awaiting Submittals										4	4	4	4		4	4	4	4		4	4								
CVC - ASC - Oxford Pointe	3	Under construction		3																											
Chipolte @ Signature Drove	5	Under review						5																							
Lucky U Cycles	3	Under construction							3																						
7 Eleven @ C-462	6	Under construction						6																							
Dentist Office - Oxford Professional Park	2	Under construction					2																								
The Railyard	43	Under review						22	21																						
Mister Car Wash	13	Under construction							13																						
A-1 Ready Mix Block Plant	1	Approved					1																								
Storage at Powell	1	Under construction							1																						
Cleveland Law Office	2	Under construction						2																							
Karparti Law	2	Under review								2																					
Premier Psychological	1	Under review								1																					
Werner Trucking (County)	20	Under review					10	10																							
Old Dominion Trucking (County)	20	Under construction										10	10																		
INFILL			5	5	5		5	5	5	5		5	5	5	5																
Subtotal	791		8	64	67	139	44	89	193	34	360	167	136	9	9	321	4	4	4	4	16	4	4	0	0	8	0	0	0	0	0

Total All Developments	New ERC's 2024			NEW YEARLY ERCs	New ERCs 2025				NEW YEARLY ERCs	New ERCs 2026				NEW YEARLY ERCs	New ERCs 2027				NEW YEARLY ERCs	New ERCs 2028				NEW YEARLY ERCs	New ERCs 2029				NEW YEARLY ERCs
	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q	
	122	348	413	883	579	592	501	260	1,932	450	379	368	325	1,522	363	373	316	223	1,275	191	187	159	157	694	135	135	135	135	540

City of Wildwood Wastewater Treatment Plant Flow Projections

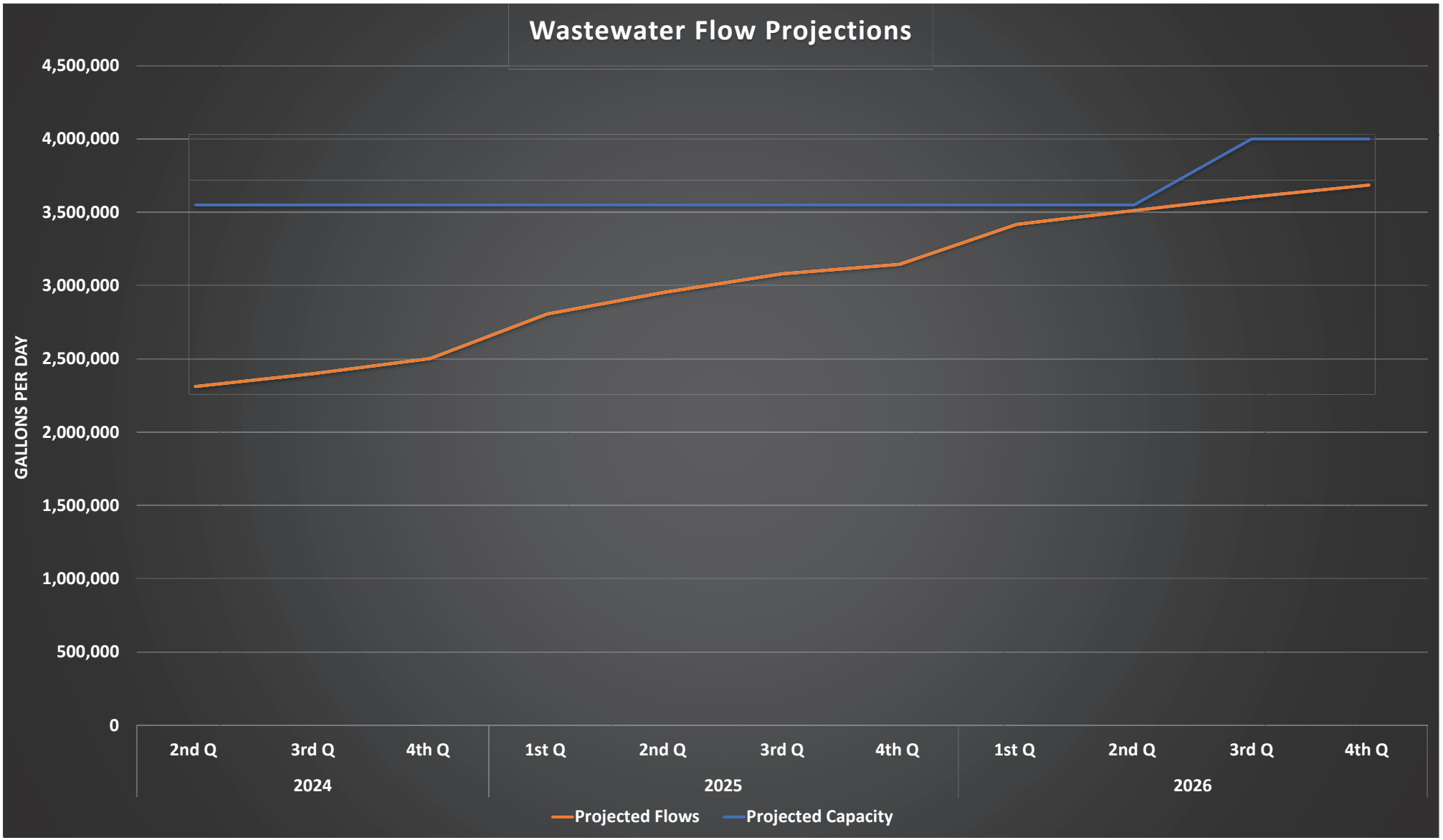
PROJECTED FLOWS (GPD) CURRENT	PROJECTED NEW FLOW (GPD)			PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)			
	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	30,500	87,000	103,250	304,750	148,000	125,250	65,000	112,500	94,750	92,000	81,250	90,750	93,250	79,000	55,750	47,750	46,750	39,750	39,250	33,750	33,750	33,750	33,750
2,281,000	2,311,500	2,398,500	2,501,750	2,806,500	2,954,500	3,079,750	3,144,750	3,417,250	3,512,000	3,604,000	3,685,250	3,776,000	3,869,250	3,948,250	4,004,000	4,051,750	4,098,500	4,138,250	4,177,500	4,211,250	4,245,000	4,278,750	4,312,500

Notes:
Continental Country Club flow (160,000 gpd) added to City's main wastewater treatment facility in 2026
Projected growth of 200 ERCs per quarter from 2030 onward

PROJECTED CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13												
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	4,000,000	4,000,000	4,000,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000

Notes:
FDEP Permitted capacity is 3.55 MGD
Phase 1 and 2 completed by June 2026 to bring total capacity to 4.0 MGD
Phase 3 completed by March 2027 to increase total capacity to 5.5 MGD

PROJECTED EXCESS CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	1,238,500	1,151,500	1,048,250	743,500	595,500	470,250	405,250	132,750	38,000	396,000	314,750	224,000	1,630,750	1,551,750	1,496,000	1,448,250	1,401,500	1,361,750	1,322,500	1,288,750	1,255,000	1,221,250	1,187,500


Wastewater Flow Projections
4,500,000
4,000,000
3,500,000
3,000,000
2,500,000
2,000,000
1,500,000
1,000,000
500,000
0
GALLONS PER DAY
2nd Q
3rd Q
4th Q
1st Q
2nd Q
3rd Q
4th Q
1st Q
2nd Q
3rd Q
4th Q
2024
2025
2026
Projected Flows
Projected Capacity

City of Wildwood Wastewater Treatment Plant Flow Projections

PROJECTED FLOWS (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)			
	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	30,500	87,000	103,250	304,750	148,000	125,250	65,000	112,500	94,750	92,000	81,250	90,750	93,250	79,000	55,750	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
2,281,000	2,311,500	2,398,500	2,501,750	2,806,500	2,954,500	3,079,750	3,144,750	3,417,250	3,512,000	3,604,000	3,685,250	3,776,000	3,869,250	3,948,250	4,004,000	4,054,000	4,104,000	4,154,000	4,204,000	4,254,000	4,304,000	4,354,000	4,404,000

Notes:
Continental Country Club WWTP (160,000 gpd) decommissioned and added to City's main wastewater treatment facility in 2026
Projected growth of 200 ERCs per quarter from 2030 onward

PROJECTED CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14	Column15	Column16	Column13	Column14	Column15	Column16								
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	4,000,000	4,000,000	4,000,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000

Notes:
FDEP Permitted capacity is 3.55 MGD
Phase 1 and 2 completed by June 2026 to bring total capacity to 4.0 MGD
Phase 3 completed by March 2027 to increase total capacity to 5.5 MGD

COMMITTED CAPACITY OUTSIDE OF KNOWN DEVELOPMENTS (GPD)	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250

Notes:
Capacity reserved through Developer's Agreement or Concurrency Reservation not accounted for in the flow projections

PROJECTED EXCESS CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	1,219,250	1,132,250	1,029,000	724,250	576,250	451,000	386,000	113,500	18,750	376,750	295,500	204,750	1,611,500	1,532,500	1,476,750	1,426,750	1,376,750	1,326,750	1,276,750	1,226,750	1,176,750	1,126,750	1,076,750

Threshold Margin of Error (2026 2Q)	0.53%

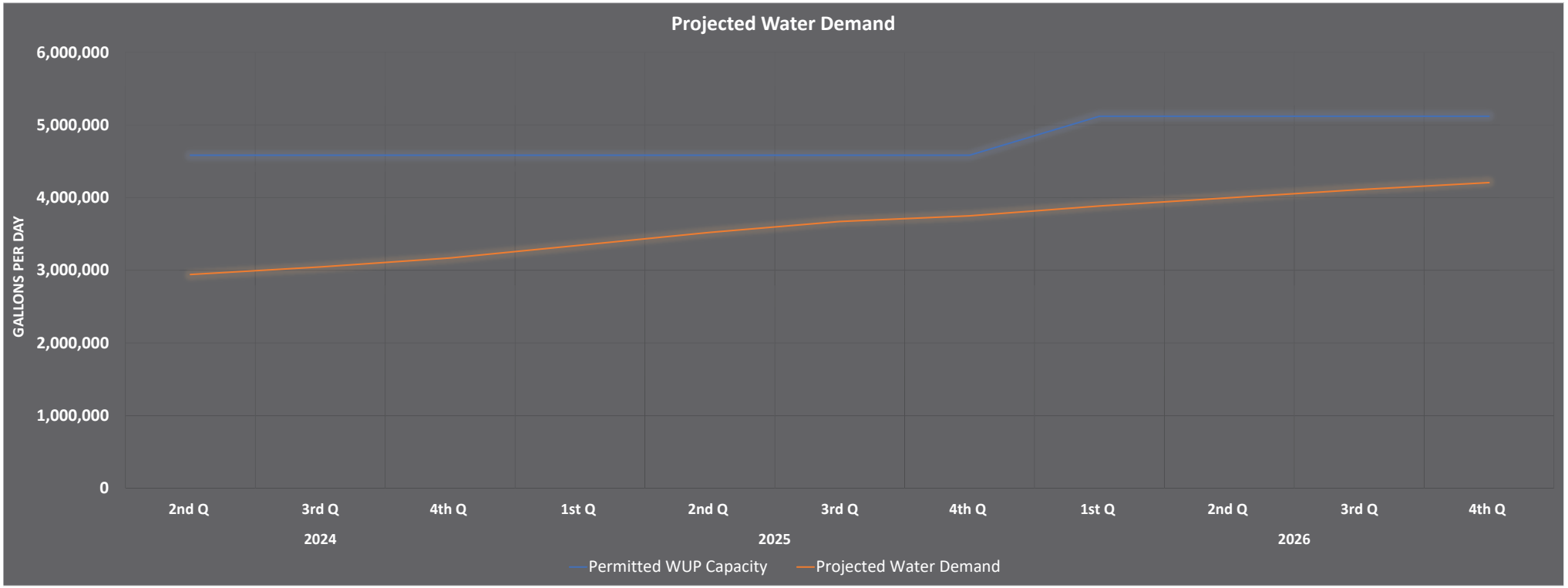
City of Wildwood Water Demand Projections

PROJECTED FLOWS (GPD)	PROJECTED NEW FLOW (GPD)			PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)			
	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	36,600	104,400	123,900	173,700	177,600	150,300	78,000	135,000	113,700	110,400	97,500	108,900	111,900	94,800	66,900	57,300	56,100	47,700	47,100	39,250	173,500	33,750	33,750
2,905,270	2,941,870	3,046,270	3,170,170	3,343,870	3,521,470	3,671,770	3,749,770	3,884,770	3,998,470	4,108,870	4,206,370	4,315,270	4,427,170	4,521,970	4,588,870	4,646,170	4,702,270	4,749,970	4,797,070	4,836,320	5,009,820	5,043,570	5,077,320

PROJECTED CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	4,583,200	4,583,200	4,583,200	4,583,200	4,583,200	4,583,200	4,583,200	5,119,200	5,119,200	5,119,200	5,119,200	5,119,200	5,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200

Notes:
CR 501 WTP expansion to 3.2 MGD online in January of 2026 (.536 MGD added capacity)
Oxford WTP expansion to 3.35 MGD online in June 2027 (1 MGD added capacity)
Water Use Permit Modification in 2025
Projected Growth of 200 ERCs per quarter from 2030 onward

PROJECTED EXCESS CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	1,641,330	1,536,930	1,413,030	1,239,330	1,061,730	911,430	833,430	1,234,430	1,120,730	1,010,330	912,830	803,930	692,030	1,597,230	1,530,330	1,473,030	1,416,930	1,369,230	1,322,130	1,282,880	1,109,380	1,075,630	1,041,880



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 Schuenam Print Name: Joseph Schuenam 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.

BLUROCK DEVELOPMENT, LLC
SSCPA
FEBRUARY 2024

Prepared By:

LPG Urban & Regional Planners, LLC
1162 Camp Avenue
Mt. Dora, Florida 32757
(352) 385-1940

Small Scale Comprehensive Plan Amendment
BluRock Development, LLC

Executive Summary

A 4.681 ± acre site (a portion of Parcel ID G05-125) located on the southside of Clevland Avenue (CR 466A) and west of Powell Avenue (Figures 1 and 2). It should be noted that the applicant has applied for a minor lot split to create the 4.681 acre parcel which is anticipated to receive approval prior to the proposed small scale comprehensive plan amendment and rezoning. The subject property is located within an urban area.

The subject property is currently designated as Public Facilities (PF) and is undeveloped (Figure 3) and is zoned INS (Figure 4). A small-scale comprehensive plan amendment (SSCPA) is requested to amend the Public Facilities Future Land Use (FLU) to Central Mixed Use (CMU) (Figure 5) and concurrently rezone the subject property from INS to CMU pursuant to FLU Policy 1.1.1(b) (Figure 6). Under the PF land use the property could have been developed at a maximum of 0.6 FAR (FLU Policy 1.1.1(c)) which equates to 122,342 square feet. The maximum development scenario based on the proposed Central Mixed Use (CMU) is seventy (70) dwelling units and 152,960 square feet of commercial per FLU Policy 1.1.1(b) which allows up to 15 units/acre and a 0.75 FAR. The amendment results in an increase of 70 units and an increase of 30,568 square feet. The proposed small-scale comprehensive plan amendment is compatible with adjacent land uses of CMU, PF, commercial, and High Density Residential.

The amendment will not cause a deficiency in the adopted level of services established for public facilities as outlined below.

Potable Water Analysis

The subject property is within the City of Wildwood Utility Service Area. The city currently owns, operates and maintains a central potable water treatment and distribution system. The maximum pumping capacity of these facilities is limited by the City's Water Use Permit (permit no. 8135.012) as issued by the Southwest Florida Water Management District (SWFWMD). This permit, which expires in March 31, 2035, allows for a combined annual withdrawal from the Floridian Aquifer of 6.44 mgpd (annual average).

The City has a current available capacity of 3.43 mgpd. An analysis was conducted of the proposed amendment based on land use and the City's Level of Service (LOS) standards (Table 3). The water demand was calculated at 300 gallons per ERU pursuant to the City's LOS standards. The estimated water demand is 0.032 mgpd. The analysis concludes that the proposed amendment will not cause a deficiency and the City will have a remaining available capacity of 3.39 mgpd.

Sanitary Sewer Analysis

The subject property is within the City of Wildwood Utility Service Area. The City of Wildwood currently owns, operates, and maintains a central sanitary sewer system. The City has a

current available capacity of 1.144 mgpd. An analysis was conducted of the proposed amendment based on land use and the City's Level of Service (LOS) standards (Table 2). Wastewater demand was calculated at 250 gallons per ERU pursuant to City's LOS standard. The estimated wastewater demand is 0.027 mgpd. The analysis concludes that the proposed amendment will not cause a deficiency and the City will have a remaining available capacity of 1.117 mgpd.

Solid Waste Analysis

The City of Wildwood's solid waste level of service is 5 lbs per day per capita. Population was estimated based on 70 units x 1.99 pph which equates to 139. The proposed amendment is estimated to generate 695 lbs per day. The proposed amendment will not cause a deficiency in the LOS.

Transportation Impact Analysis

A traffic impact analysis prepared by Kittleson & Associates indicates that the proposed amendment will not cause adverse impacts to area roadways (Appendix A). Clevland Avenue (CR 466A) is a four-lane roadway which is designated as an arterial roadway with an adopted LOS of D. The proposed amendment will not degrade the level of service of roadways.

School Impact Analysis

The school impact analysis for comprehensive plan purposes is outlined below. The proposed land use has the potential to generate an additional 20 students. There is sufficient capacity available.

Existing Land Use Residential Units: 0 units
Proposed CMU Units: 70 MF units

The anticipated number of students generated by the existing land use is shown in Table 2.

Estimated Sumter County Student Generation Rates	
Single Family	
Type	Student Multipliers per Dwelling Unit
High School	0.114
Middle School	0.079
Elementary School	0.157
Total	0.350

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

TABLE 2
STUDENTS GENERATED BASED ON PROPOSED LAND USE

SCHOOL	SF Units	STUDENT GENERATION RATE	STUDENTS GENERATED	MF UNITS	STUDENT GENERATION RATE	STUDENTS GENERATED	GRAND TOTAL
ELEMENTARY		0.157		70	0.153	11	**11**
MIDDLE		0.079		70	0.061	4	**4**
HIGH		0.114		70	0.068	5	**5**
GRAND TOTAL							**20**

Environmental Analysis

An environmental assessment was conducted on the site by Atlantic Ecological Services (Appendix B). Results of the assessment indicate that no protected species were observed. Should protected species occupy the site, appropriate regulatory permits will be secured.

The subject site contains no floodplains or wetlands (Figure 7). The topography of the site ranges from a high of 85' to a low of 70' (Figure 8). The site appears to slope from the northeast to the southwest. The onsite soils consist of Kendrick fine sand and Millhopper sand (Figure 9).

Comprehensive Plan Compliance

The proposed amendment changing the Future Land Use designation of the subject property from Public Facilities (PF) to Central Mixed Use (CMU) would specifically comply with the following Comprehensive Plan Goals, Objectives, and Policies, among others:

FLU Policy 1.1.1(b) Central Mixed Use (CMU) – intended to accommodate a mix of residential and nonresidential uses with a residential density 15 du/ac with a maximum intensity of 0.75 FAR outside of CRA and a 2.0 FAR within the CRA. Maximum ISR is 80%.

FLU 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.

FLU Policy 1.2.4: The timing and location of public facilities shall be coordinated through the Concurrency Management System (CMS) and Capital Improvement Program to ensure that development occurs in an orderly and timely manner consistent with the availability of public infrastructure, services, and utilities.

FLU Policy 1.2.6: The City shall maintain its Urban Service Area (USA), which encompasses lands that are currently, or expected (as shown in the Capital Improvements Element) to be served by public facilities and services as defined in Section 163.3164, FS, and includes areas comprising the JPA and MSA.

CIE Policy 8.3.1: All plan amendments and requests for new development shall meet at a minimum:

a. The intent and polices of the Comprehensive Plan.
b. The economic feasibility requirements of the Capital Improvements Element of the Comprehensive Plan.
c. The requirements of appropriate state and regional agency plans.
d. The minimum requirements for concurrency as set forth in this Comprehensive Plan.
e. The following adopted LOS Standards for facilities and services required by the City of Wildwood: Sanitary Sewer: 250 gallons per day per ERC Potable Water: 300 gallons per day per ERC Solid Waste: 5 pounds per capita per day (in accordance with the level of service established by the County – Source: Sumter County Infrastructure Element) Recreation: Neighborhood Parks*: 2 acres per 1,000 population Community Parks*: 3 acres per 1,000 population *Defined in the Recreation and Open Space Element Data & Analysis.

JUSTIFICATION CRITERIA PER LDR 1.7(D)

1) Justification of the proposed amendment has been adequately presented;

The applicant intends to use the parcel as commercial and office development. Justification has been presented to the city to support the proposed development.

2) The proposed amendment is not inconsistent with the goals, objectives and policies of the comprehensive plan;

The proposed amendment is not inconsistent with the goals, objectives and policies of the comprehensive plan. The subject property is located on the southside of Clevland Avenue (CR 466A), approximately ¼ mile west of Powell Road and is located within the Downtown Design District. Comprehensive Plan FLU Policy 1.1.1(b) outlines standards for nonresidential development within CMU category which limits residential density to 15 units/acre and an FAR of 0.75. This policy also notes that properties less than 10 acres in size to develop as a single use.

FLU Policy 1.2.1 states that the City shall encourage growth and development in areas where public infrastructure, services, and utilities are already present or planned to be

within 3 to 5 years. The subject site is located within an area of existing development where public infrastructure, services and utilities are already present.

3) The proposed amendment should not be considered urban sprawl or exemplify an energy inefficient land use pattern;

According to Section 163.3177(6)(a)(9)(b), Florida Statute, the future land use element or plan amendment shall be determined to discourage the proliferation of urban sprawl if it incorporates a development pattern or urban form that achieves four or more of the following:

1. Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.
    a. *The proposed development is located along Clevland Avenue (CR 466A) within the City of Wildwood's Urban Service Area (USA). The subject site does not contain wetlands, waterbodies, or 100 year flood areas.*

2. Promotes the efficient and cost-effective provision or extension of public infrastructure and services.
    a. *The proposed development is located in an area where existing public infrastructure and services are available.*

3. Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.
    a. *The proposed development will provide connectivity to adjacent properties consistent with the land development regulations.*

4. Promotes conservation of water and energy.
    a. *The proposed development will utilize utilities that are available from the City of Wildwood. The proposed development has existing electric services available.*

5. Preserves agricultural areas and activities, including silviculture, and dormant, unique, and prime farmlands and soils.
    a. *The proposed site has no agricultural operations nor do the adjacent properties, nor even the immediate vicinity have agricultural operations or uses. The proposed development is located within an urban area and is classified as infill development.*

6. Preserves open space and natural lands and provides for public open space and recreation needs.
    a. *The proposed development will provide open space requirements of the City of Wildwood Land Development Regulations.*

7. Creates a balance of land uses based upon demands of the residential population for the nonresidential needs of an area.

a. *The proposed development is commercial and a mix of uses is achieved in the general area by providing for a mixture of commercial and residential housing types (single family and multi-family).*

8. Provides uses, densities, and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl or if it provides for an innovative development pattern such as transit-oriented developments or new towns as defined in s. 163.3164.
    a. *The proposed development is infill development and has been demonstrated above to not constitute urban sprawl.*

4) The proposed amendment will not have an adverse effect on environmentally sensitive systems;

The proposed amendment will not have an adverse effect on environmentally sensitive systems. An environmental assessment was conducted by Atlantic Ecological Services. Results of the assessment indicate no protected species or wetlands were observed onsite. Should protected species occur, appropriate regulatory permits will be secured prior to development.

5) The proposed amendment will not adversely affect transportation, potable water, sewer, schools or other public facilities without providing remedies to correct the system or facility.

Transportation: Primary access to the property will be from Clevland Avenue (CR 466A). Appropriate cross access easements will be secured prior to development. The traffic impact analysis conducted by Kittelson & Associates indicates that the amendment will not degrade the LOS of area roadways.

Potable Water & Sewer: City water and sewer are available to the subject site. The applicant/owner will work with City utilities at the construction plan stage to connect to City water and sewer.

Schools: A school impact analysis was conducted and the amendment results in an additional 20 students. Review of available data indicates that the amendment will not have an adverse impact on schools.

Table 1 – Maximum Development Analysis

Ordinance #	Acres	Existing Land Use	Existing Intensity of Development	Proposed City Land Use	Proposed Maximum Development	Net Change in Development Potential
BluRock Development, LLC	4.681	Public Facilities	0.6 FAR	CMU (15 units/acre) 0.75 FAR	70 units	+ 70 Units +30,586 SF
TOTAL	**4.681**		**122,342 SF**	70 units 152,928 SF	**70 units** **152,928 SF**	**+ 70 Units** **+30,586 SF**

Existing City of Wildwood PF per FLU Policy 1.1.1

Proposed City of Wildwood CMU per FLU Policy 1.1.1(b)

Table 2 – Water Analysis

Ordinance #	Acres	Existing Land Use	Proposed City Land Use	Maximum Development	Water Demand (gross) (mgpd)	Capacity or Deficit (mgpd)
Current Capacity						3.43
BluRock Development, LLC	4.681	Public Facilities (0.6 FAR)	Central Mixed Use (15 units/acre) (0.75 FAR)	70 Units 152,928 SF	0.032	3.39

Water demand was calculated at 300 gallons per ERU pursuant to City's LOS standard per Policy 8.3.1
MF Residential – 0.833per unit
Office/Retail – 0.334 per 1,000 SF

Table 3 – Wastewater Analysis

Ordinance #	Acres	Existing Land Use	Proposed City Land Use	Maximum Development	WasteWater Demand (gross) (mgpd)	Capacity or Deficit (mgpd)
Current Capacity						1.144
BluRock Development, LLC	4.681	Public Facilities (0.6 FAR)	Central Mixed Use (15 units/acre) (0.75 FAR)	70 Units 152,928 SF	0.027	1.117

Wastewater demand calculated at 250 gallons per ERU pursuant to the City's LOS standard per Policy 8.3.1

MF Residential – 0.833per unit
Office/Retail – 0.334 per 1,000 SF

Figure 1

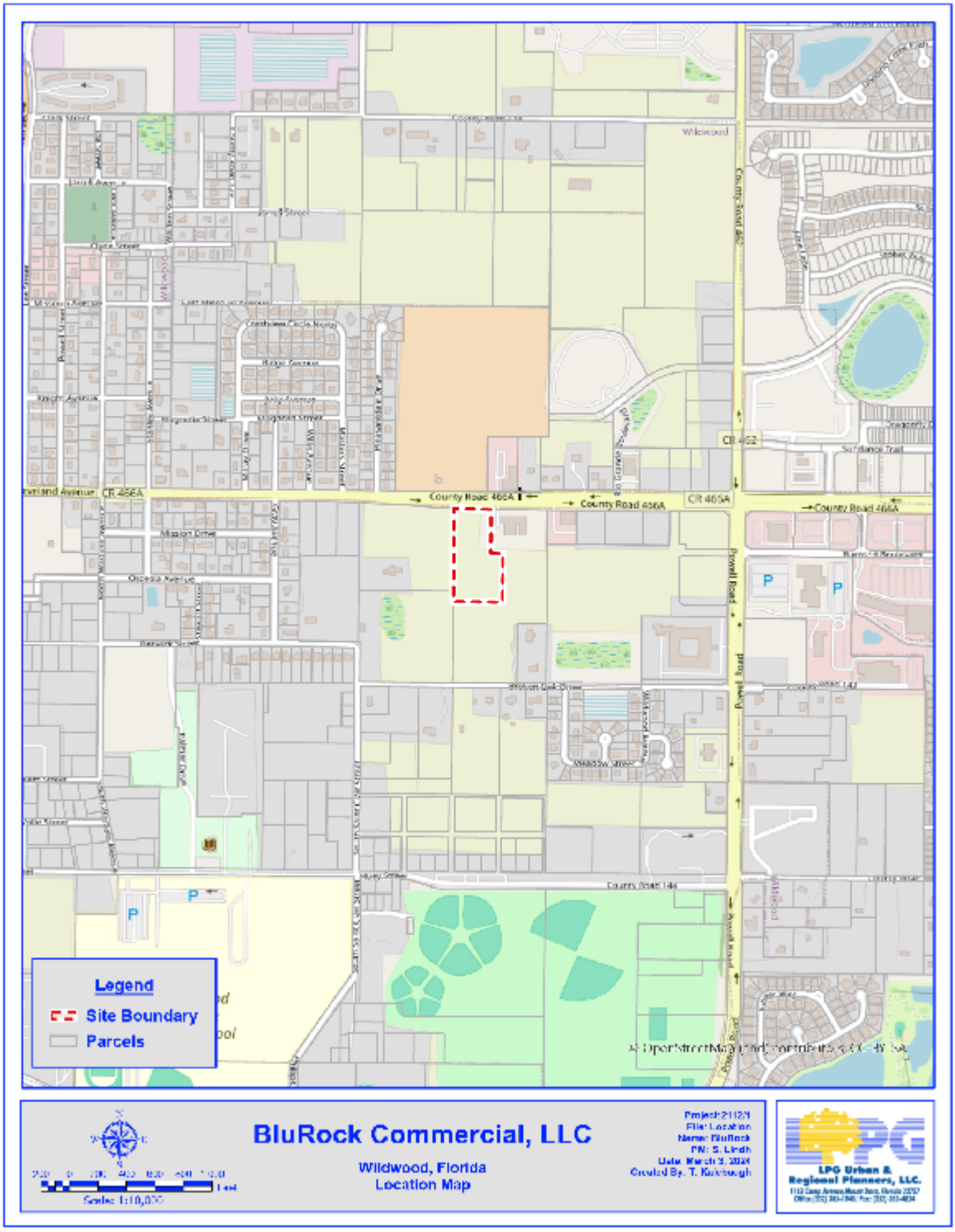

Legend
Site Boundary
Parcels
BluRock Commercial, LLC
Wildwood, Florida
Location Map
LPG Urban & Regional Planners, LLC.
County Road 466A
CR 466A
Powell Road
Wildwood

Figure 2


Legend
Parcels
BluRock Commercial, LLC
Wildwood, Florida
Aerial Map
LPG Urban & Regional Planners, LLC.

Figure 3

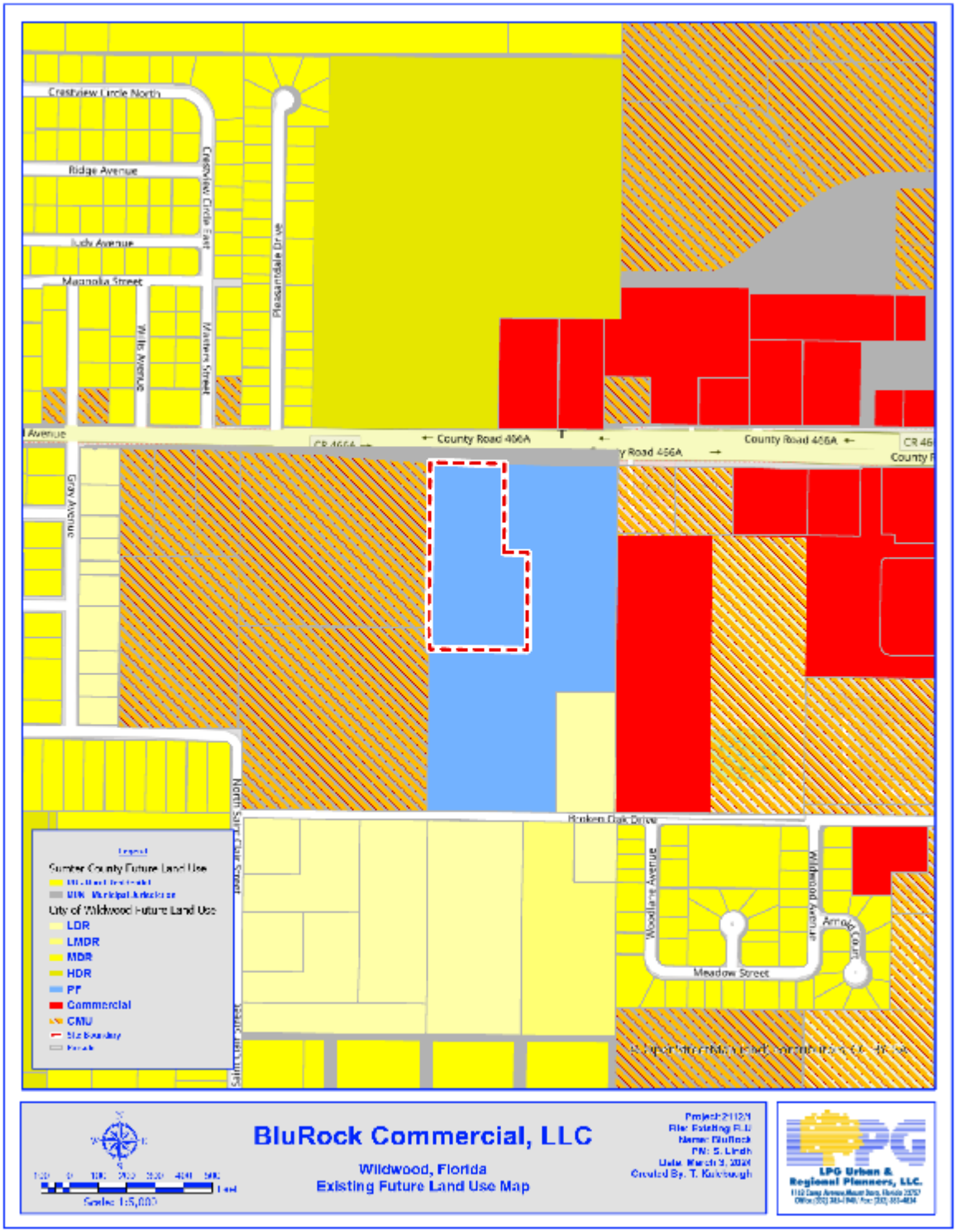

Crestview Circle North
Ridge Avenue
Ivy Avenue
Magnolia Street
Crestview Circle East
Pleasantdale Drive
Main Avenue
Masters Street
County Road 466A
Gray Avenue
North Sun Chief Street
Hunters Club Drive
Woodlane Avenue
Wildwood Avenue
Meadow Street
Sumter County Future Land Use
City of Wildwood Future Land Use
LDR
LMDR
MDR
HDR
PF
Commercial
CMU
BluRock Commercial, LLC
Wildwood, Florida
Existing Future Land Use Map
LPG Urban & Regional Planners, LLC.

Figure 4

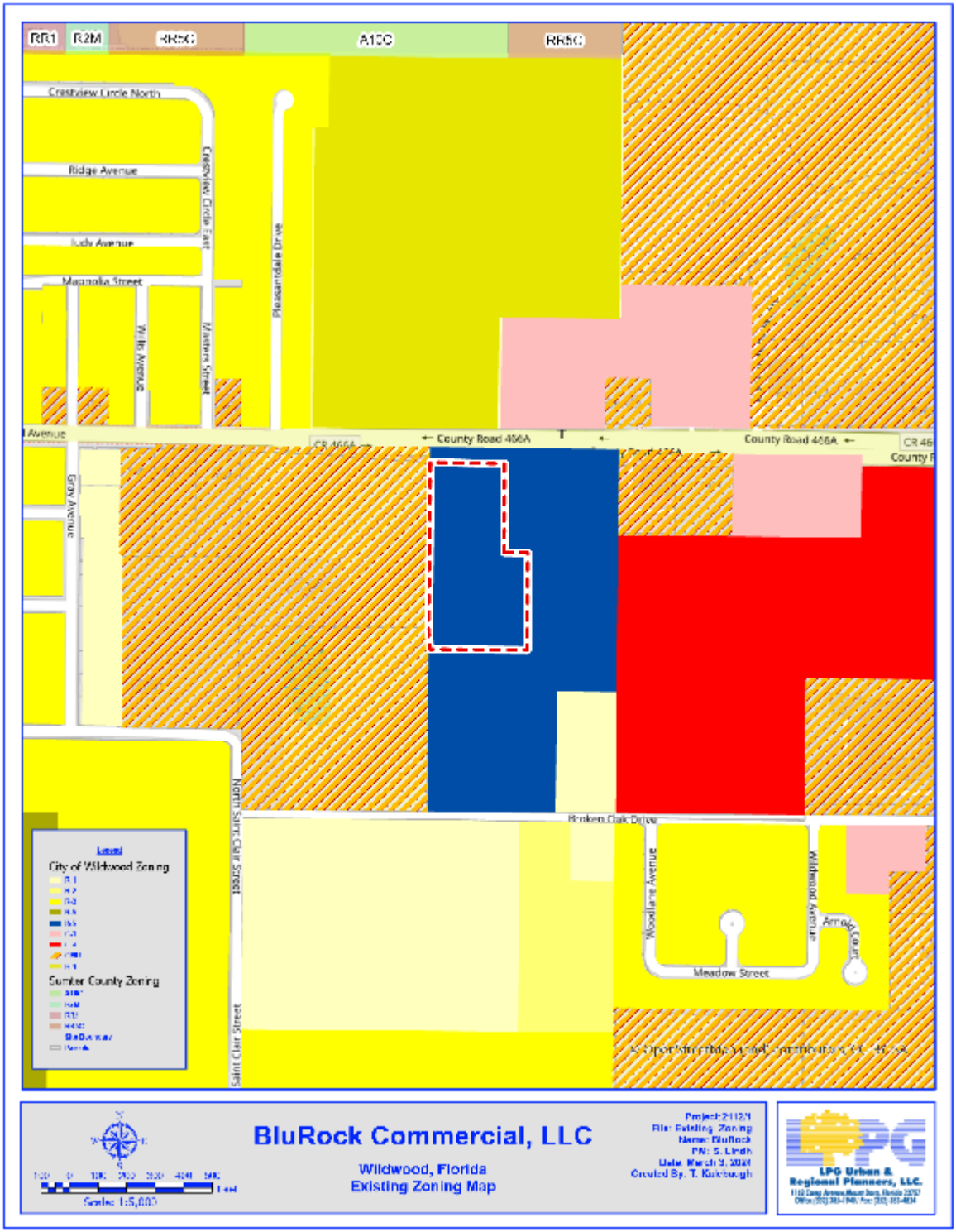

RR1
R2M
RR5C
A10C
RR5C
Crestview Circle North
Ridge Avenue
Bush Avenue
Magnolia Street
Crestview Circle East
Pleasantdale Drive
Masters Street
White Avenue
County Road 466A
CR 466A
Grey Avenue
North Saint Clair Street
Saint Clair Street
Broken Oak Drive
Woodlane Avenue
Meadow Street
Arrow Court
Wildwood Avenue
Legend
City of Wildwood Zoning
Sumter County Zoning
BluRock Commercial, LLC
Wildwood, Florida
Existing Zoning Map
Scale: 1:5,000
LPG Urban & Regional Planners, LLC.

Figure 5

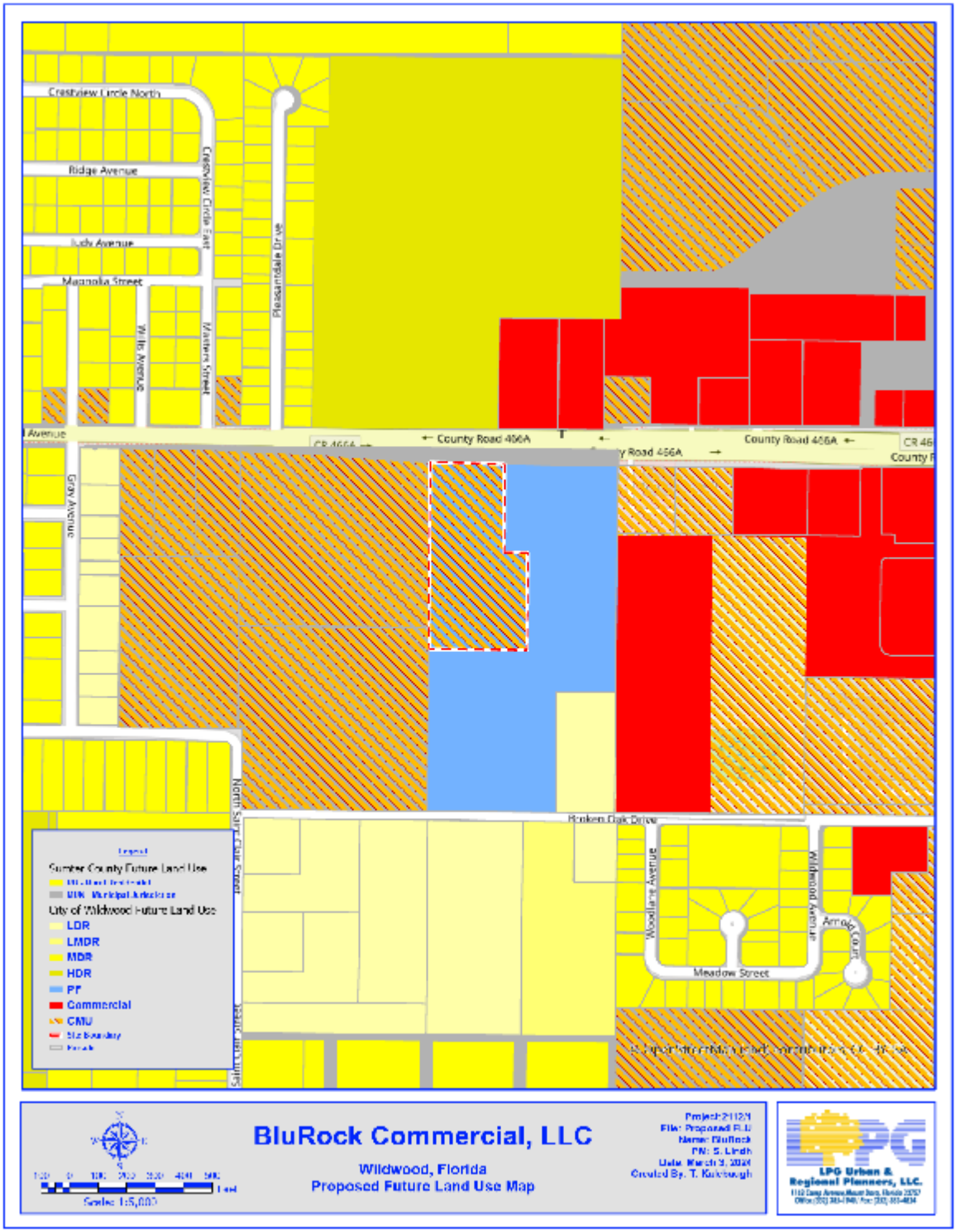

Crestview Circle North
Ridge Avenue
Lucy Avenue
Magnolia Street
Crestview Circle East
Pleasantdale Drive
Masters Street
Wilder Avenue
County Road 466A
Cline Avenue
North Sabal Palm Street
Hunters Oak Drive
Woodland Avenue
Wildwood Avenue
Armor Court
Meadow Street
Sumter County Future Land Use
City of Wildwood Future Land Use
LDR
LMDR
MDR
HDR
PF
Commercial
CMU
Site Boundary
BluRock Commercial, LLC
Wildwood, Florida
Proposed Future Land Use Map
LPG Urban & Regional Planners, LLC.

Figure 6


RR1
R2M
RR5C
A10C
RR5C
Crestview Circle North
Ridge Avenue
Lucy Avenue
Magnolia Street
Crestview Circle East
Pleasantdale Drive
Masters Street
Wilkinson Street
County Road 466A
CR 466A
Grey Avenue
North Saint Clair Street
Saint Clair Street
Broken Oak Drive
Woodlane Avenue
Wildwood Avenue
Meadow Street
Arrowhead Court
Legend
City of Wildwood Zoning
Sumter County Zoning
BluRock Commercial, LLC
Wildwood, Florida
Proposed Zoning Map
Scale: 1:5,000
LPG Urban & Regional Planners, LLC.

Figure 7

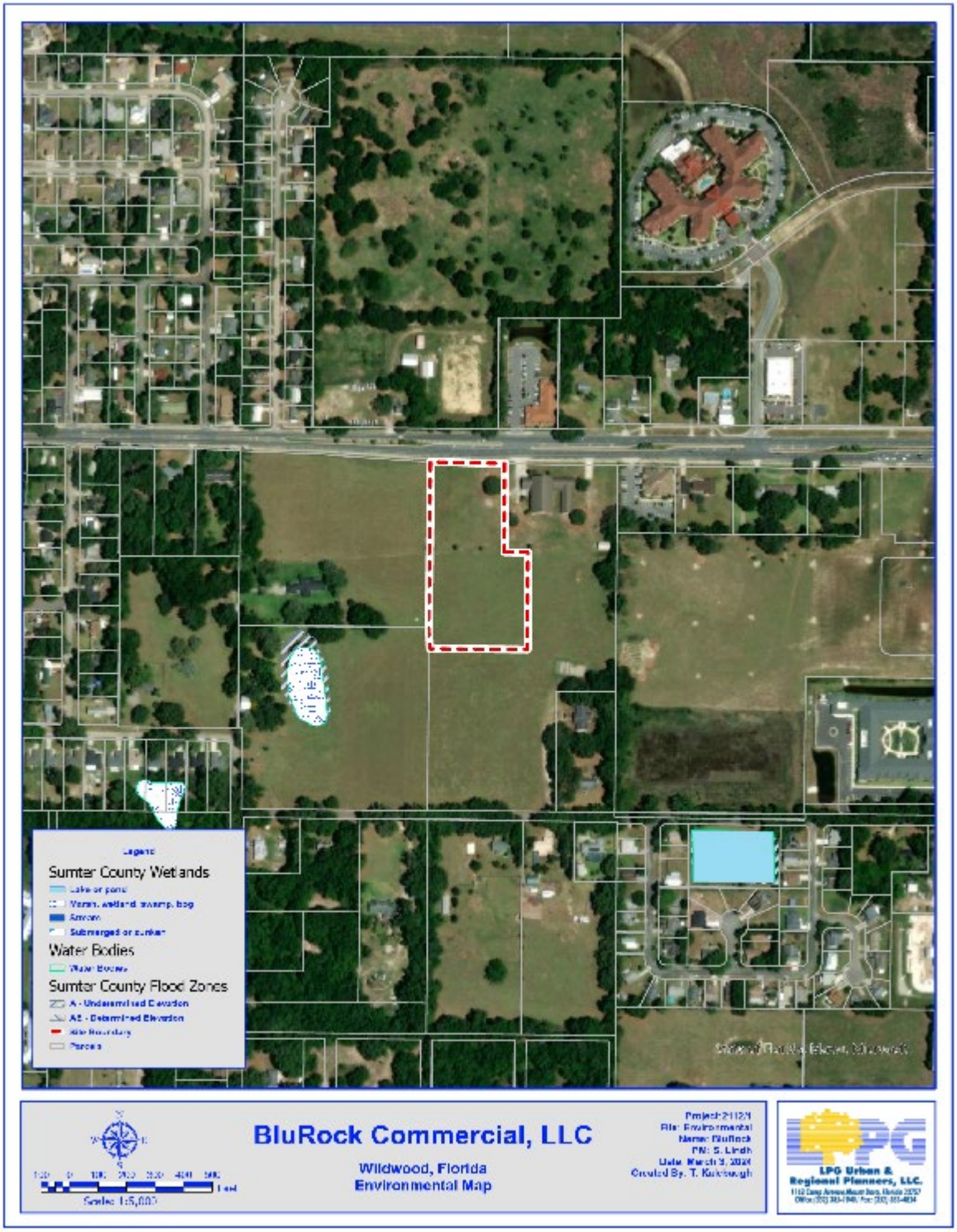

Sumter County Wetlands
Water Bodies
Sumter County Flood Zones
BluRock Commercial, LLC
Wildwood, Florida
Environmental Map
LPG Urban & Regional Planners, LLC.

Figure 8

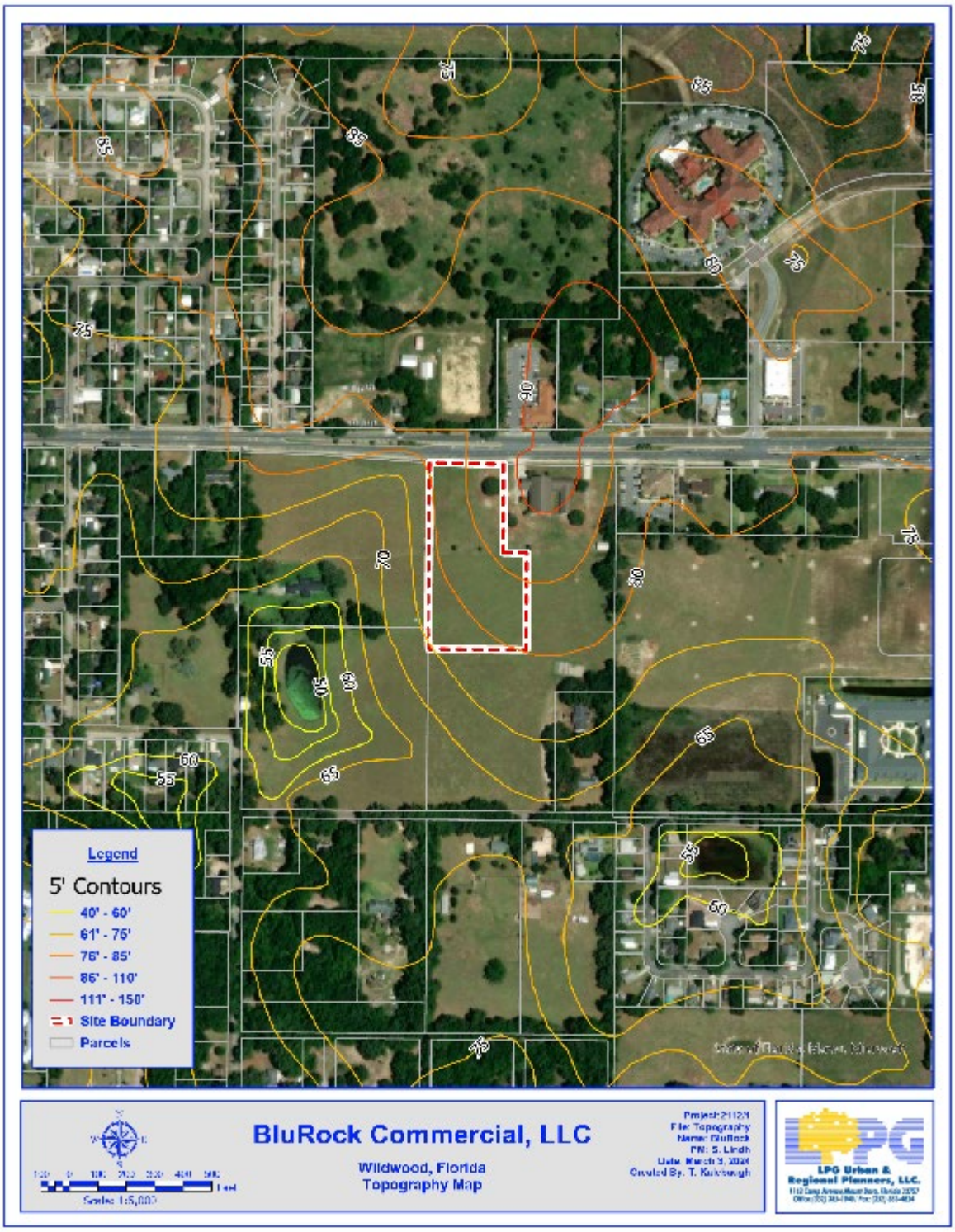

Legend
5' Contours
40' - 60'
61' - 75'
76' - 85'
86' - 110'
111' - 150'
Site Boundary
Parcels
BluRock Commercial, LLC
Wildwood, Florida
Topography Map
LPG Urban & Regional Planners, LLC.

Figure 9


11
11
16
10
10
4
13
13
6
33
11
16
Legend
Sumter County Soils
4=Candler sand, 0 to 5 percent slopes
6=Kendrick fine sand, 0 to 5 percent slopes
10=Sparr fine sand, 0 to 5 percent slopes
11=Millhopper sand, 0 to 5 percent slopes
13=Tavares fine sand, 0 to 5 percent slopes
16=Apopka fine sand, 0 to 5 percent slopes
33=Sparr fine sand, bouldery subsurface, 0 to 5 percent slopes
62=Urban land, 0 to 2 percent slopes
Site Boundary
Parcels
BluRock Commercial, LLC
Wildwood, Florida
Soils Map
LPG Urban & Regional Planners, LLC.

APPENDIX A

See attached Kittleson & Associates Traffic Impact Analysis

APPENDIX B

See attached Environmental Assessment prepared by Atlantic Ecological Services

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

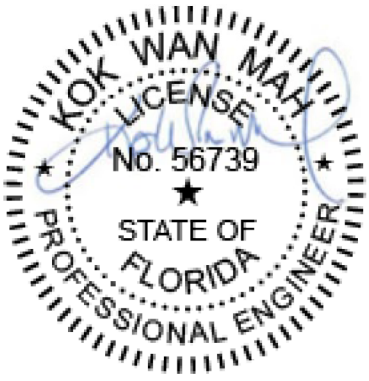
PROFESSIONAL ENGINEER CERTIFICATE

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:
Kittelson & Associates, Inc.
225 East Robinson Street, Suite 355
Orlando, FL 32801
407.540.0555

Project Manager:
Andrew Garrison
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

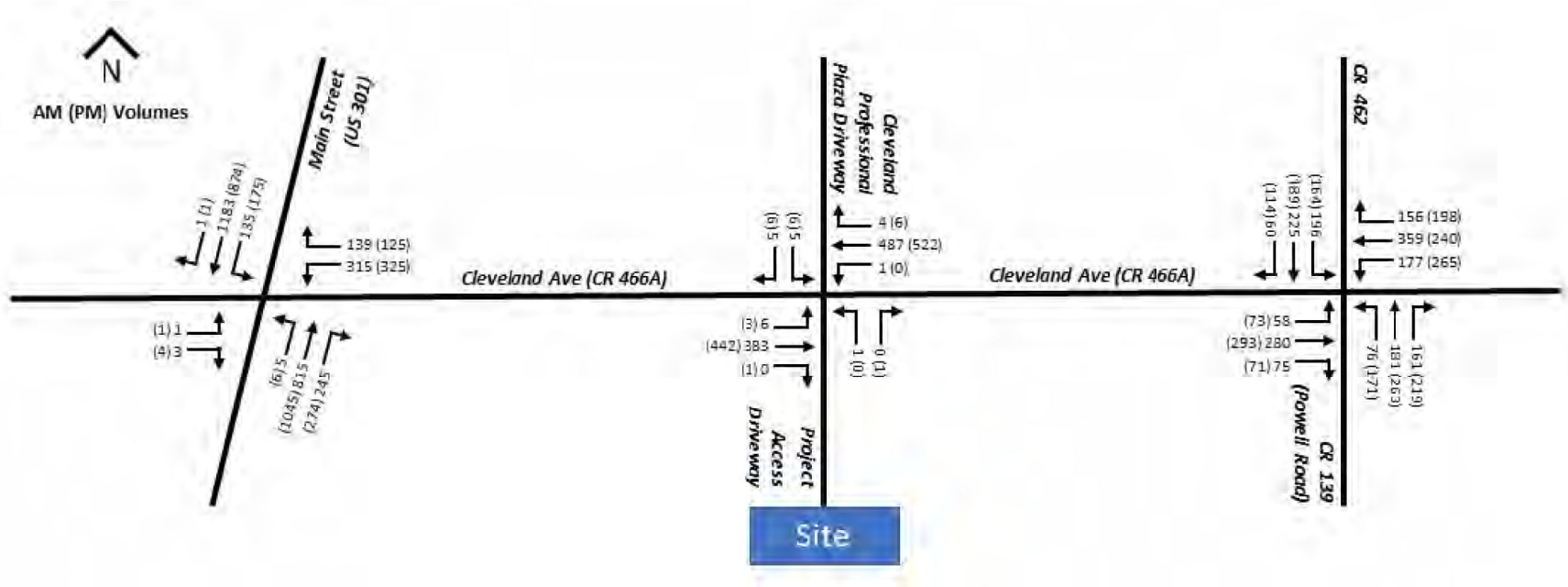
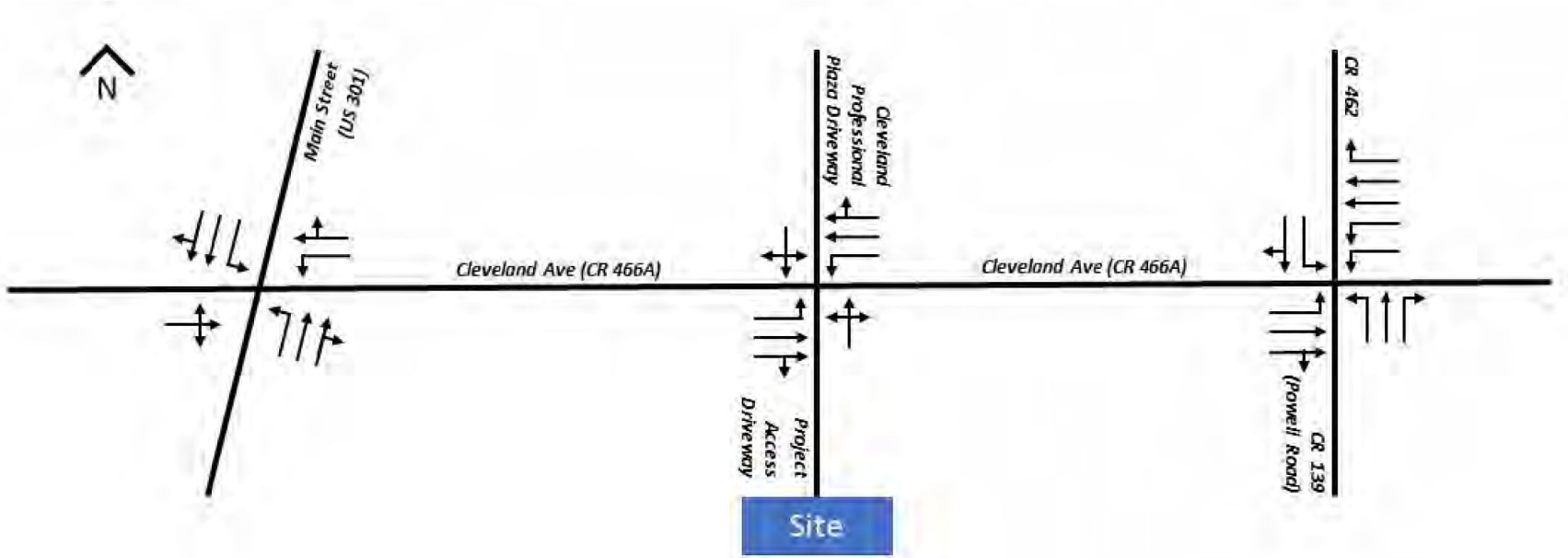


Figure 4: 2024 Existing Lane Configurations



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

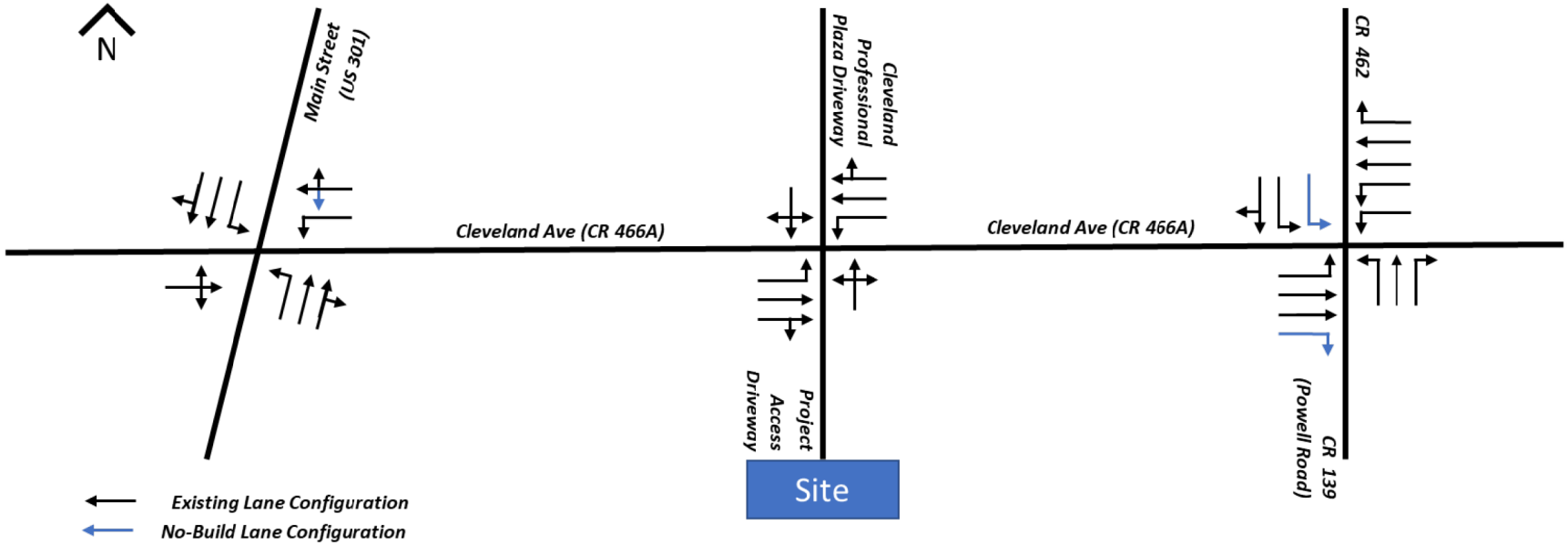


Table 4: 2028 Background No-Build Roadway Segment Peak Directional Volumes

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)

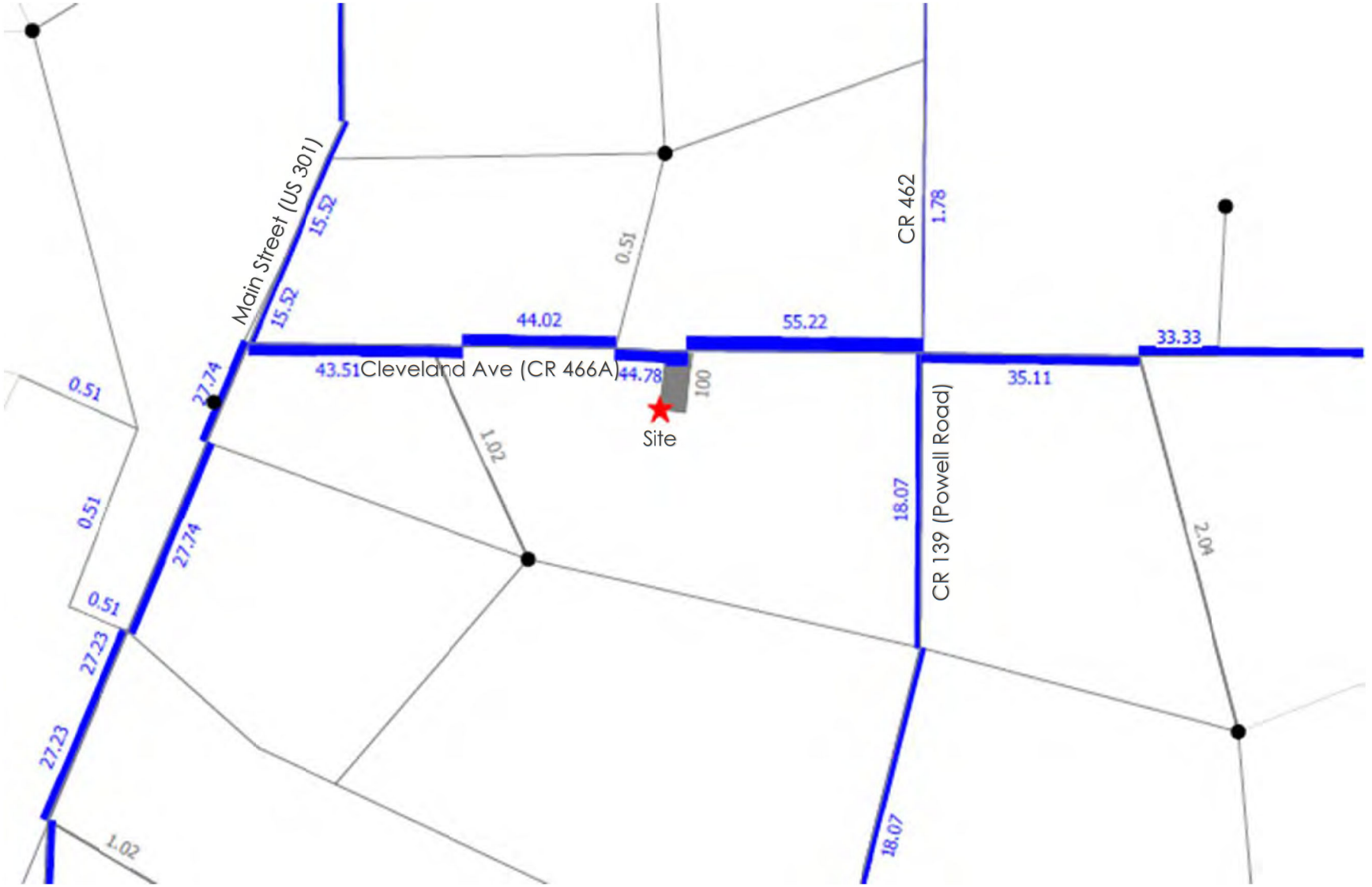
As shown in **Table 7**, the proposed development is projected to generate 2,644 new net external daily trips, with 149 of those trips occurring during the peak AM hour and 183 occurring during the PM peak hour.

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:

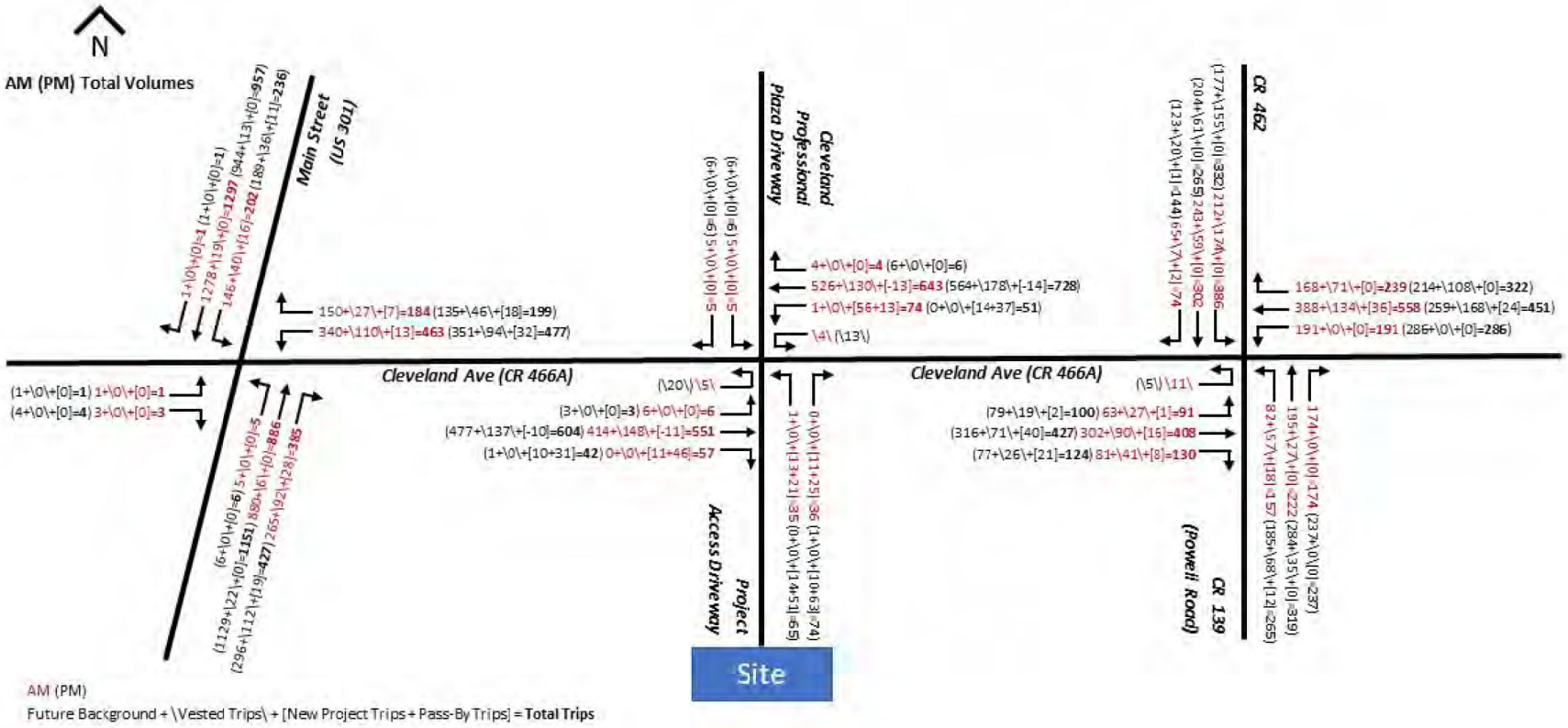
- Trips to the east along Cleveland Avenue (CR 466A), east of the site – 55 percent
  - Trips along Powell Road (CR 139), south of CR 466A – 18 percent
  - Trips along CR 462, north of CR 466A – 2 percent
  - Trips along CR 466A, east of Powell Road – 35 percent
- Trips to the west along Cleveland Avenue (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

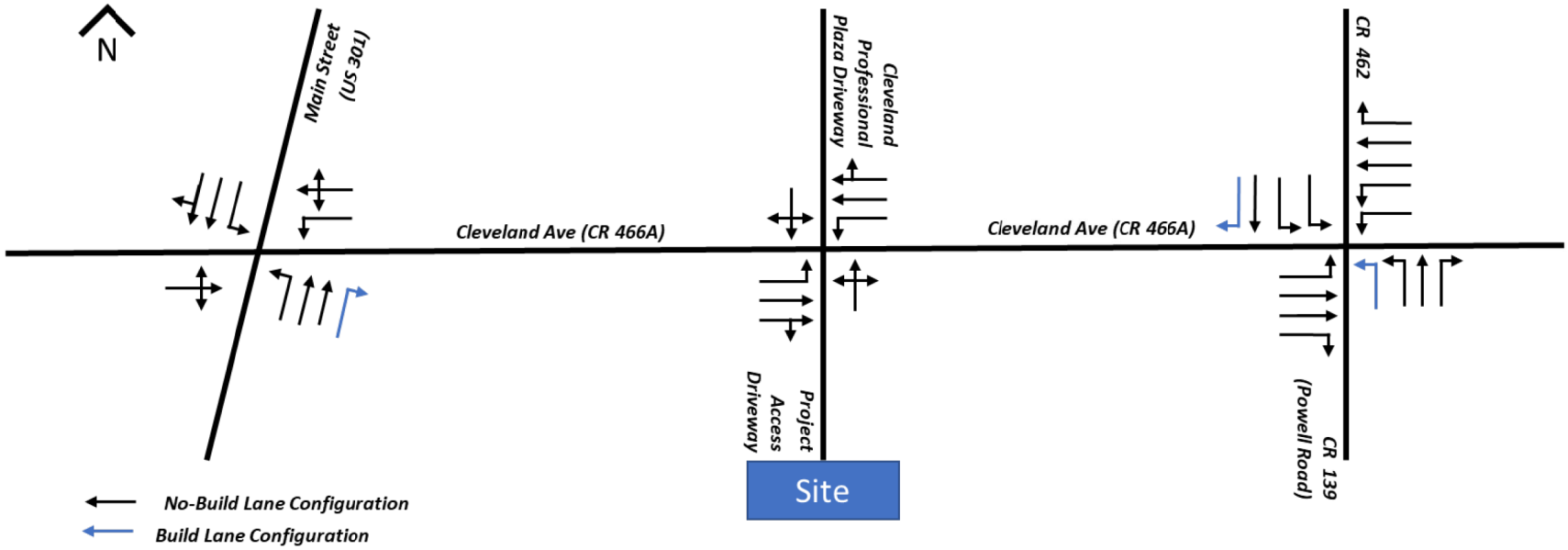


Table 8: 2028 Buildout Roadway Segment Peak Directional Volumes

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:

*right

- CR 466A & Main Street (US 301):
  - Addition of an exclusive northbound ~~left~~ turn lane.
- 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**

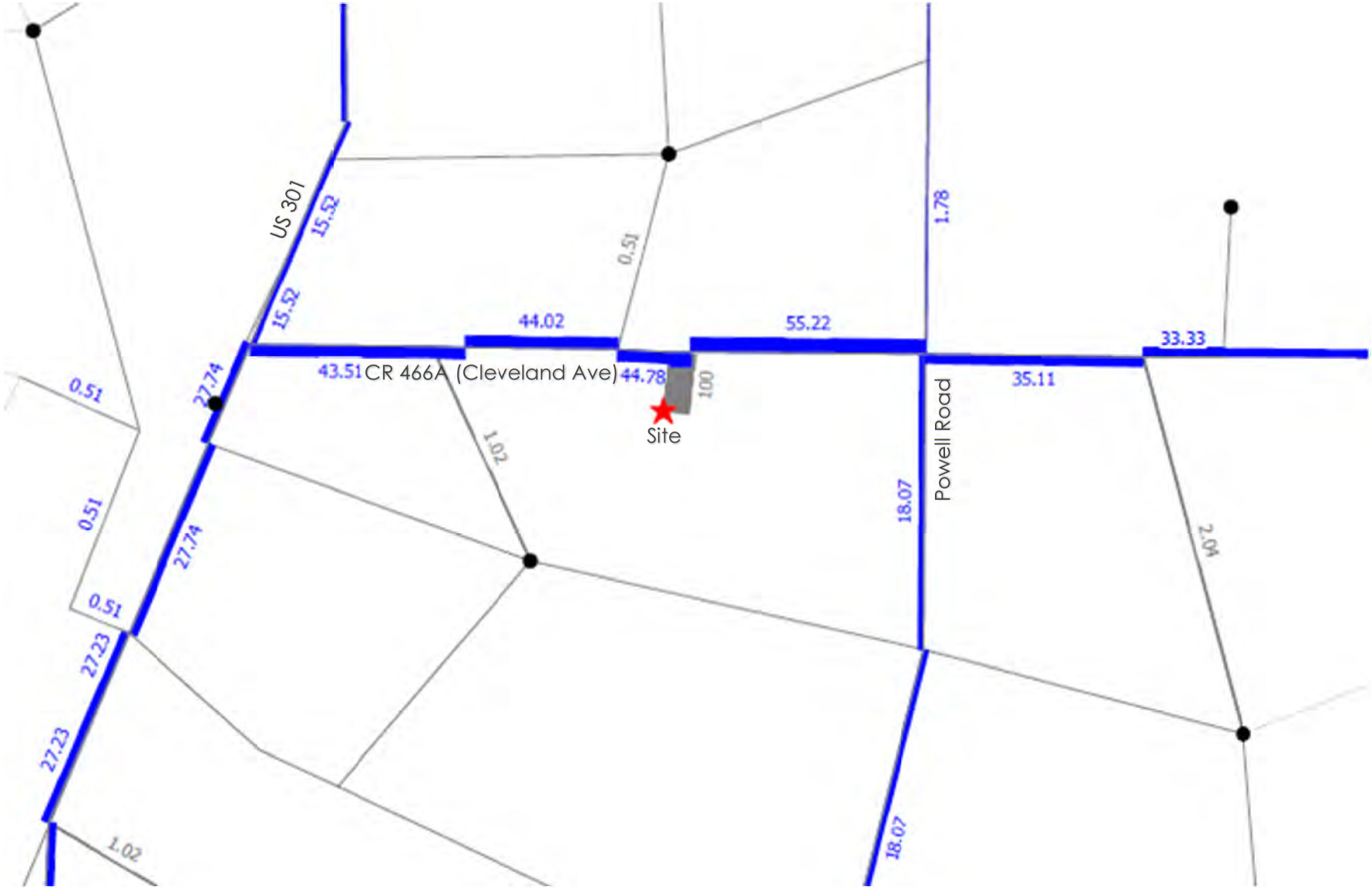
*Pass-by limited to no greater than 20% of the trips generated per Sumter County Guidelines. (236*20%=47)

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. Dcily 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.

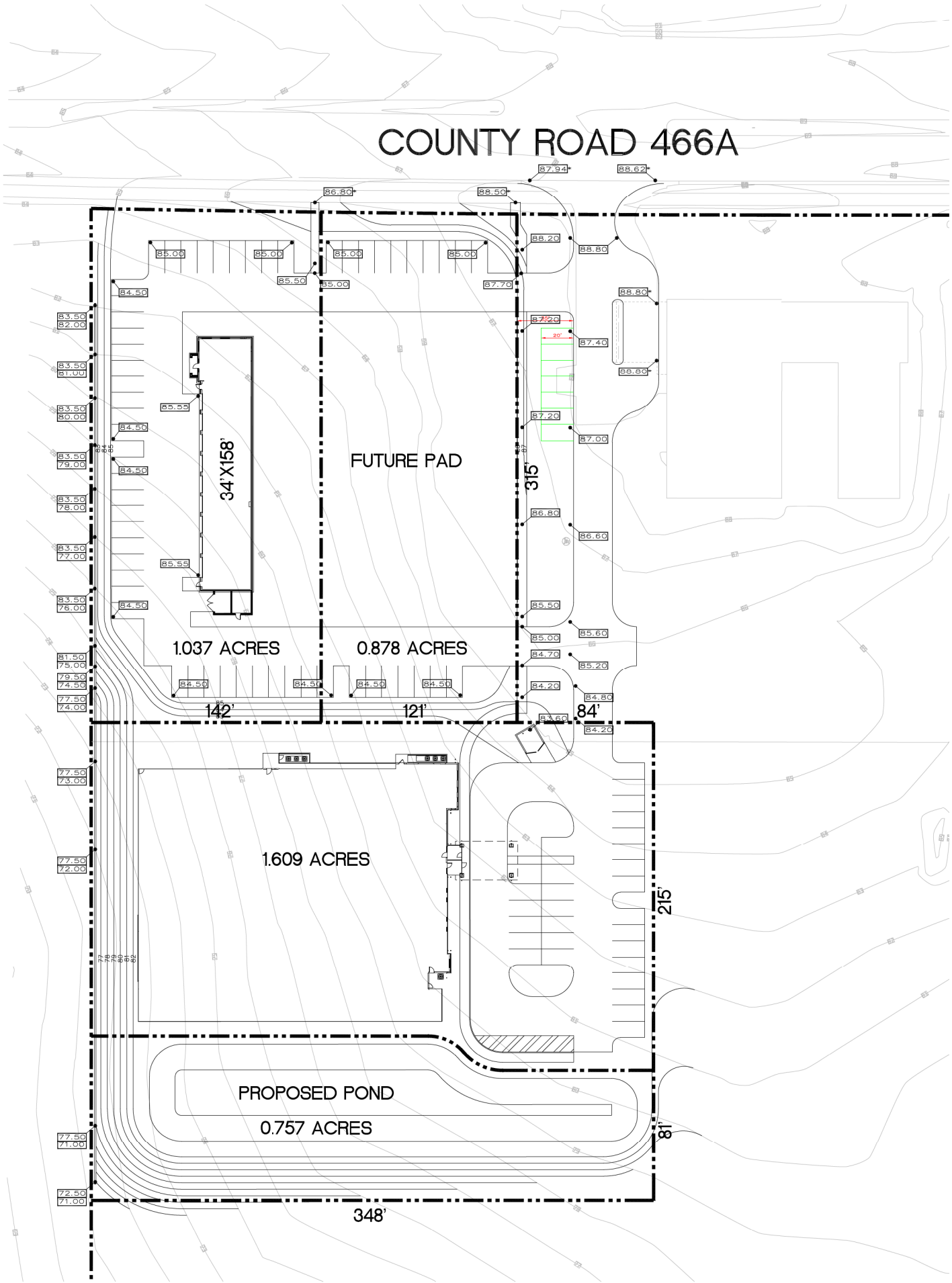
FUTURE CONDITIONS OPERATIONAL ANALYSIS

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'
315'
1.037 ACRES
0.878 ACRES
142'
121'
84'
1.609 ACRES
215'
PROPOSED POND
0.757 ACRES
81'
348'

Medical-Dental Office Building - Stand-Alone
(720)

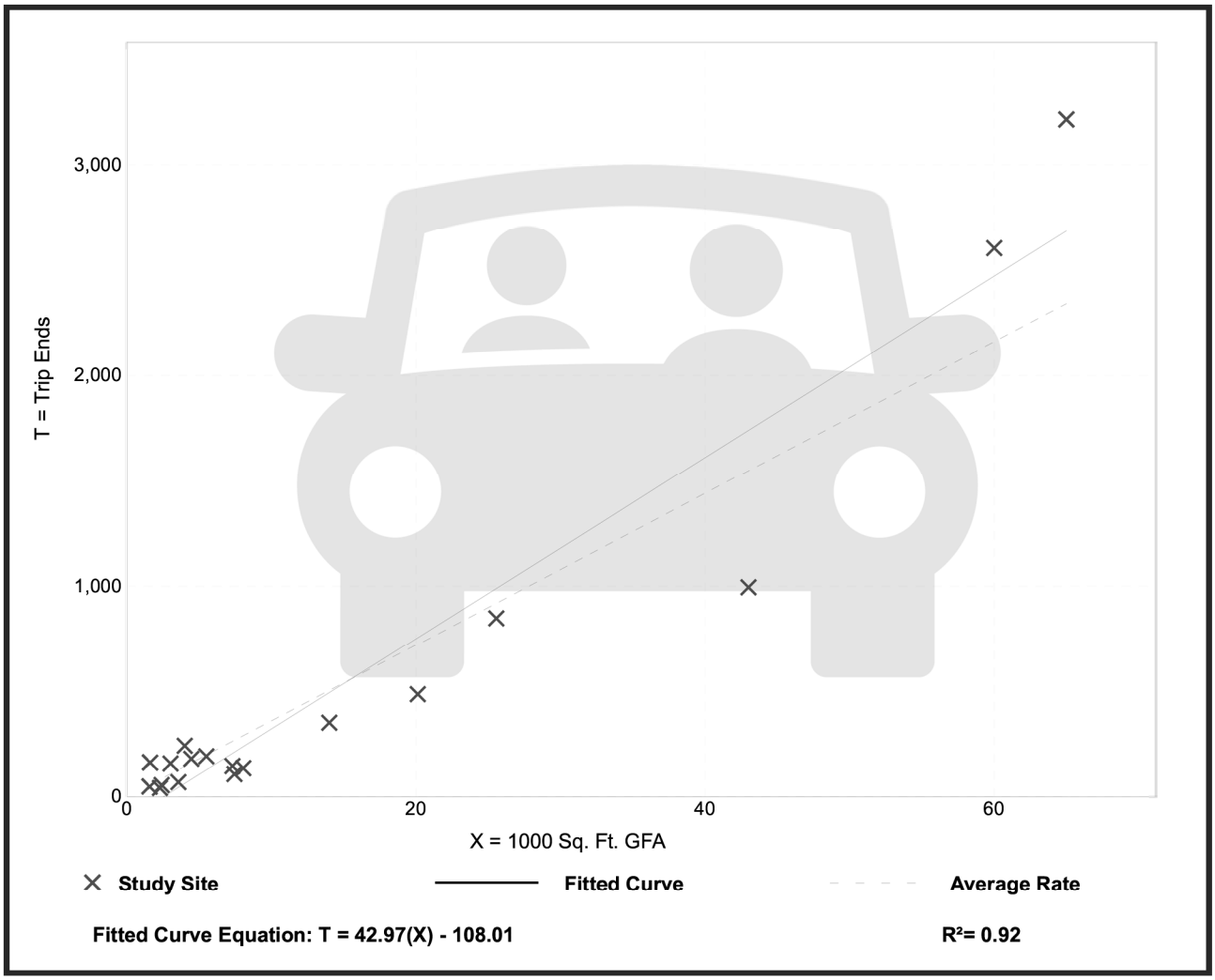
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

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



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

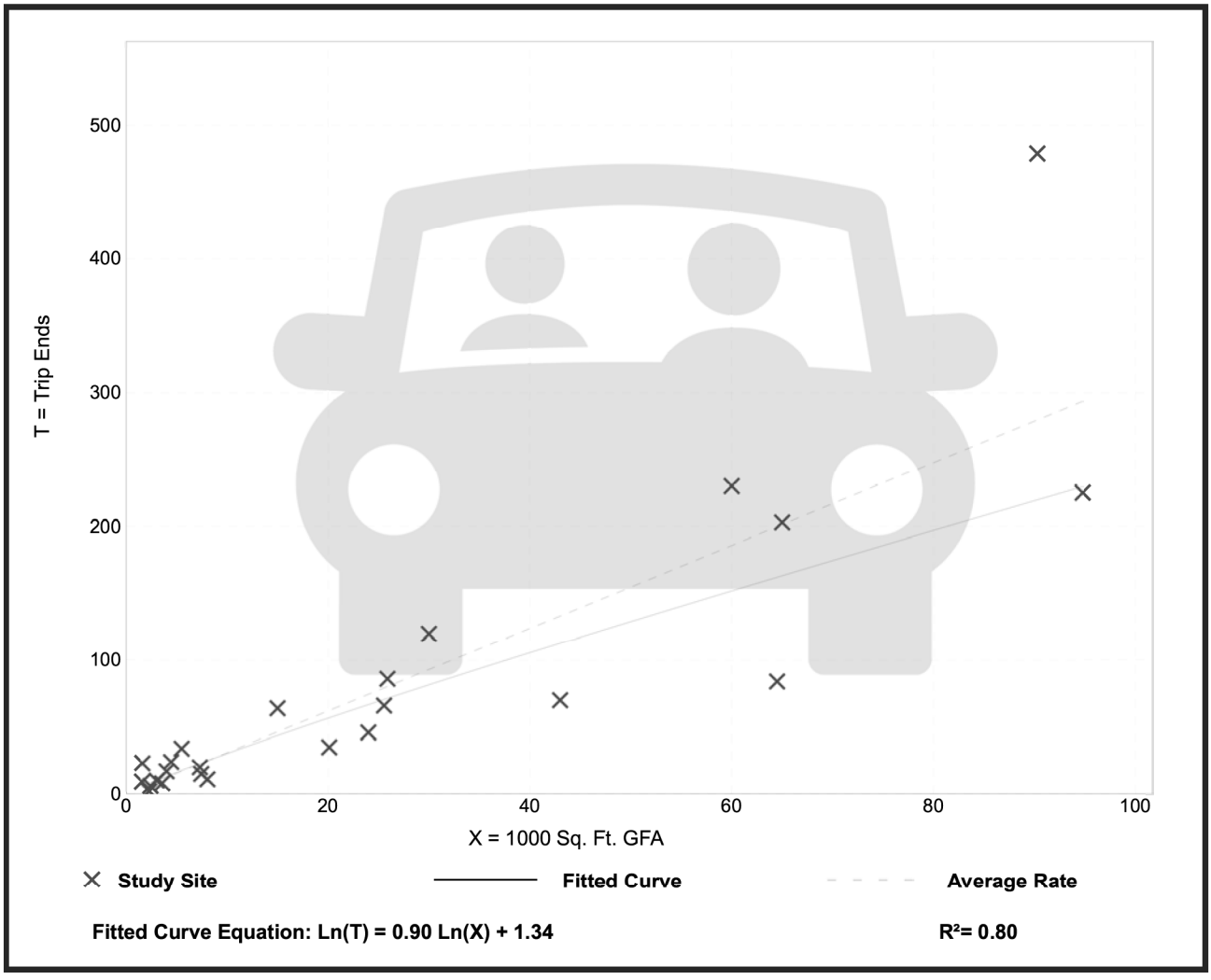
Medical-Dental Office Building - Stand-Alone
(720)

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



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

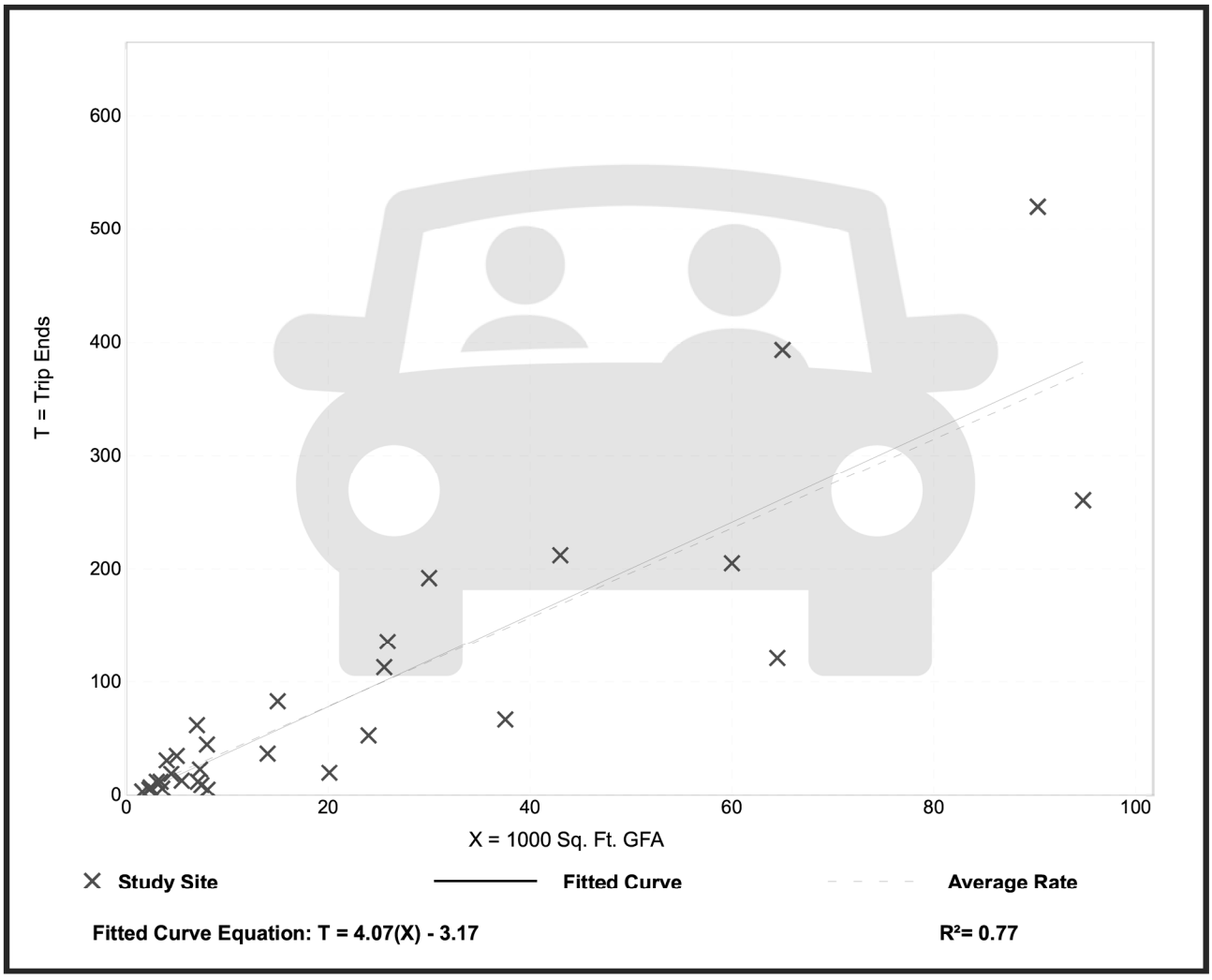
Medical-Dental Office Building - Stand-Alone
(720)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 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



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Fast-Food Restaurant with Drive-Through Window
(934)

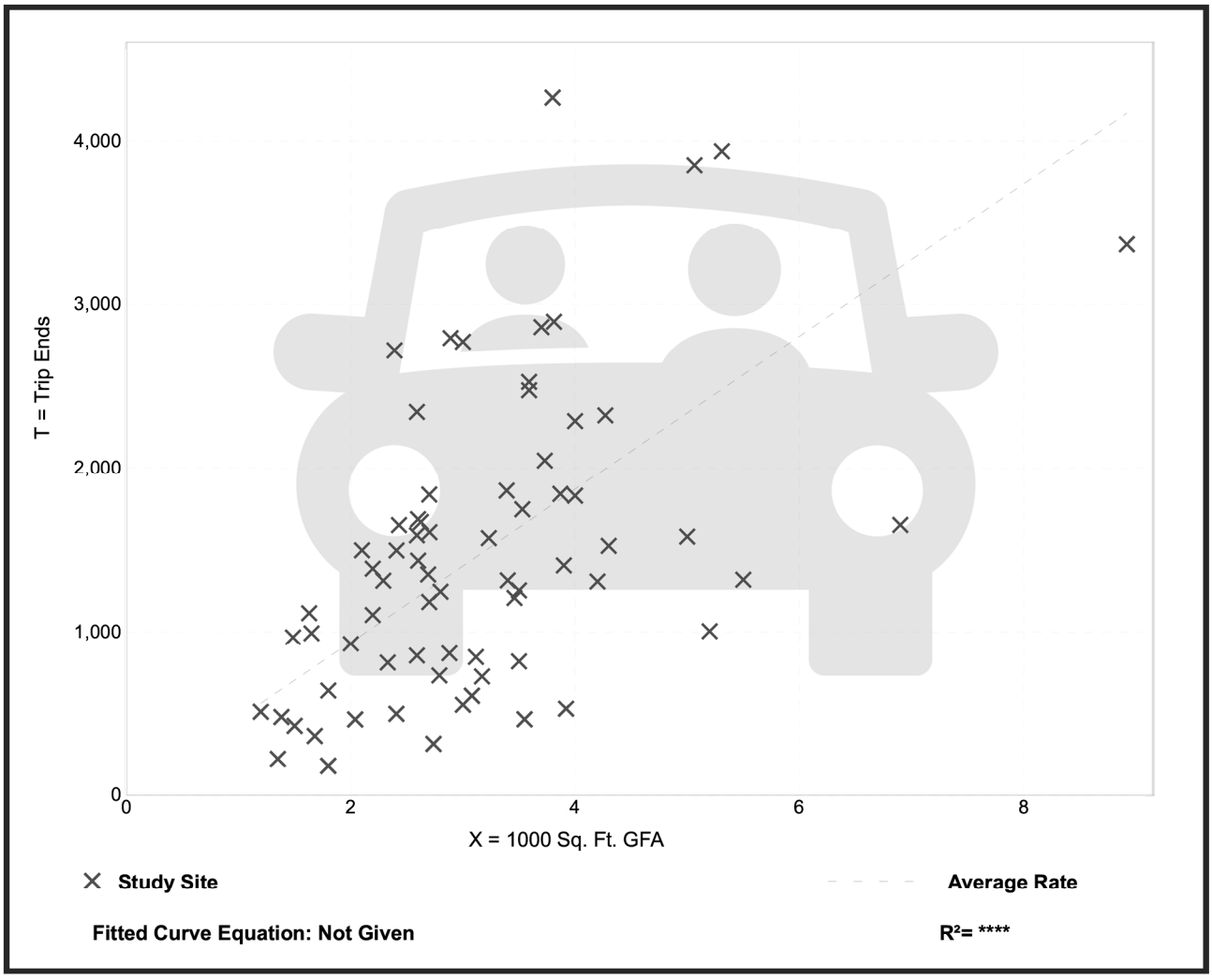
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

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



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

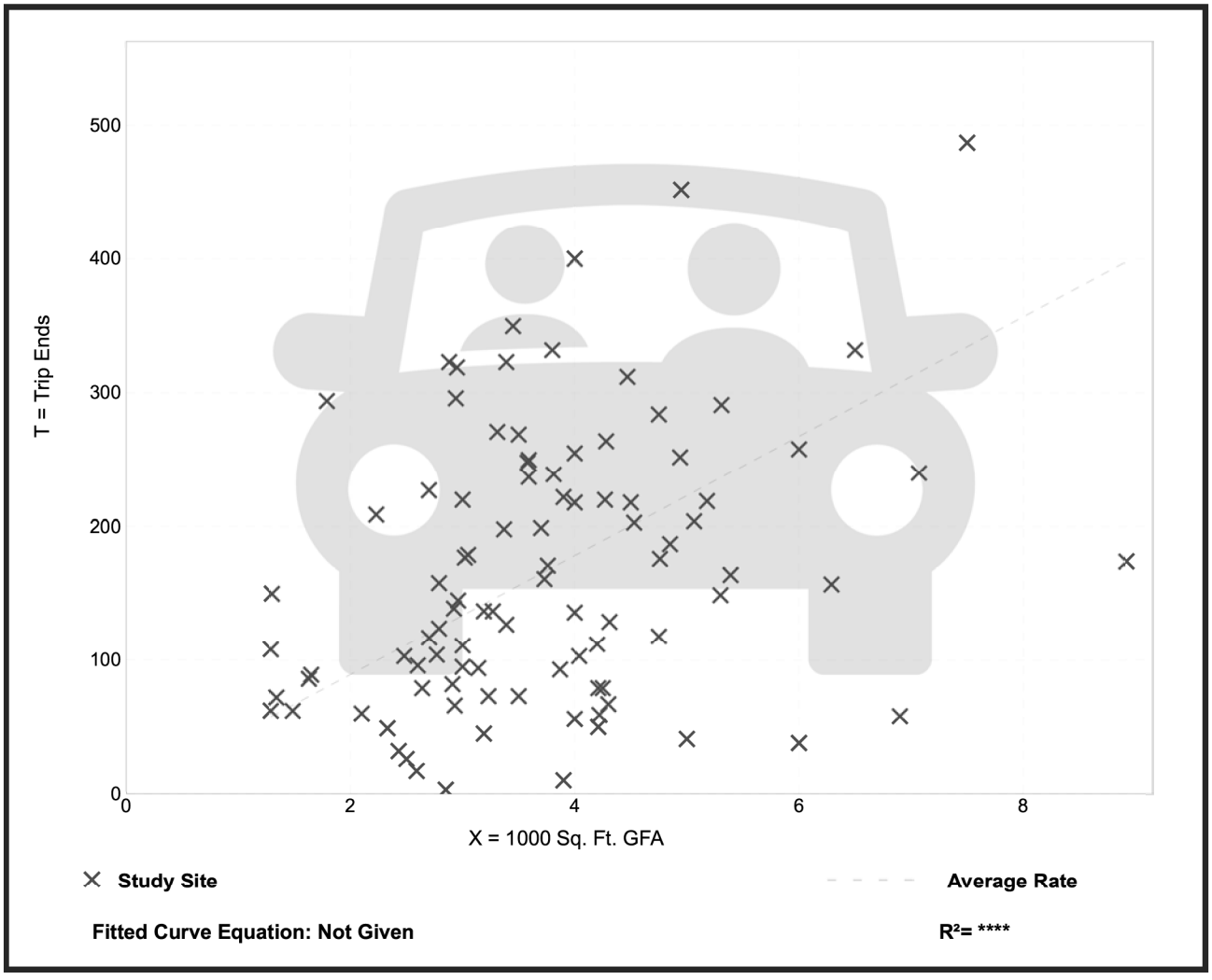
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 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



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

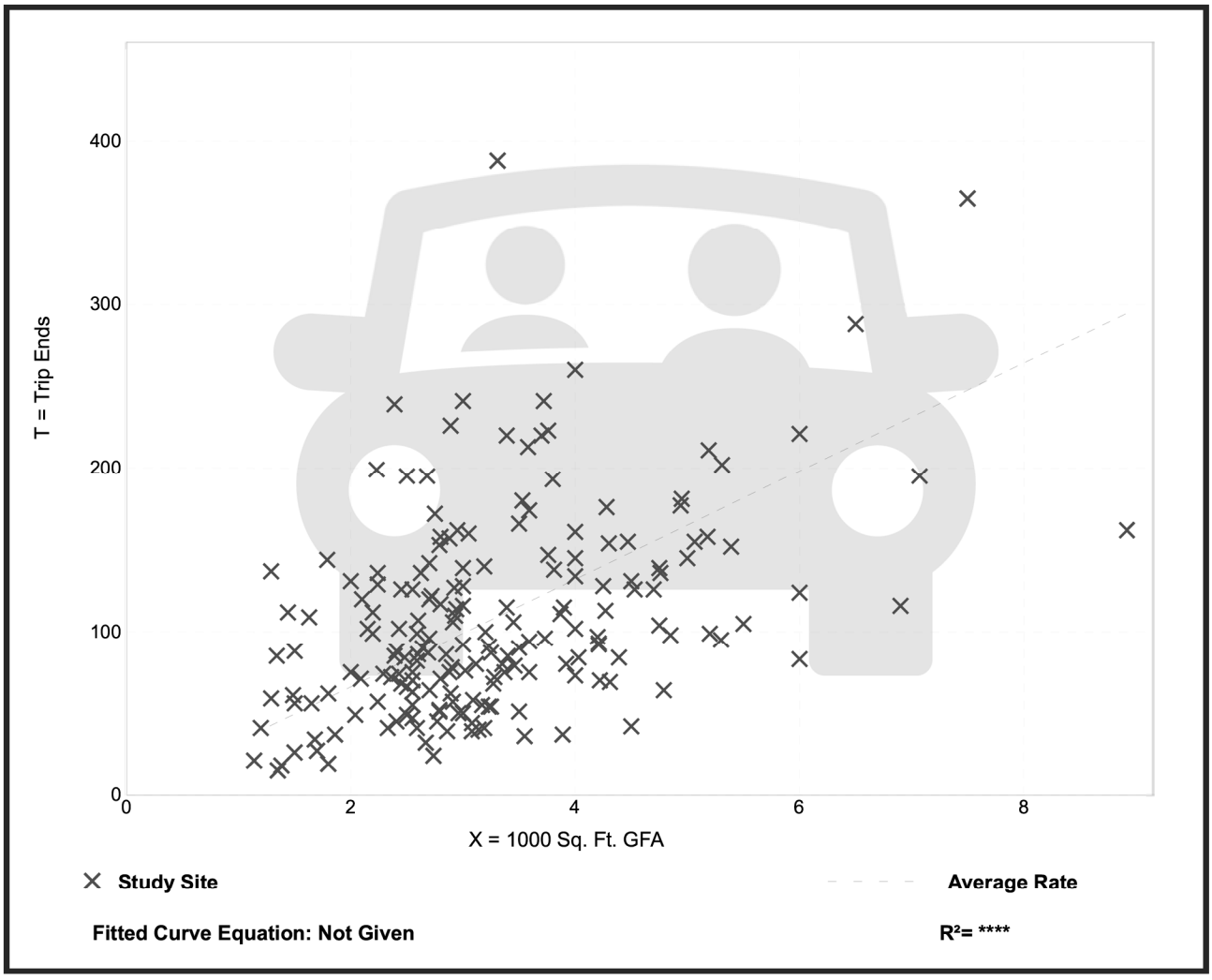
Fast-Food Restaurant with Drive-Through Window
(934)

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



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Automobile Parts and Service Center
(943)

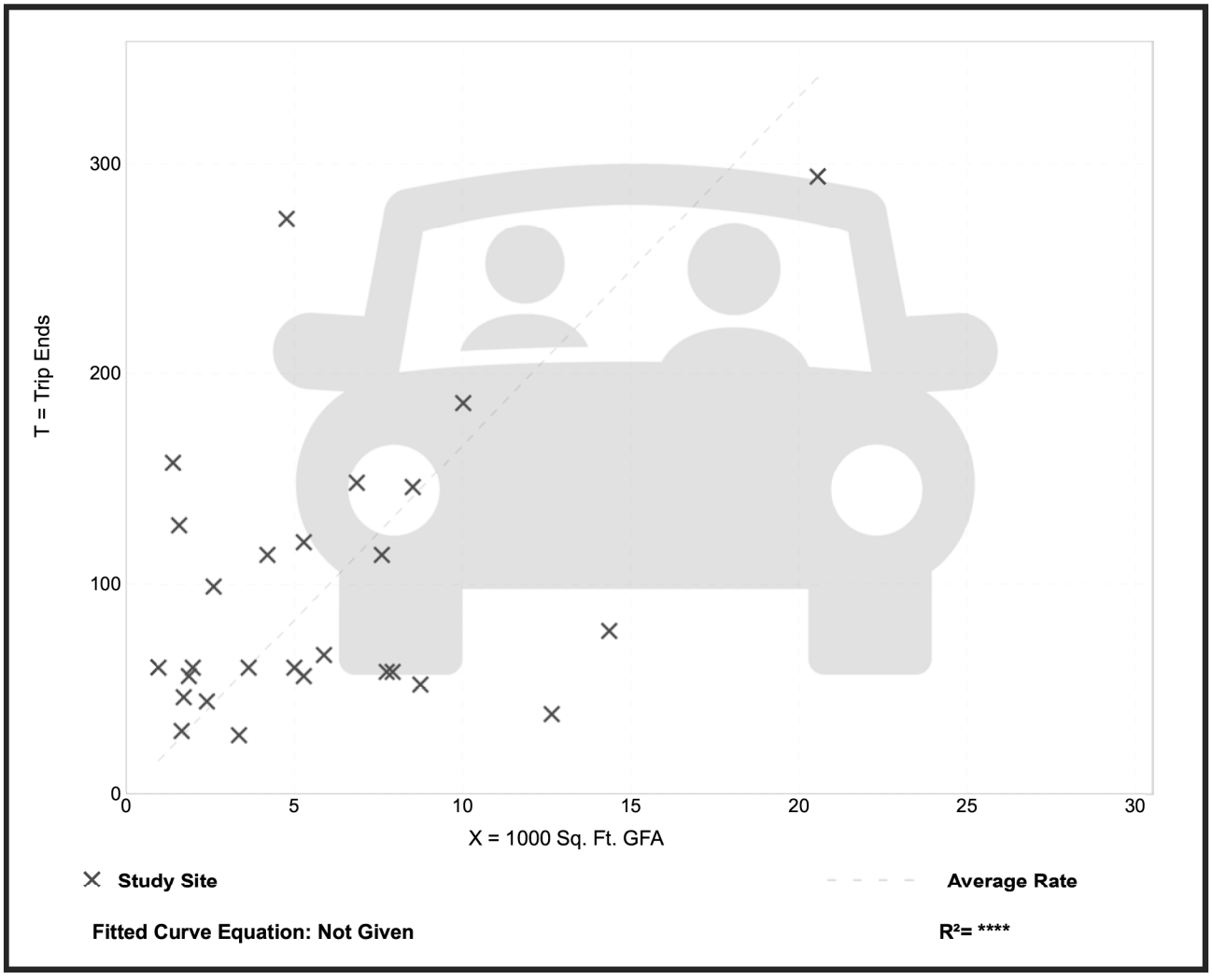
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

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



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

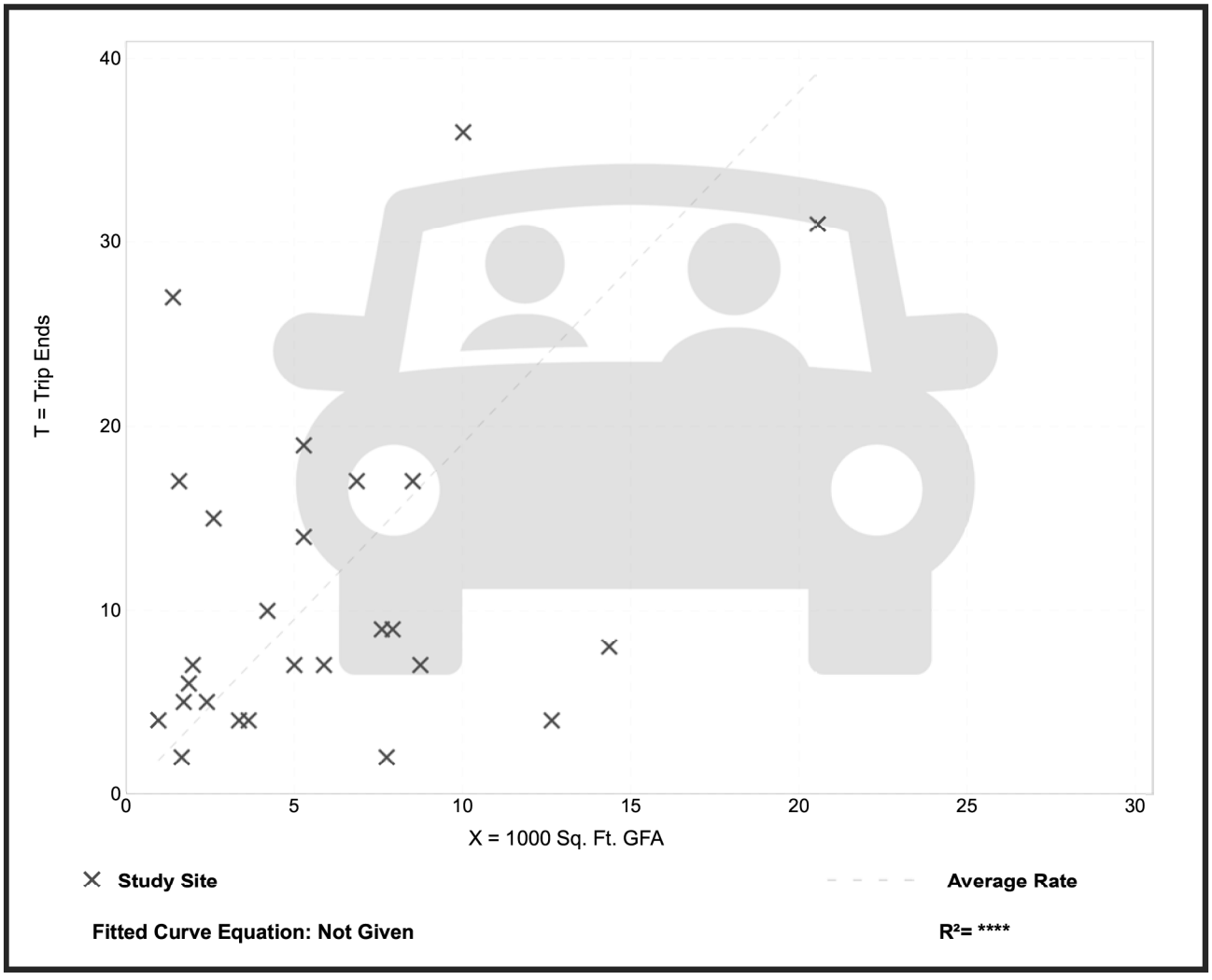
Automobile Parts and Service Center
(943)

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



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

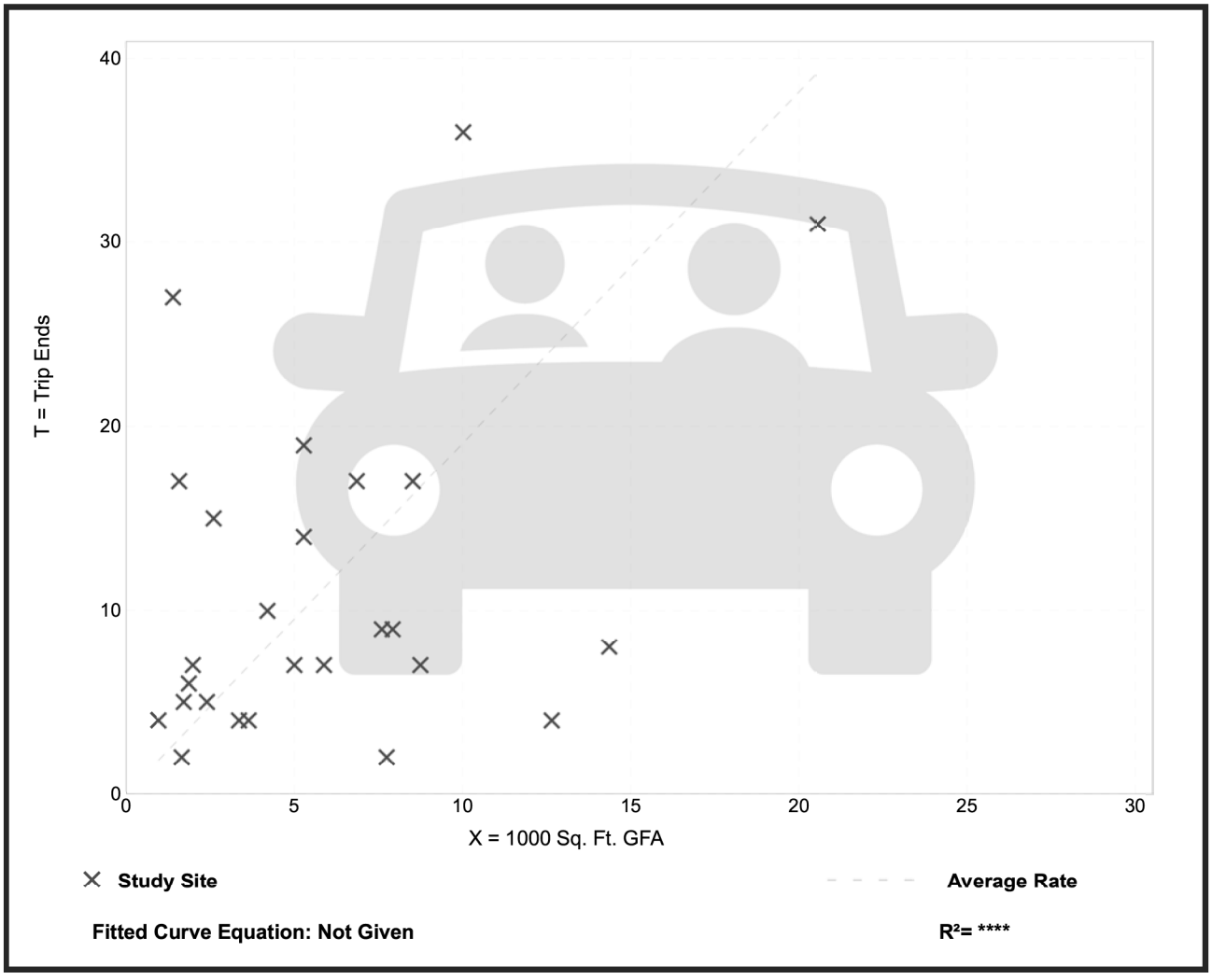
Automobile Parts and Service Center
(943)

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

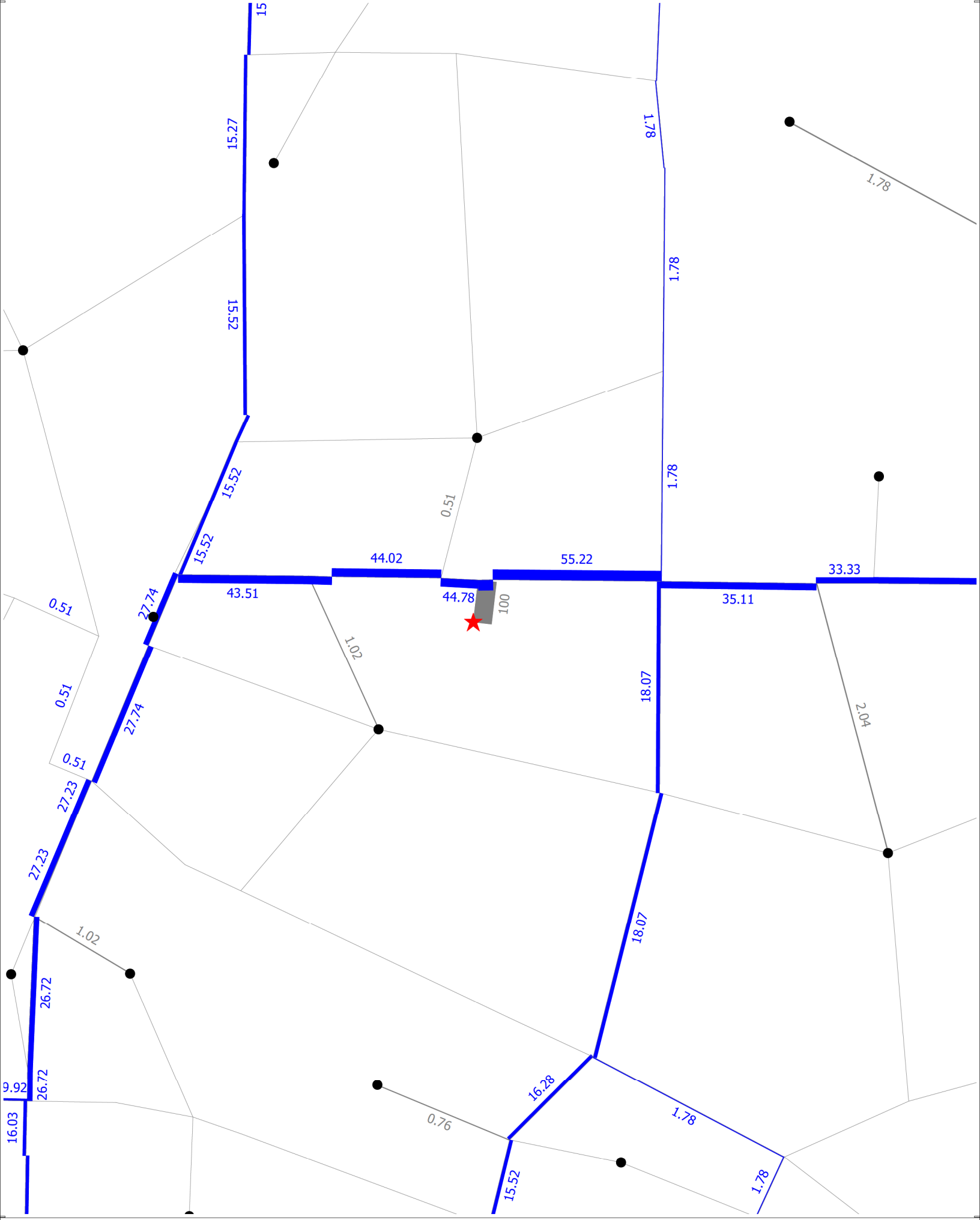
Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.91	0.26 - 19.40	2.28

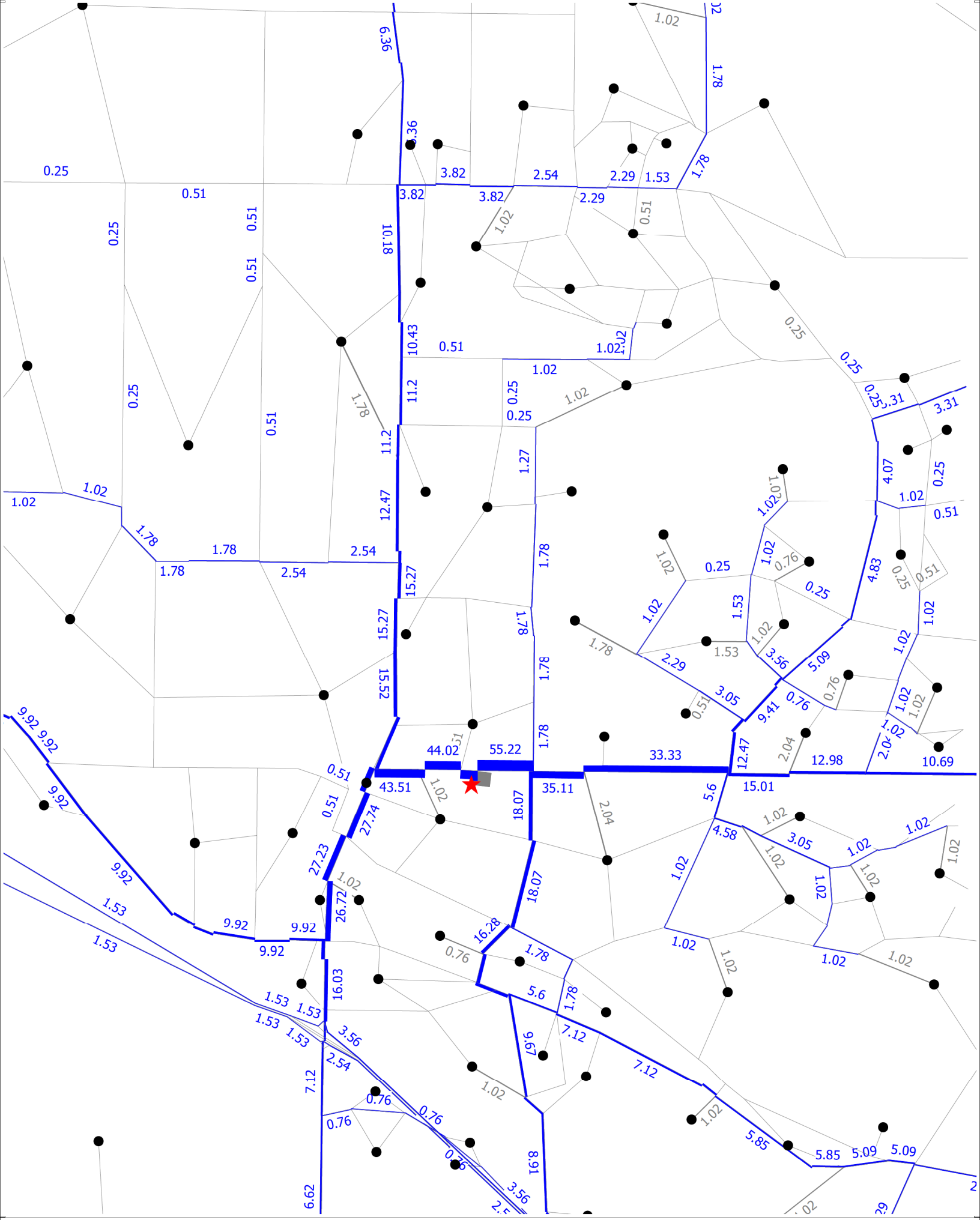
Data Plot and Equation



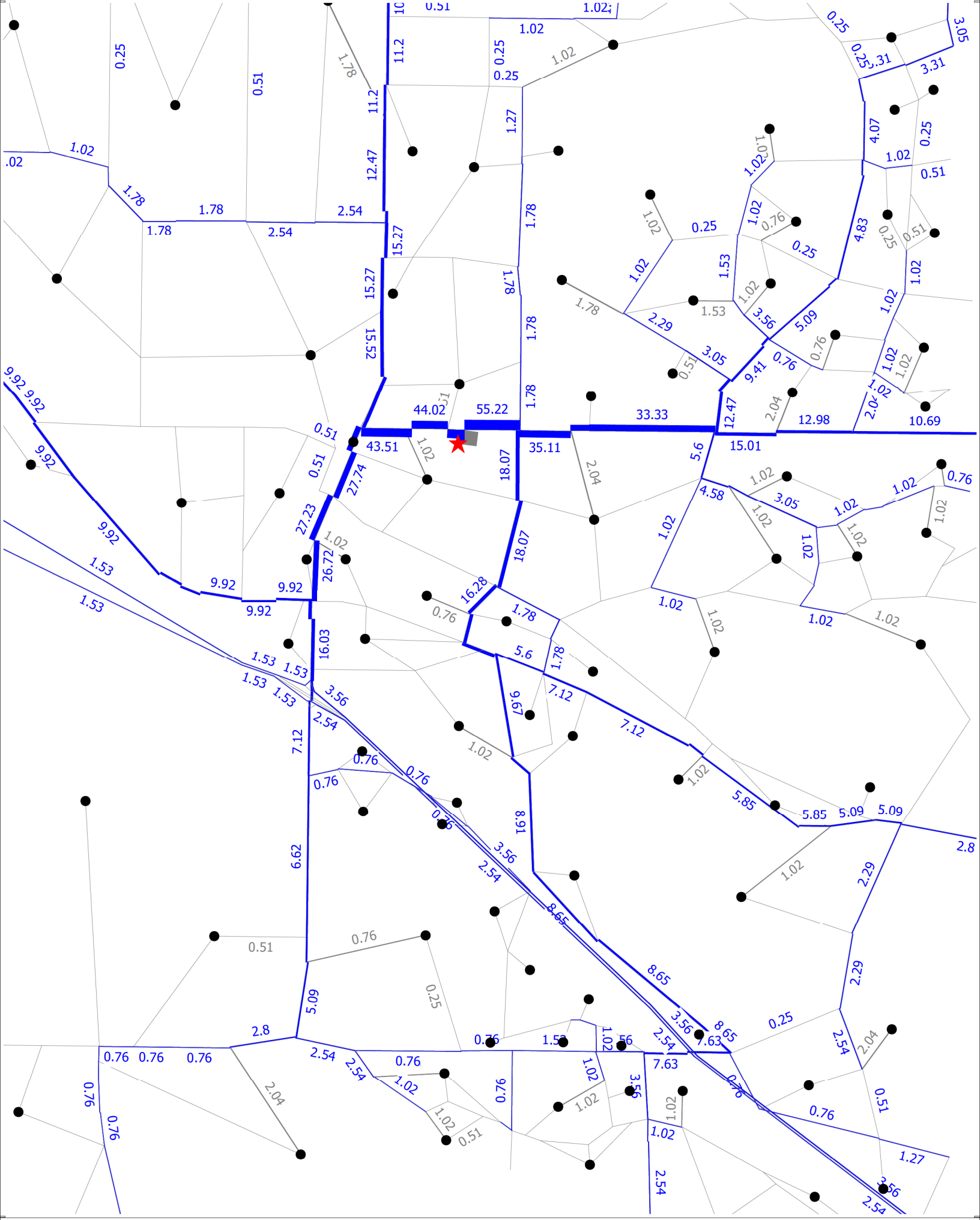
Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers



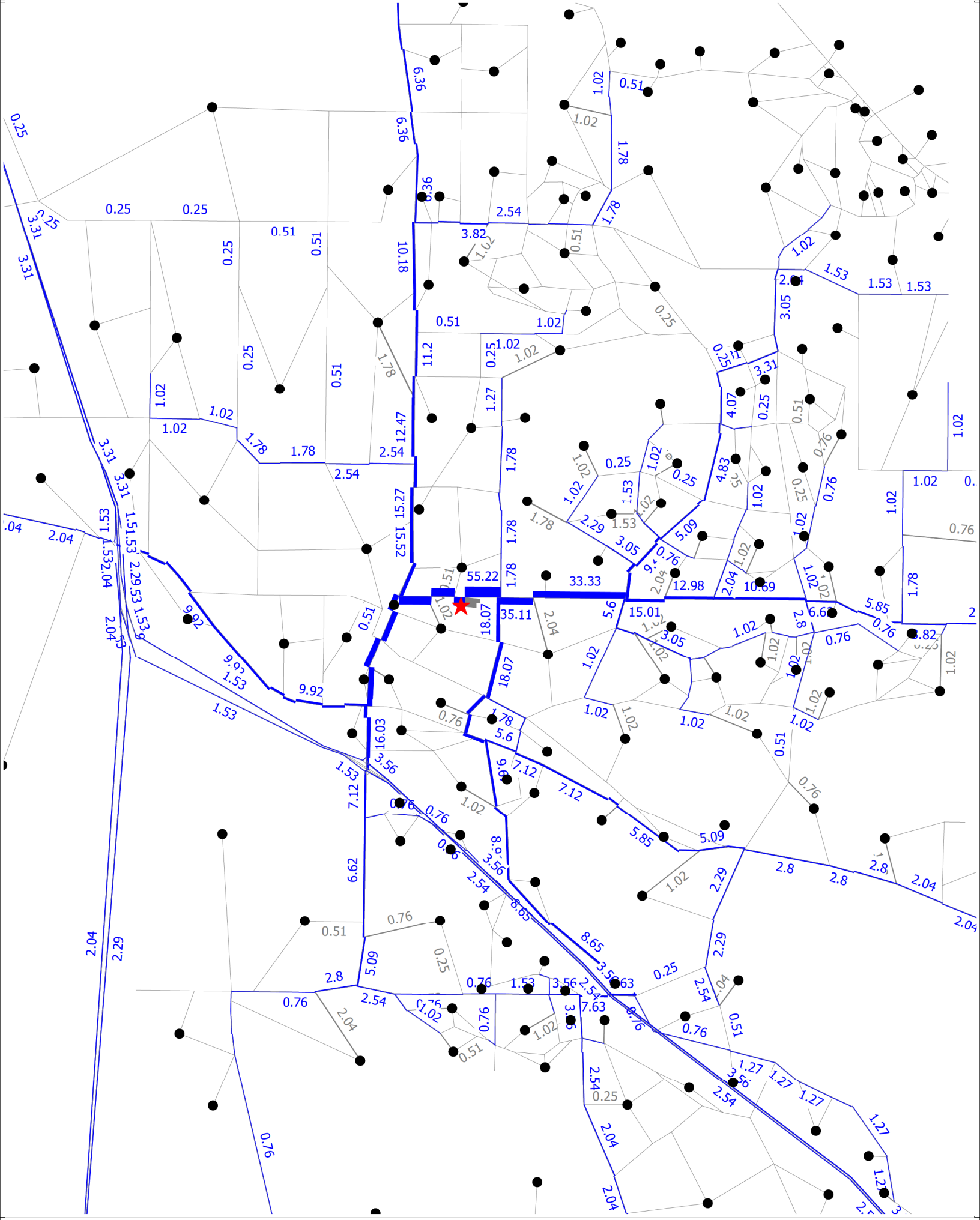
(Licensed to Kittelson and Associates Inc)



cube
(Licensed to Kittelson and Associates Inc)



cube
(Licensed to Kittelson and Associates Inc)



(Licensed to Kittelson and Associates Inc)

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						ADT (+/-) Change	A.M. Peak Hour						P.M. Peak Hour						Golf Cart	
					2018	2019	2020	2021	2022	2023		Time	Total	NB/EB	SB/WB	K	D	Time	Total	NB/EB	SB/WB	K	D	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 Visa 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 Visa 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 Visa 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 Visa 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	--	--

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT						ADT (+/-) Change	A.M. Peak Hour						P.M. Peak Hour						Golf Cart	
					2018	2019	2020	2021	2022	2023		Time	Total	NB/EB	SB/WB	K	D	Time	Total	NB/EB	SB/WB	K	D	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/Genview 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	25851	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	--	--

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT						ADT (+/-) Change	A.M. Peak Hour						P.M. Peak Hour						Golf Cart	
					2018	2019	2020	2021	2022	2023		Time	Total	NB/EB	SB/WB	K	D	Time	Total	NB/EB	SB/WB	K	D	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

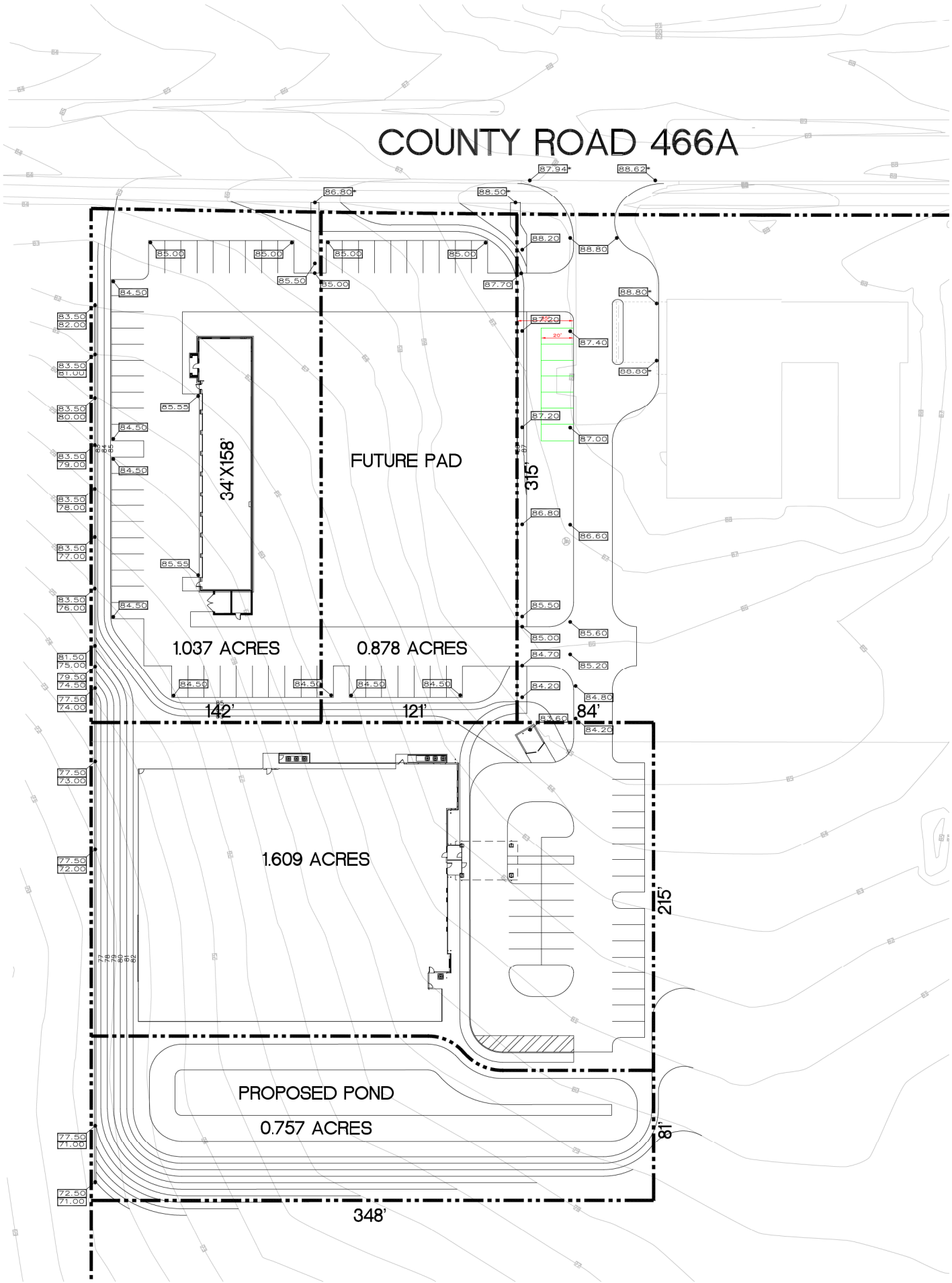
COUNTY: 18 - SUMTER

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'
315'
1.037 ACRES
0.878 ACRES
142'
121'
84'
1.609 ACRES
215'
PROPOSED POND
0.757 ACRES
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

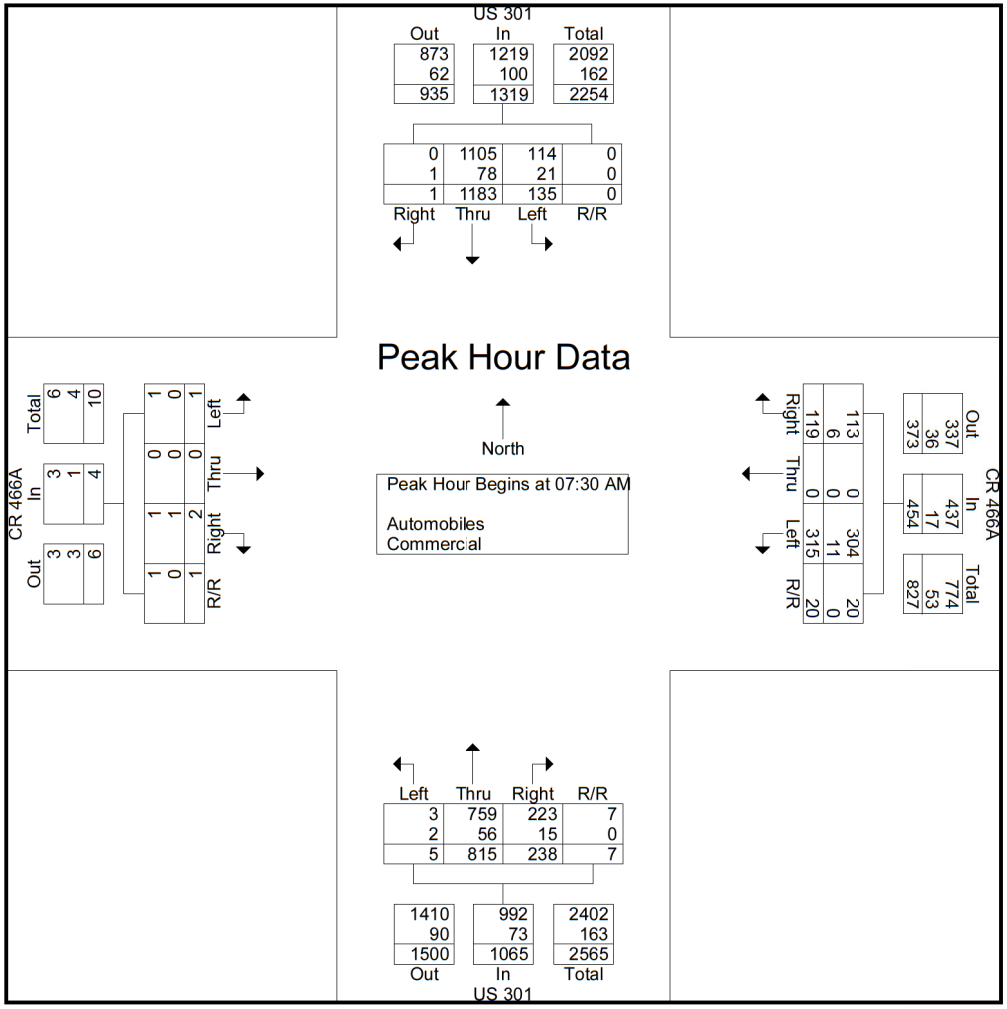
File Name : 01 us 301 at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 2

	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

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 : 3



DE TRAFFIC

detraffic.com
(386) 341-4186
US 301 at CR 466A
Sumter County, Fl

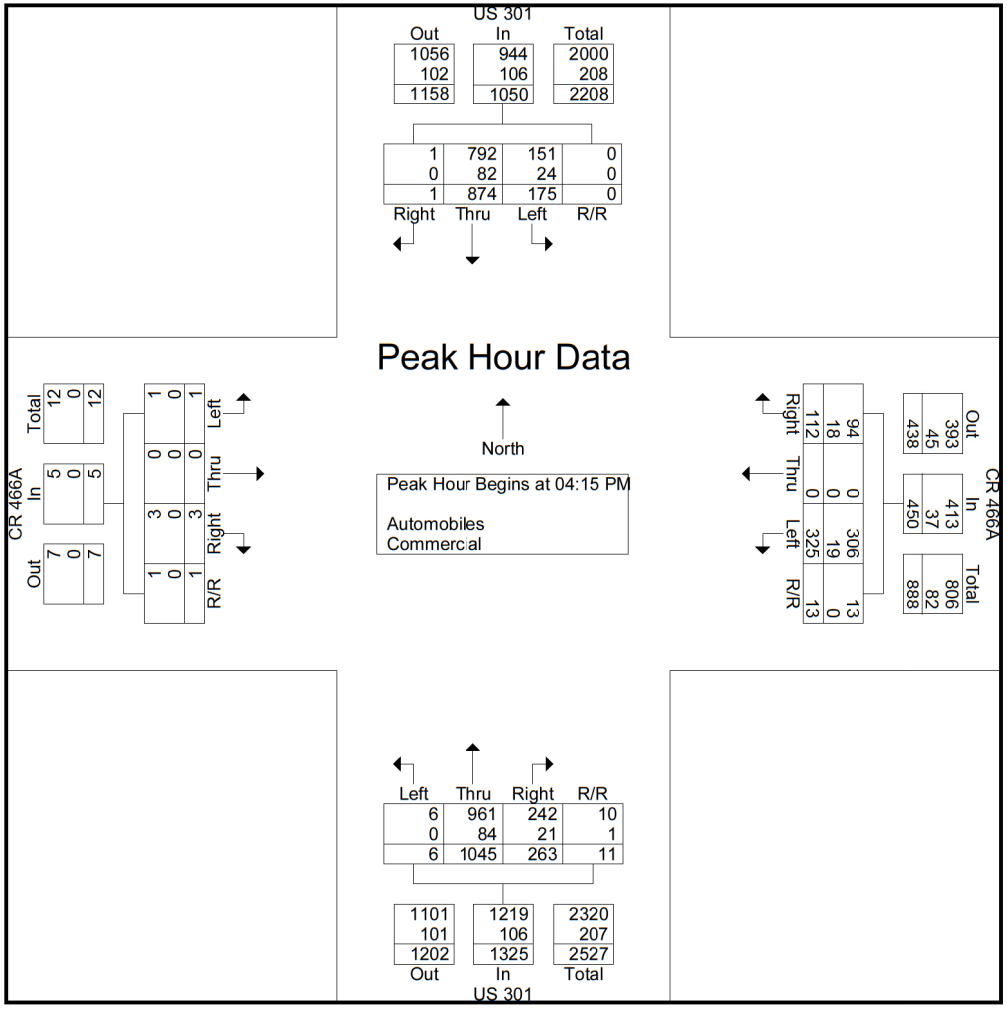
File Name : 01 us 301 at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 4

	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

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 : 5



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 : 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

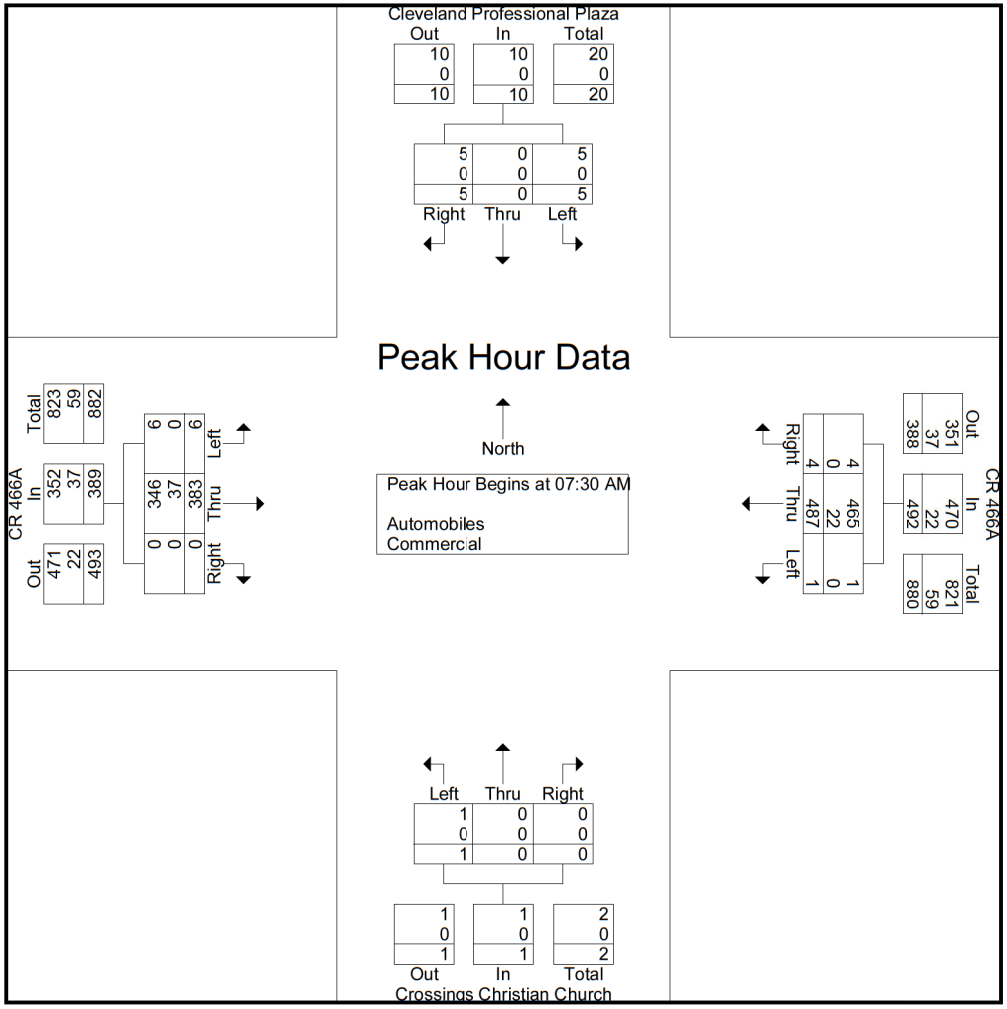
File Name : drwy at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 2

	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

detraffic.com
(386) 341-4186
Cleveland Professional Plaza/ Crossings Church at CR 466A
Sumter County, Fl

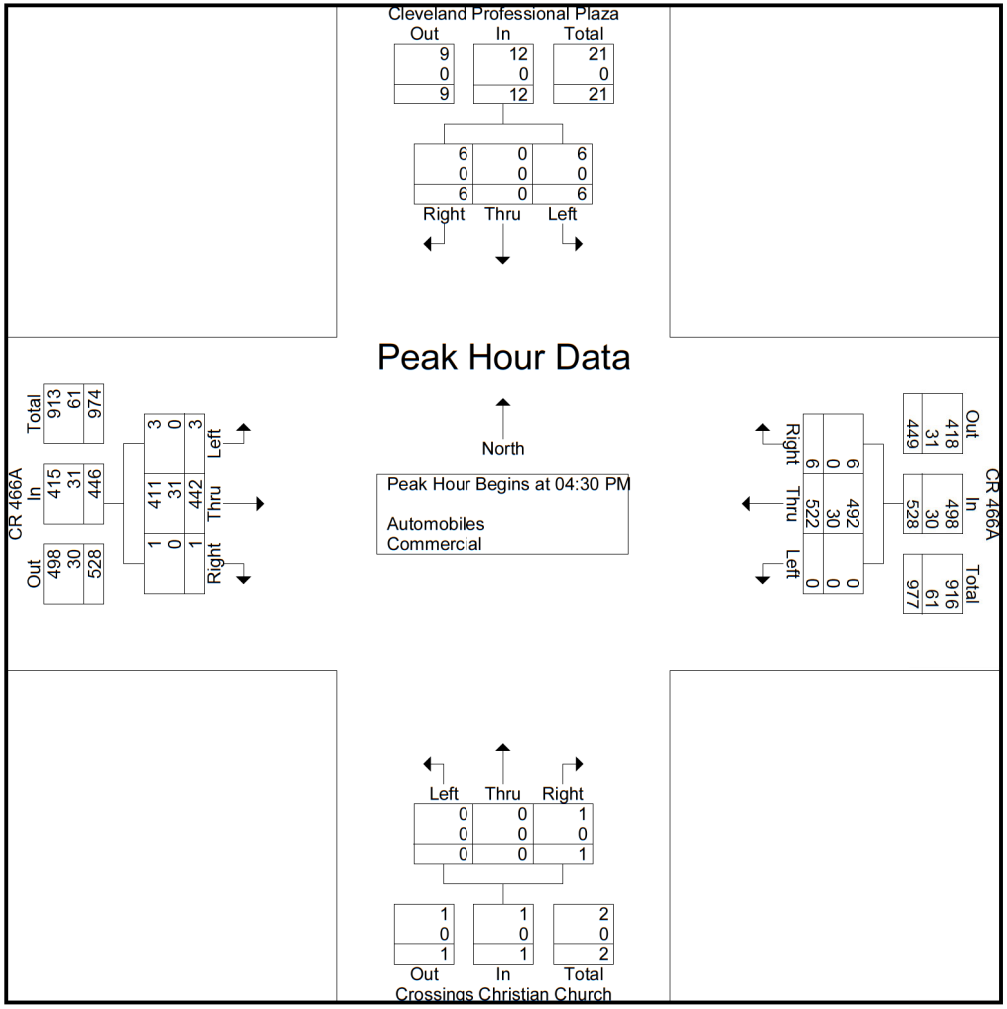
File Name : drwy at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 4

	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

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 : 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

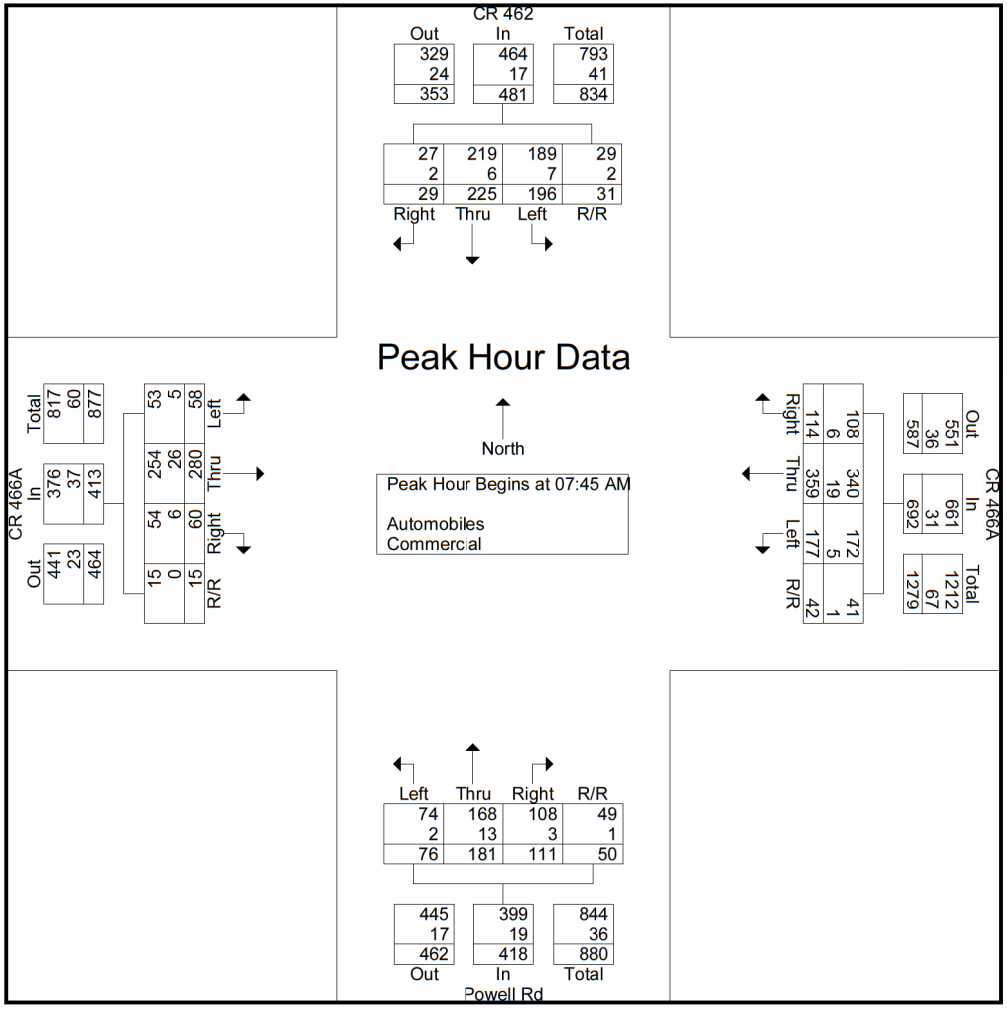
File Name : 03 powell at cr 466a
Site Code : 00000003
Start Date : 3/12/2024
Page No : 2

	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

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 : 3



DE TRAFFIC

detraffic.com
(386) 341-4186
Powell Rd at CR 466A
Sumter County, Fl

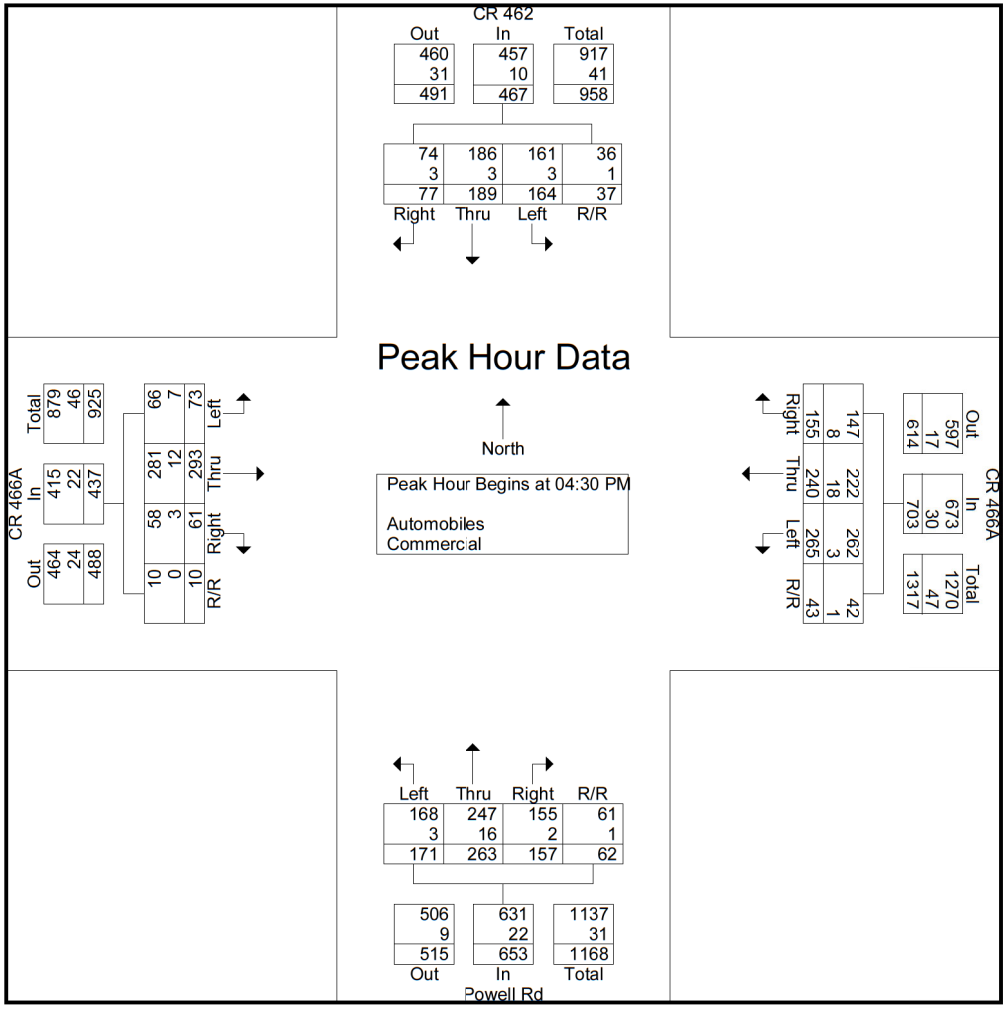
File Name : 03 powell at cr 466a
Site Code : 00000003
Start Date : 3/12/2024
Page No : 4

	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

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 : 5



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 : 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

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 : 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

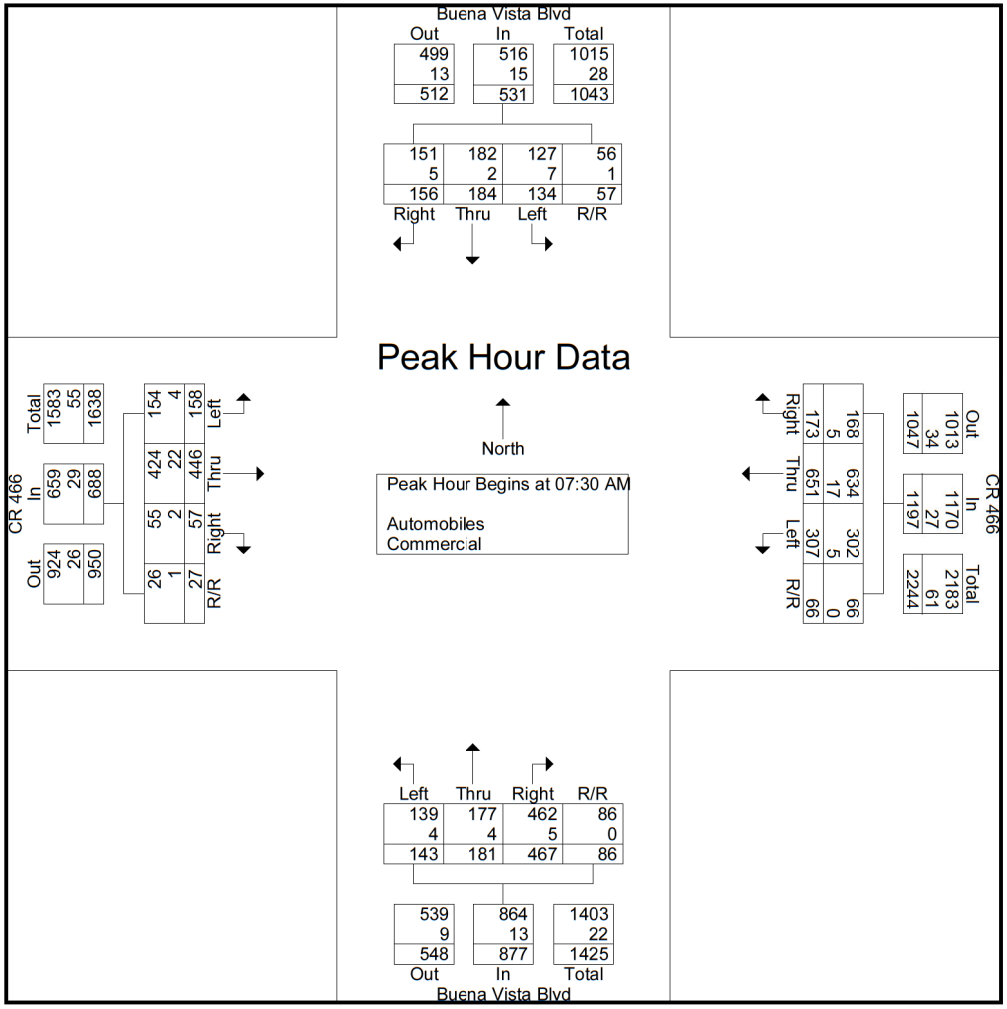
File Name : 04 Buena Vi at CR 466
Site Code : 00000004
Start Date : 3/12/2024
Page No : 2

	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

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 : 3



DE TRAFFIC

detraffic.com
(386) 341-4186
Buena Vista Blvd at CR 466A
Sumter County, Fl

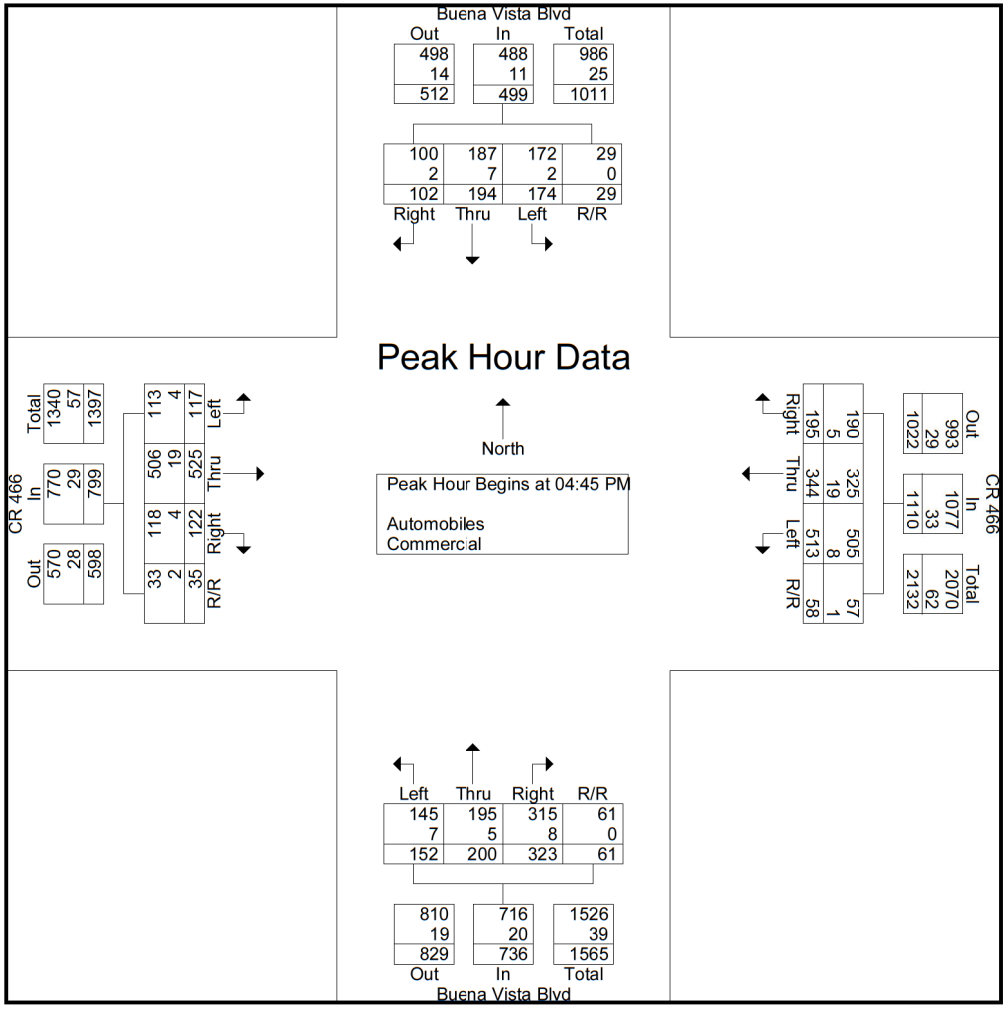
File Name : 04 Buena Vi at CR 466
Site Code : 00000004
Start Date : 3/12/2024
Page No : 4

	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

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 : 5



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 : 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

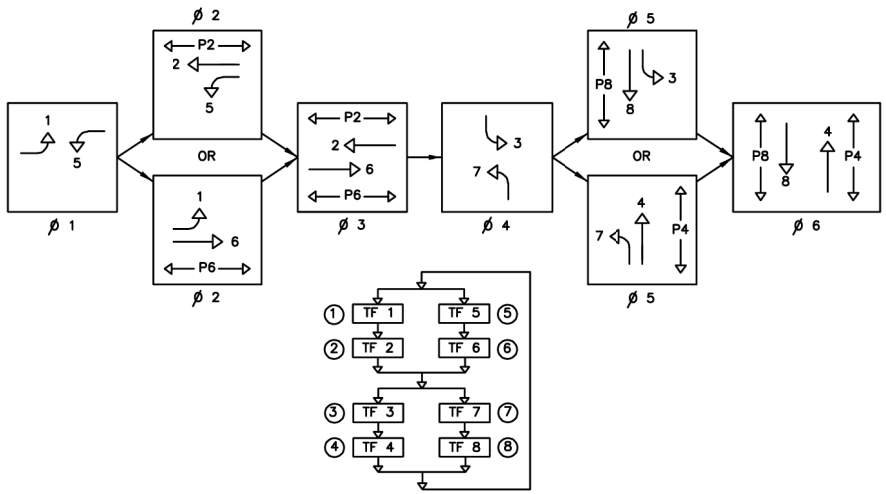
* PEAK SEASON

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 OPERATON: 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 01 S1			09:00	C1 03 S4
PM 3/3/3	150	0	09:30	C2 02 S2			13:30	FREE
			14:00	C3 03 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
© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
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

C 462 AT C 466A INTERSECTION IMPROVEMENTS

PREPARED FOR
ROCK VENTURES, LLC.

SIGNALIZATION PLAN

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 Int\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
											Off Set

COORDINATION SETTINGS

Dial 1 AVC	Dial 2/AM	Dial 3/PM
Split Sec	Split Sec	Split Sec

S 004

INTERSECTION: 45301(SR35) & CR466A (Cleveland Ave)

DATE: June 2019

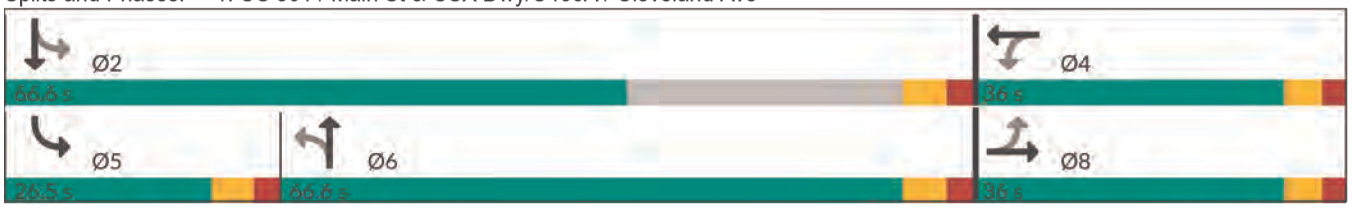


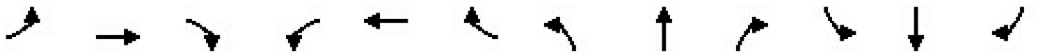
Appendix D:
Existing Synchro Printouts

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





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

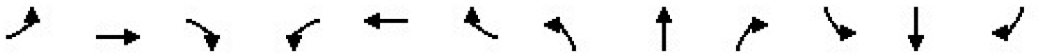
Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 39.6	Intersection LOS: D
Intersection Capacity 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

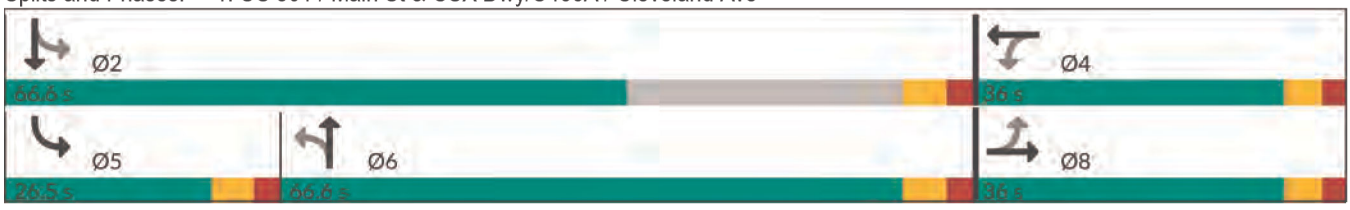
User approved pedestrian interval to be less than phase max green.

* 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

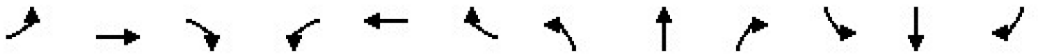
Intersection Summary	
Cycle Length: 129.1	
Actuated Cycle Length: 120.7	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay (s/veh): 35.8	Intersection LOS: D
Intersection Capacity Utilization 87.9%	ICU Level of Service E
Analysis Period (min) 15	

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

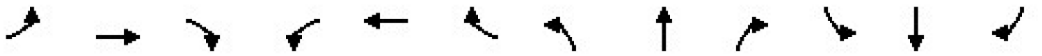
Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 54.5 (36%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 45.2	Intersection LOS: D
Intersection Capacity 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

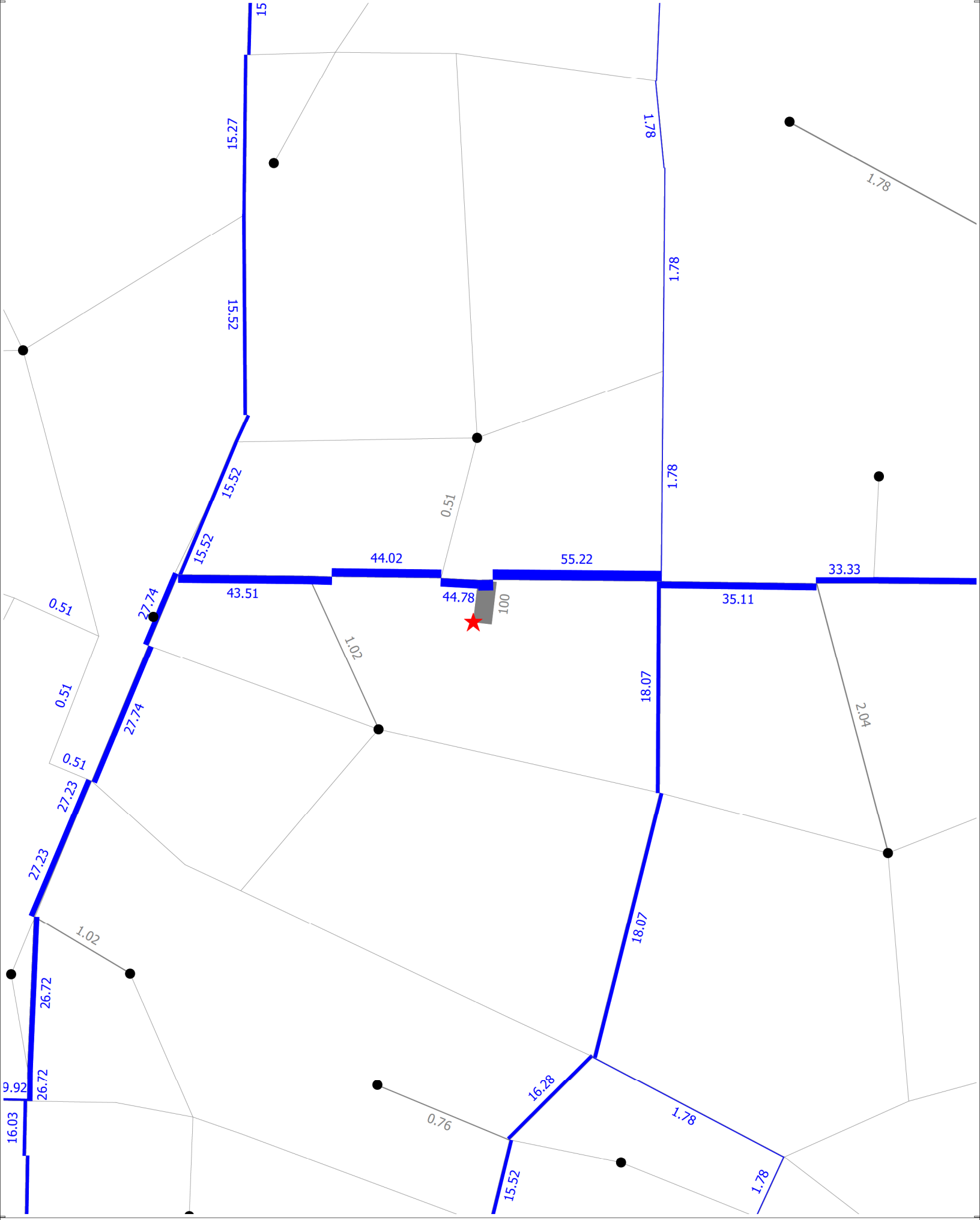
Notes

User approved pedestrian interval to be less than phase max green.

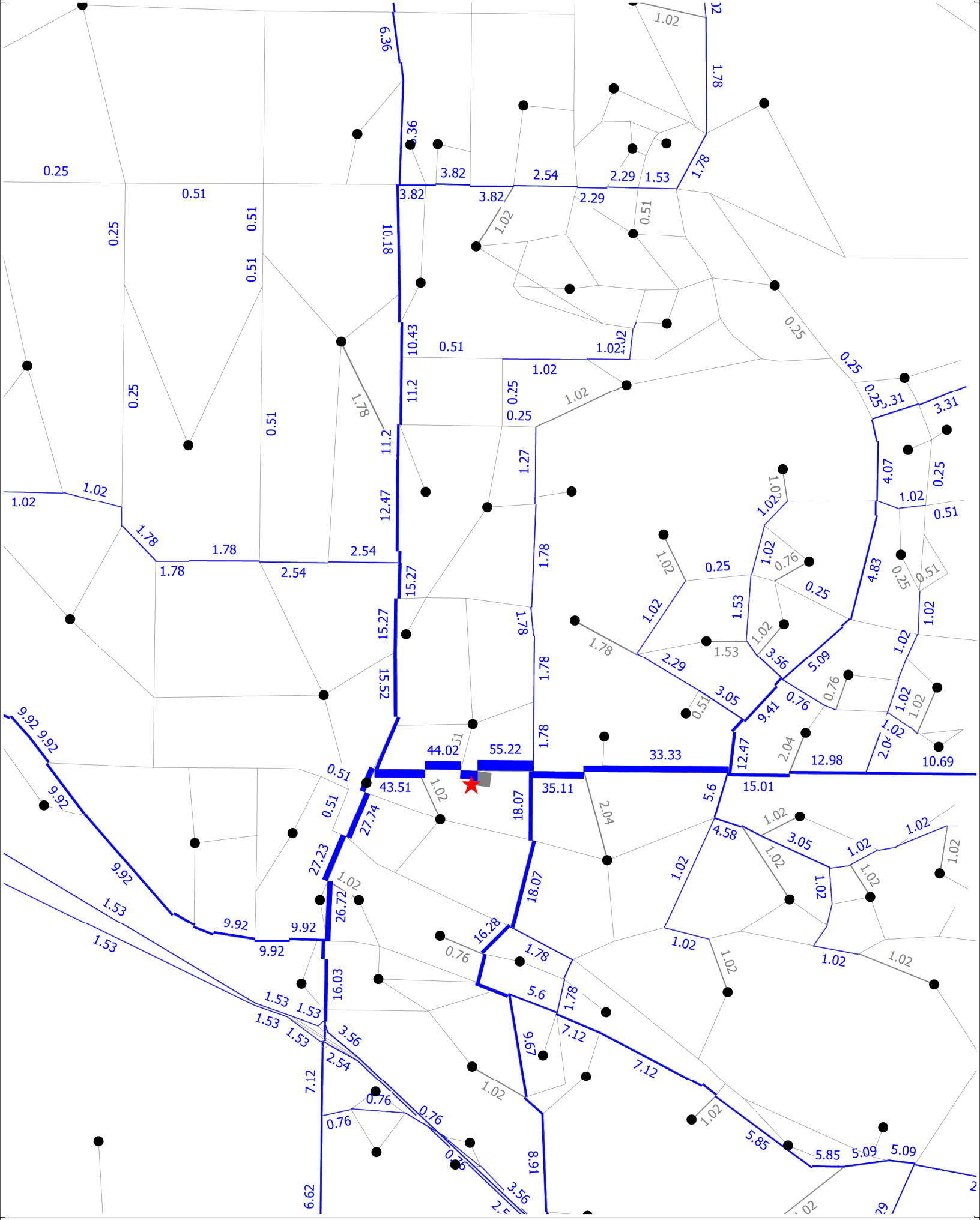
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



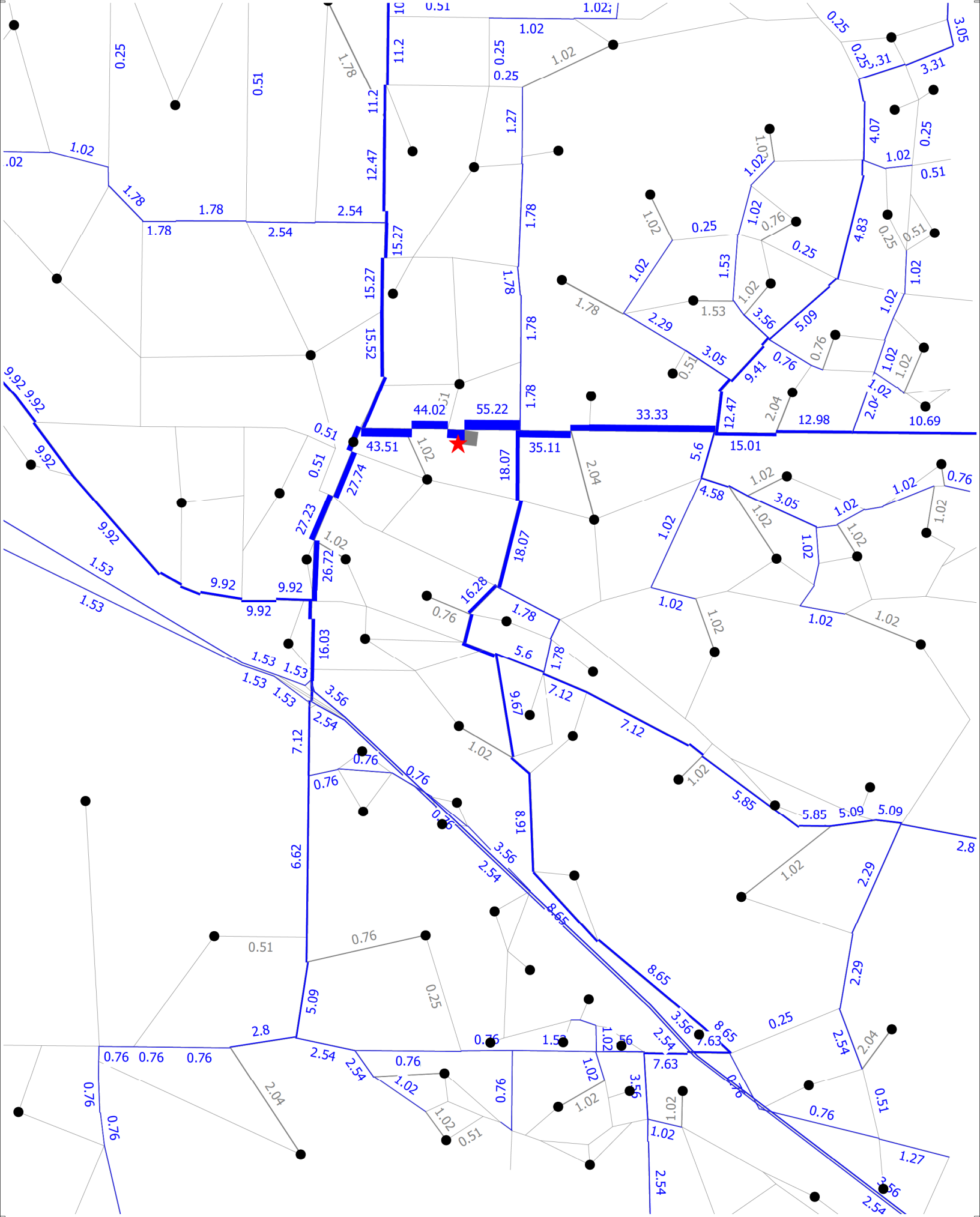
Appendix E: Model Plots



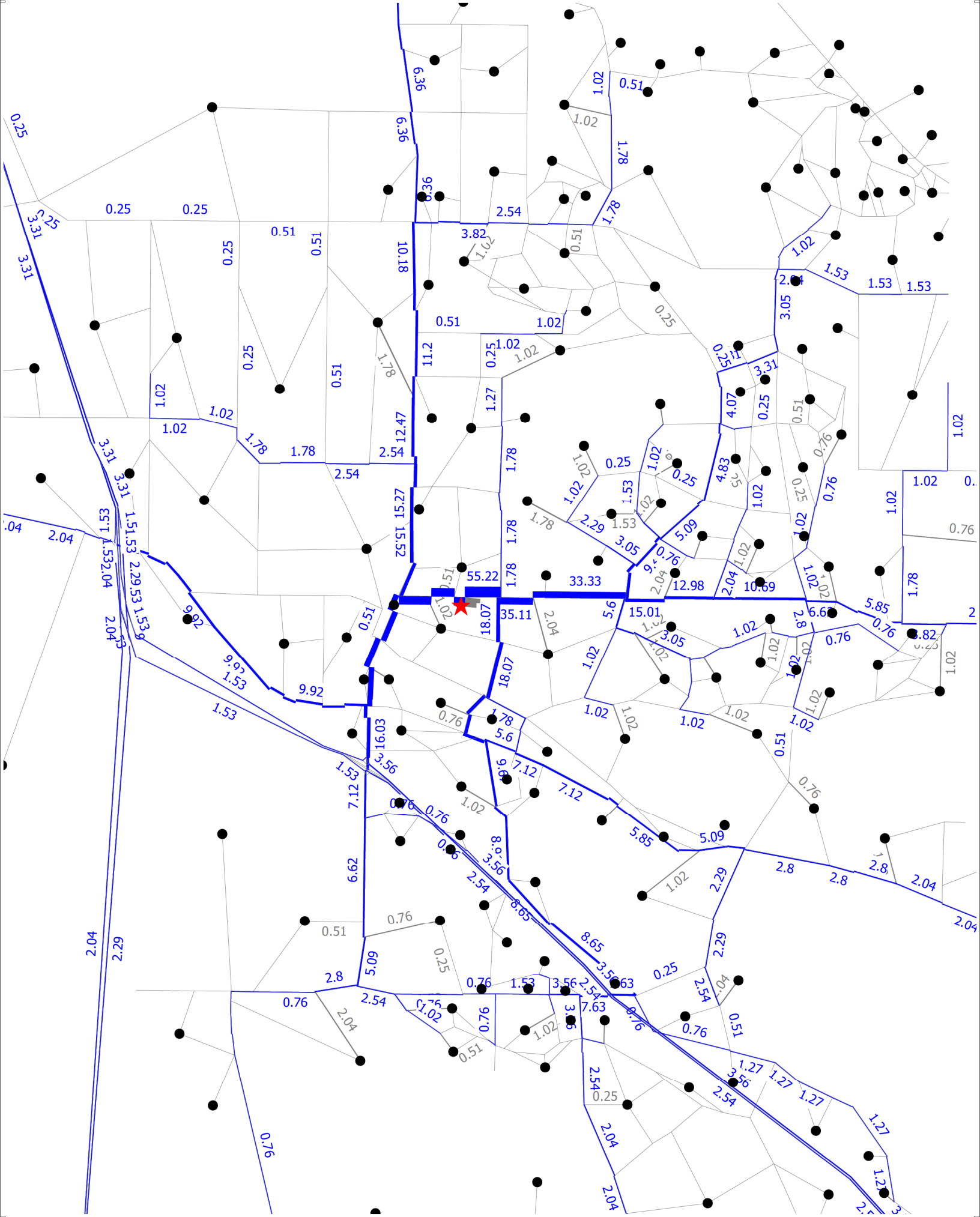
(Licensed to Kittelson and Associates Inc)



(Licensed to Kittelson and Associates Inc)



cube
(Licensed to Kittelson and Associates Inc)



(Licensed to Kittelson and Associates Inc)

Appendix F:
Sumter County Annual Traffic Counts

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT						ADT (+/-) Change	A.M. Peak Hour						P.M. Peak Hour						Golf Cart	
					2018	2019	2020	2021	2022	2023		Time	Total	NB/EB	SB/WB	K	D	Time	Total	NB/EB	SB/WB	K	D	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 Visa 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 Visa 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 Visa 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 Visa 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	--	--

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT						ADT (+/-) Change	A.M. Peak Hour						P.M. Peak Hour						Golf Cart	
					2018	2019	2020	2021	2022	2023		Time	Total	NB/EB	SB/WB	K	D	Time	Total	NB/EB	SB/WB	K	D	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	834	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/Genview 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	25851	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

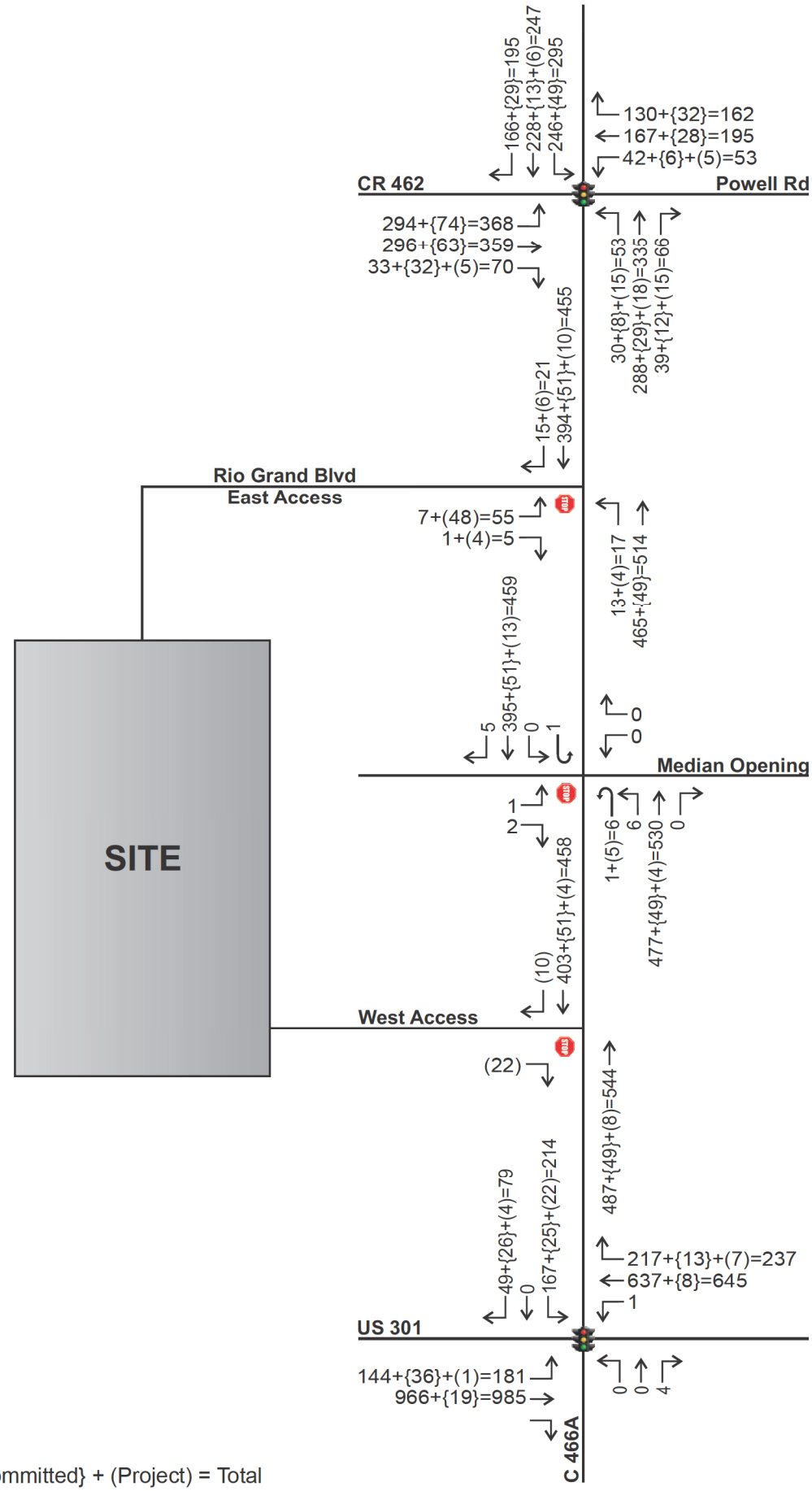
TRAFFIC IMPACT ANALYSIS
CITY OF WILDWOOD
FLORIDA

Prepared by:

Traffic & Mobility Consultants
3101 Maguire Boulevard, Suite 265
Orlando, Florida 32803
www.trafficmobility.com
(407) 531-5332

Prepared for:

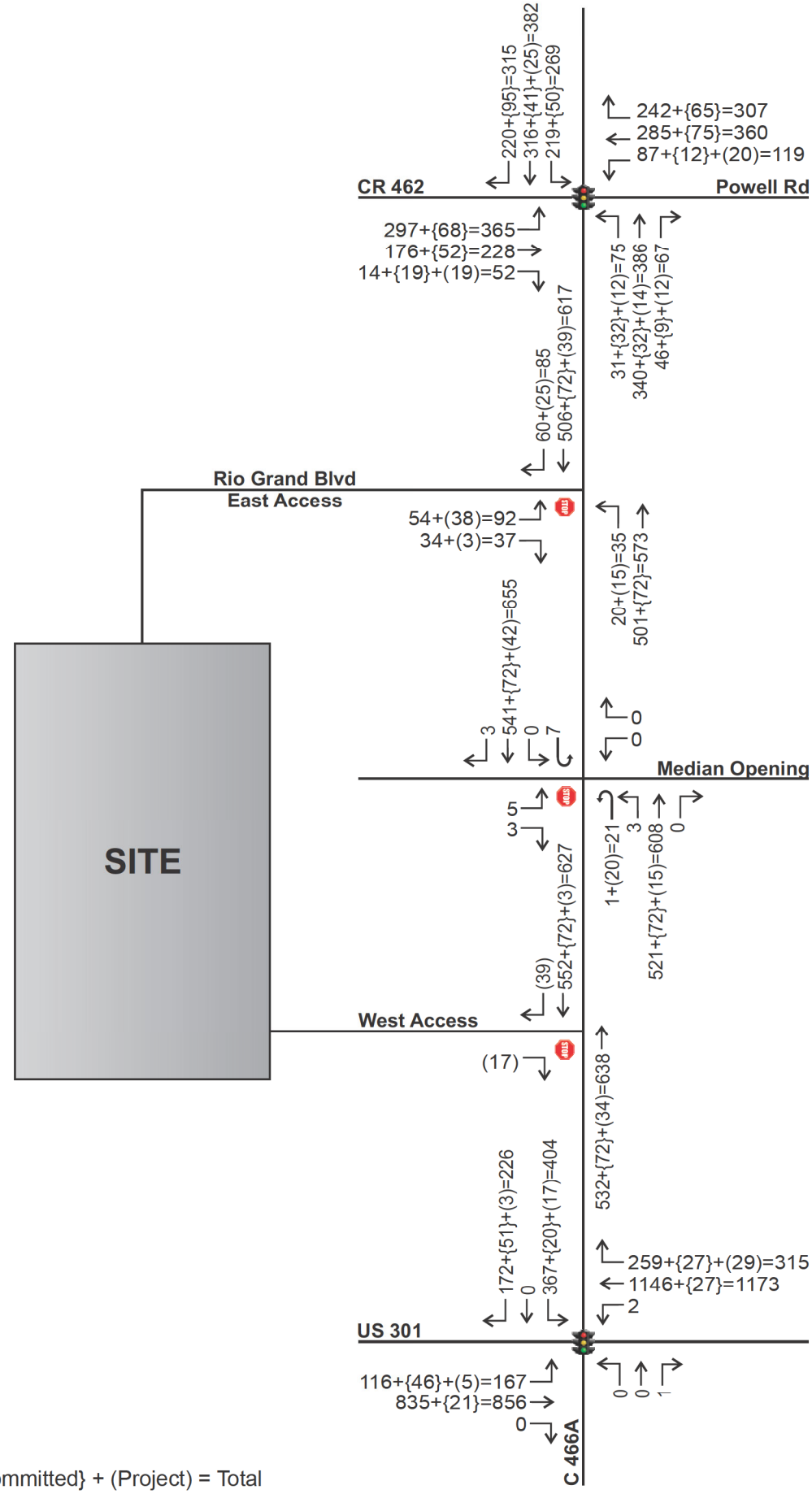
1201 Cleveland Avenue, LLC
701 N Federal Highway, Suite 201 B
Hallandale, Florida 33009



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

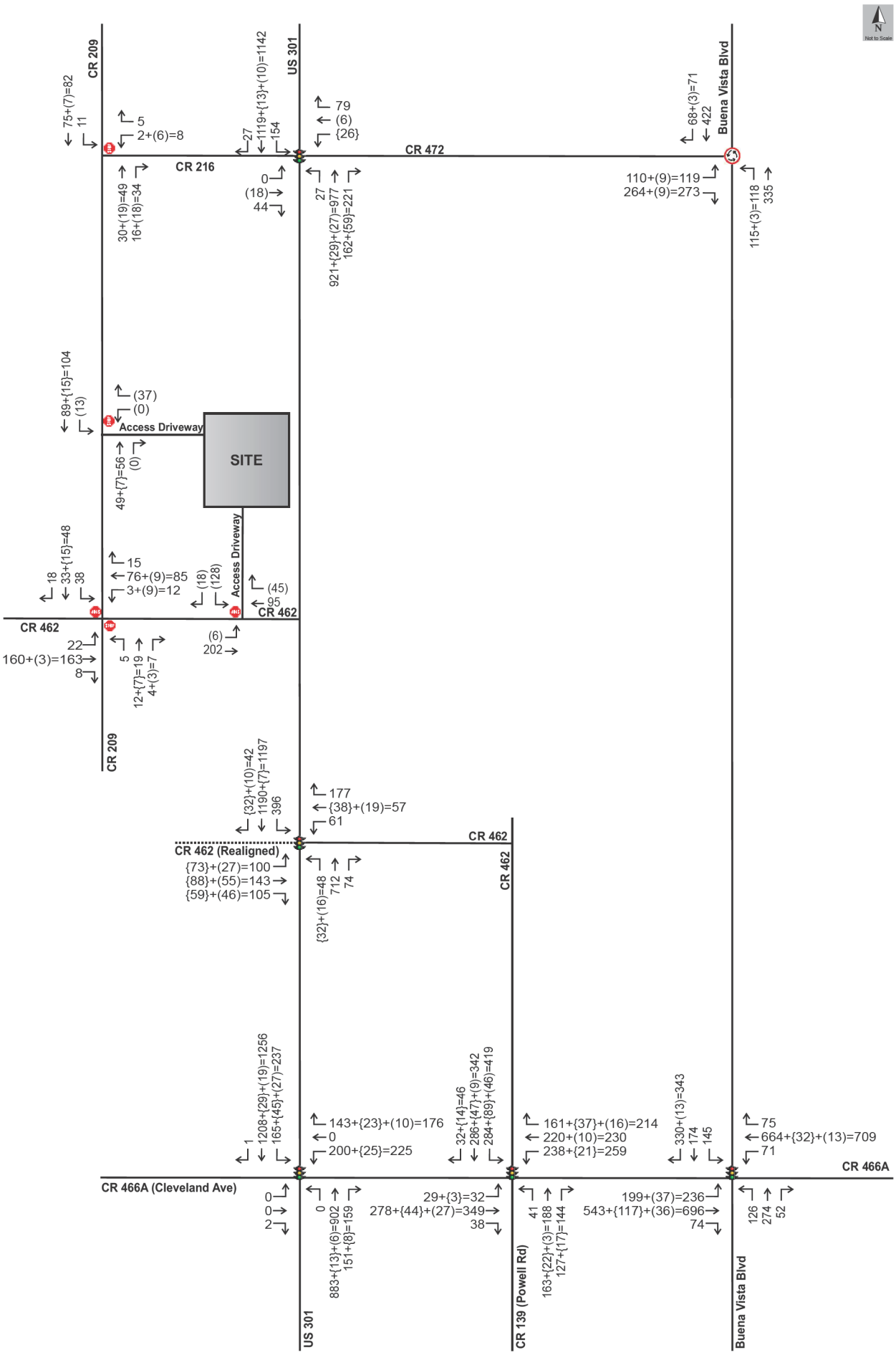
Prepared by:

Traffic & Mobility Consultants

3101 Maguire Boulevard, Suite 265
Orlando, Florida 32803
www.trafficmobility.com
(407) 531-5332

Prepared for:

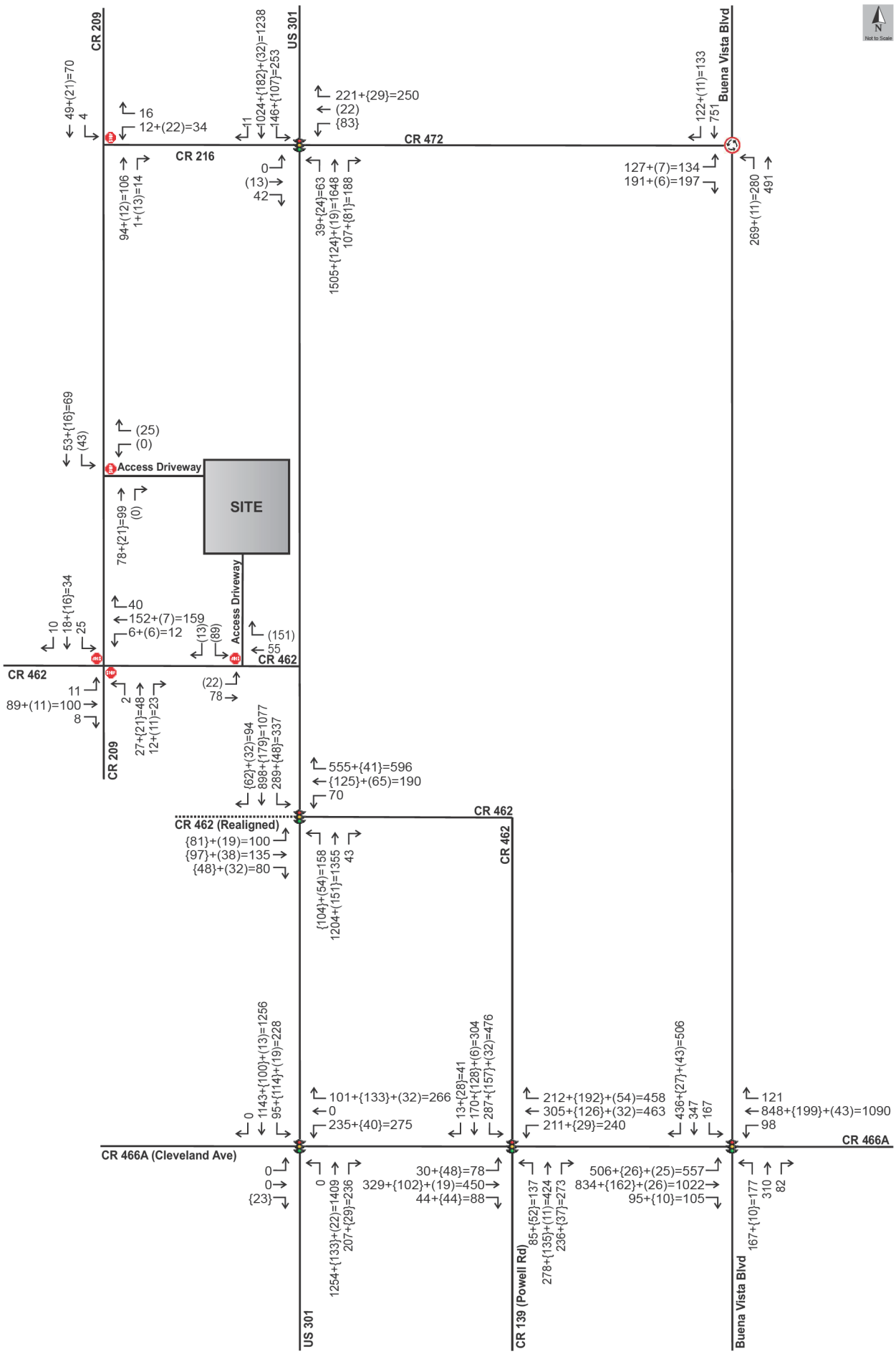
Kolter Land Partners
14025 Riveredge Drive, Suite 175
Tampa, Florida 33637



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:

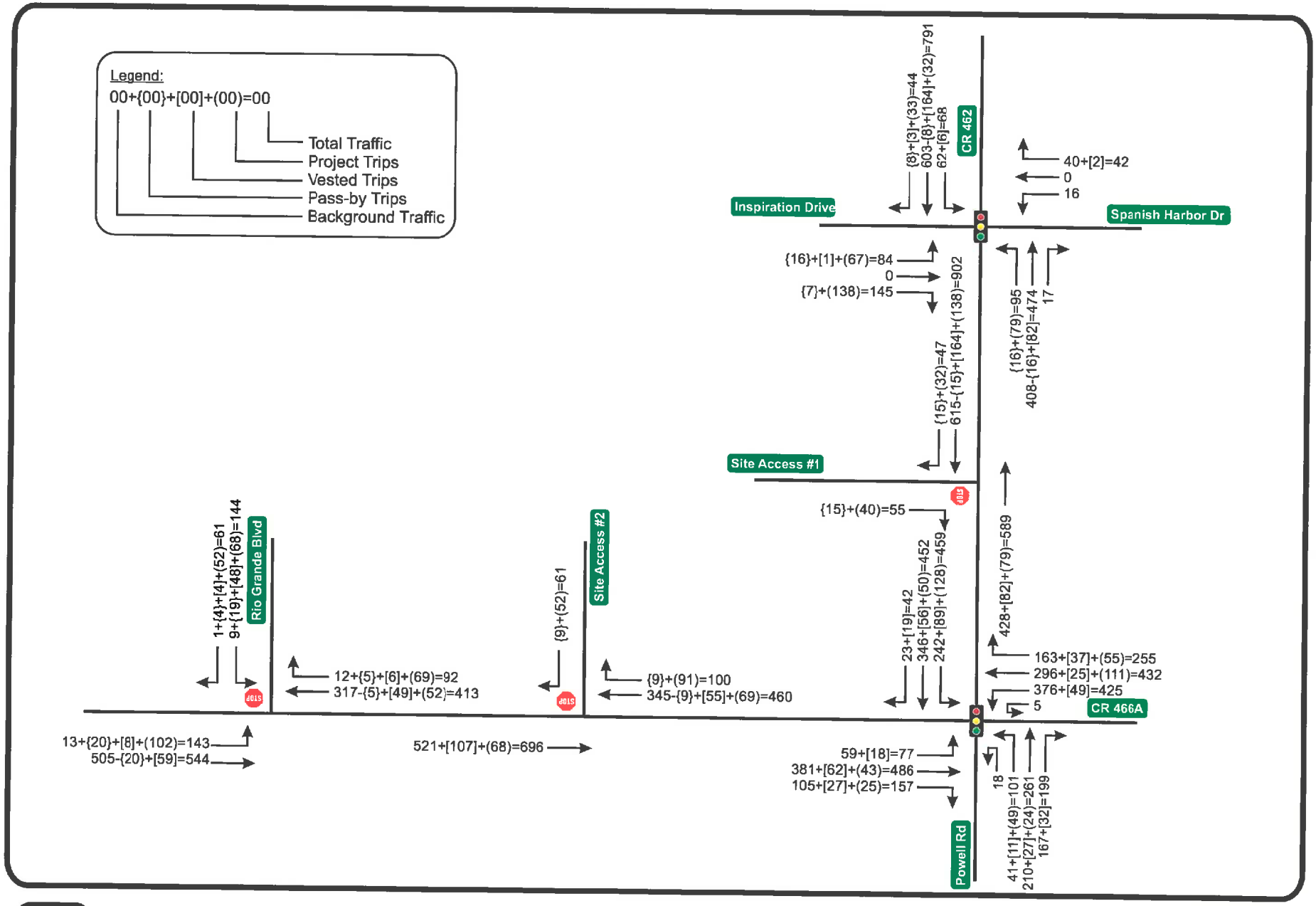
Rock Properties, Inc.
145 Lincoln Avenue, Suite B
Winter Park, Florida 32789

Prepared by:

Traffic Planning and Design, Inc.
535 Versailles Drive
Maitland, Florida 32751
407-628-9955

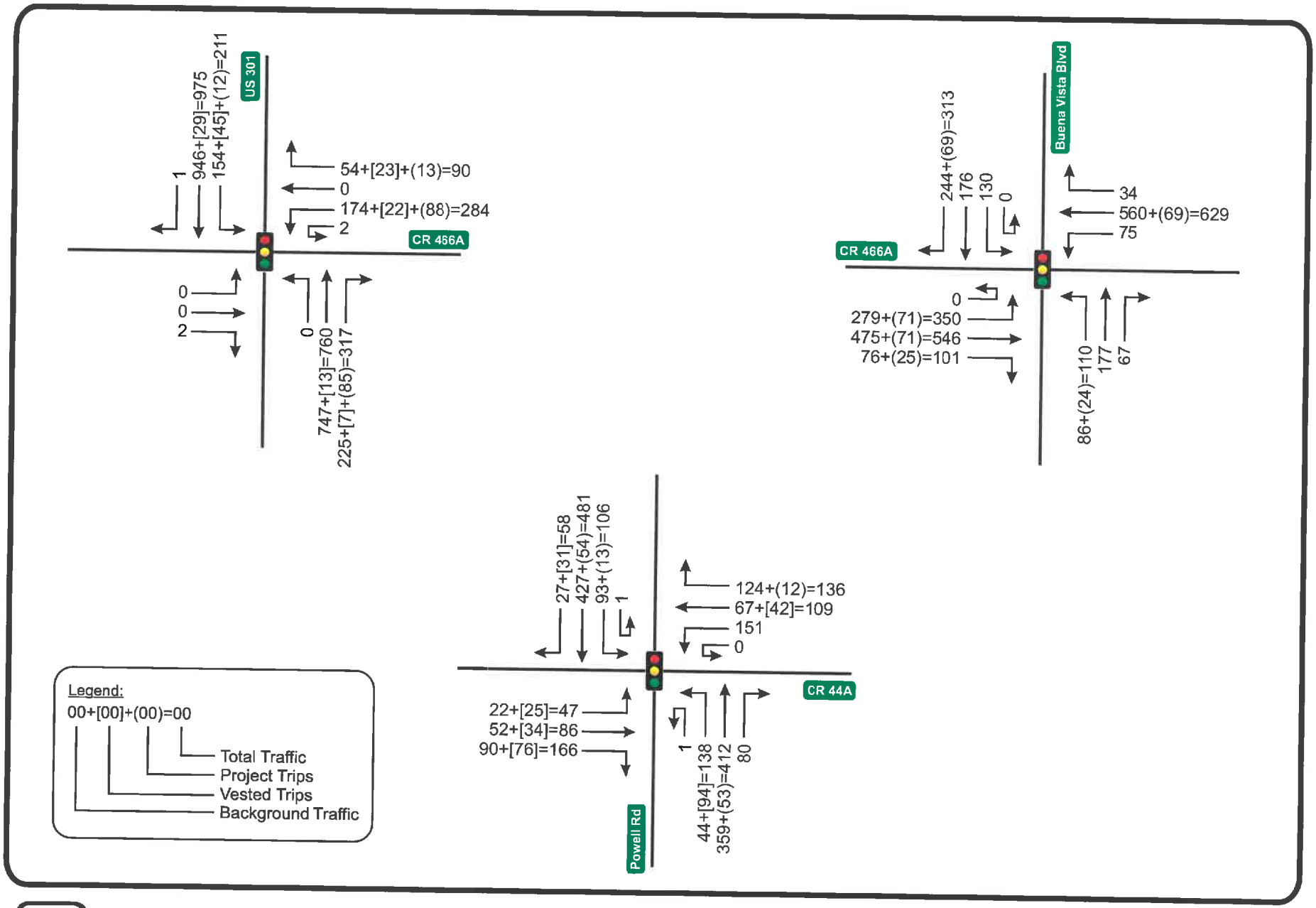
August 2022

TPD № 5041.1



Turkey Run II
Project № 5041.1
Figure 5a

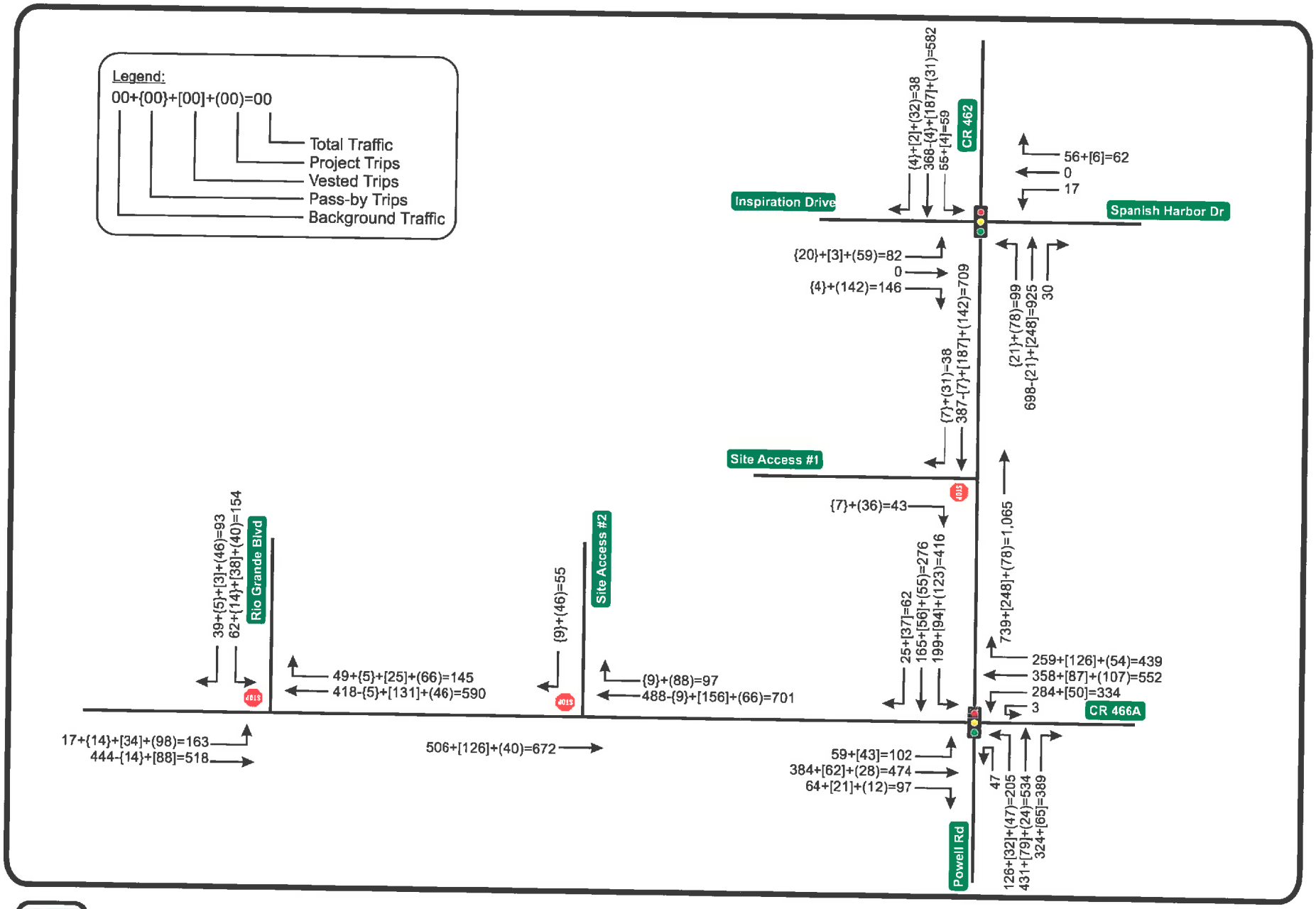
Projected A.M. Peak Hour Volumes



Turkey Run II
Project № 5041.1
Figure 5b

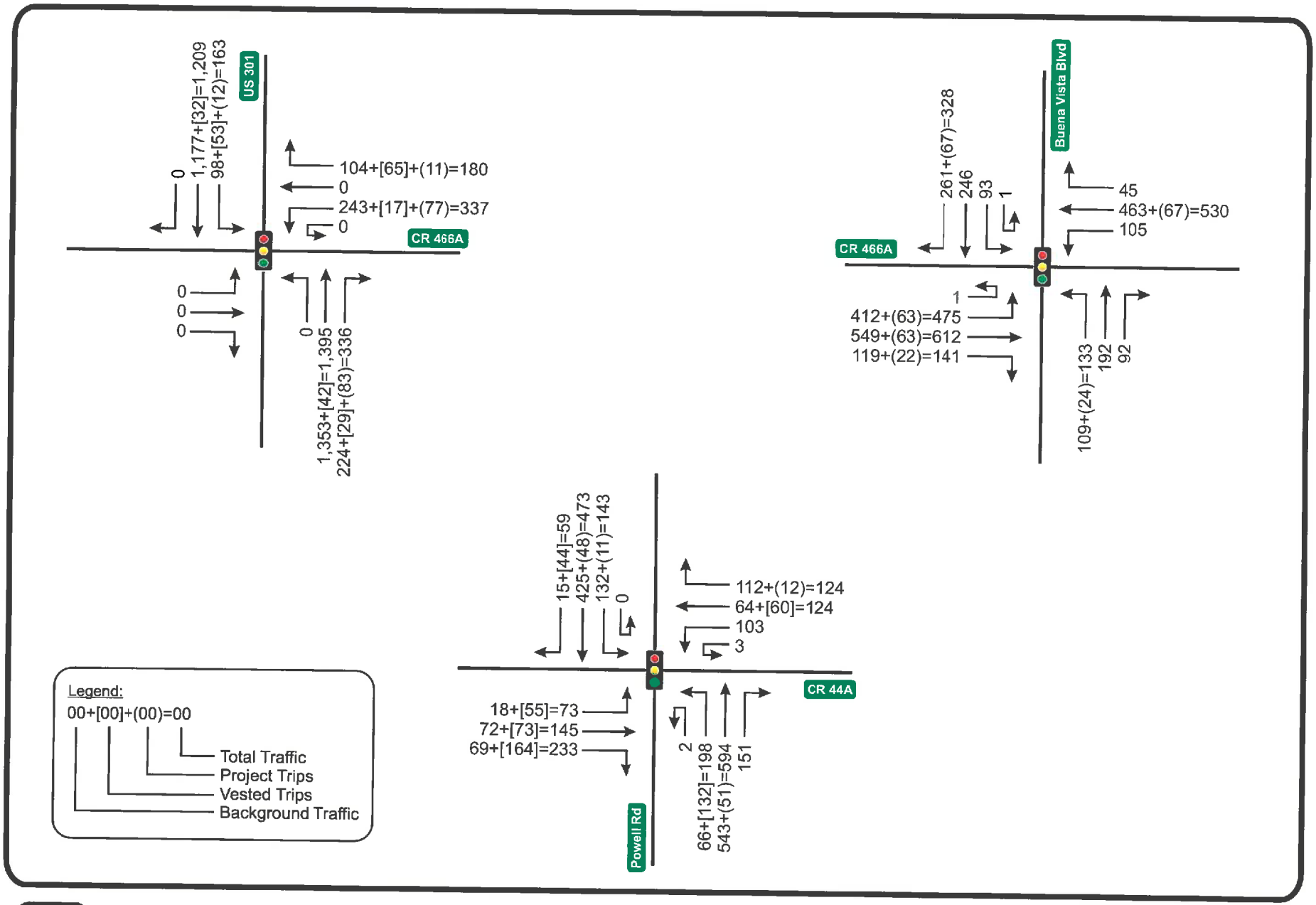
Projected A.M. Peak Hour Volumes

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

Prepared for:
Mastroserio Engineering
1701 SE 32nd Place
Ocala, Florida 34471
352.433.2185

Prepared by:
Kittelson & Associates, Inc.
225 East Robinson Street, Suite 355
Orlando, FL 32801
407.540.0555

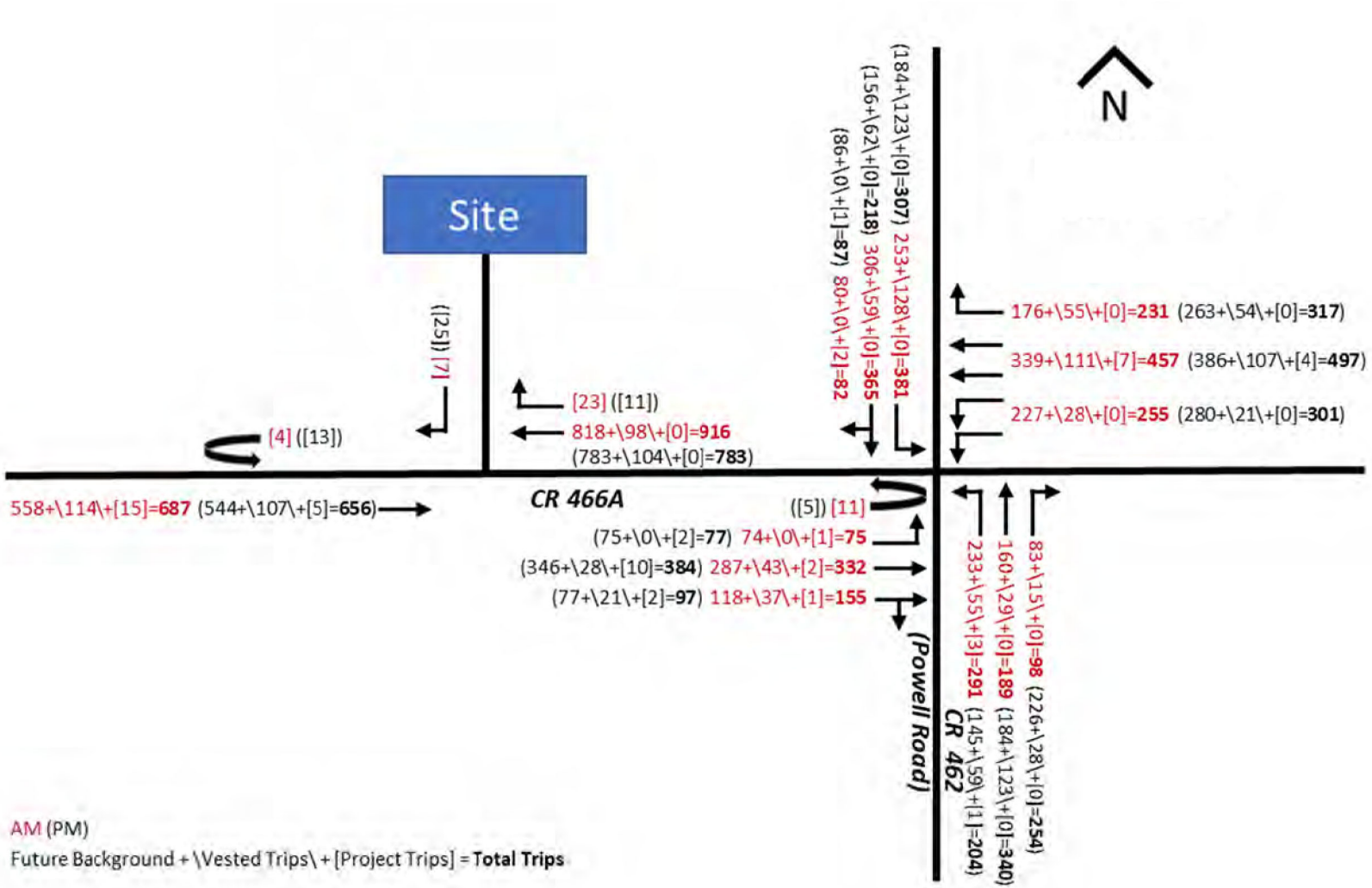
Project Manager:
Kok Wan Mah
Associate Engineer

Project Principal:
Stephanie Shealey
Senior Engineer

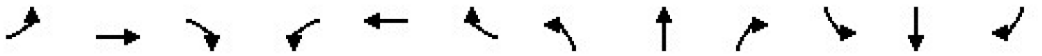
Project Number 28441

November 2022

Figure 5. Build-Out Volumes



Appendix H:
Background No-Build Synchro Printouts

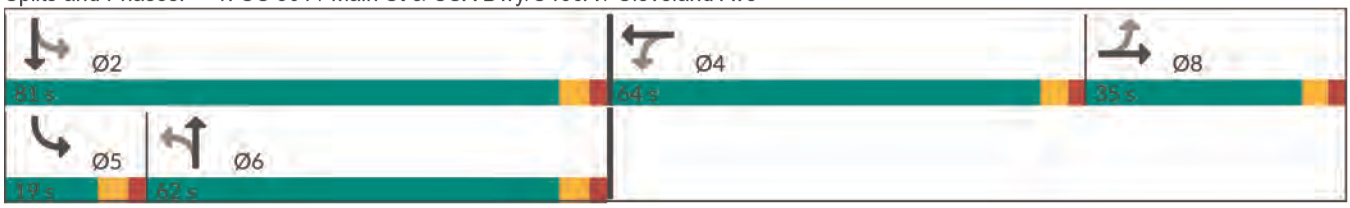


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	3	450	0	177	5	886	357	186	1297	1
Future Volume (vph)	1	0	3	450	0	177	5	886	357	186	1297	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	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	

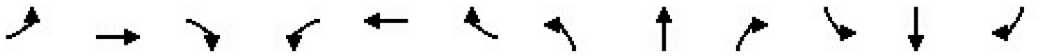
Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 147.6			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.01			
Intersection Signal Delay (s/veh): 107.0		Intersection LOS: F	
Intersection Capacity Utilization 88.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave



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	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.

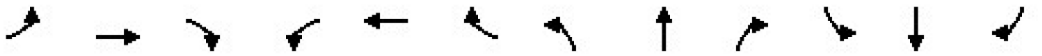
Intersection	
Int Delay, s/veh	0.3

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



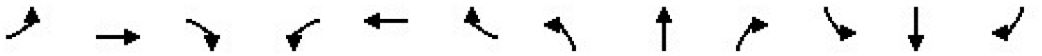
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	392	122	191	522	239	139	222	174	386	302	72
Future Volume (vph)	90	392	122	191	522	239	139	222	174	386	302	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	

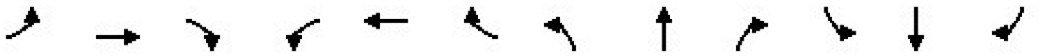
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	66.2	25.6	32.4	17.2	64.8	17.6	40.5
Change Period (Y+Rc), s	6.0	* 7.1	7.0	6.7	7.0	* 7.1	6.3	* 6.7
Max Green Setting (Gmax), s	11.0	* 46	20.0	36.0	14.0	* 43	12.1	* 45
Max Q Clear Time (g_c+I1), s	9.8	19.1	18.5	19.1	10.1	13.5	11.3	31.9
Green 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.

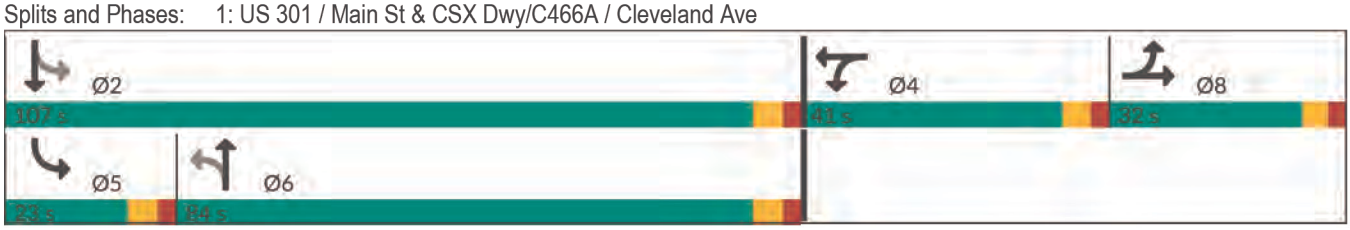


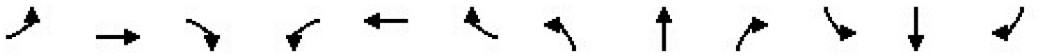
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	4	445	0	181	6	1151	408	225	957	1
Future Volume (vph)	1	0	4	445	0	181	6	1151	408	225	957	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	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.

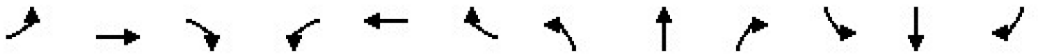
Intersection	
Int Delay, s/veh	0.5

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

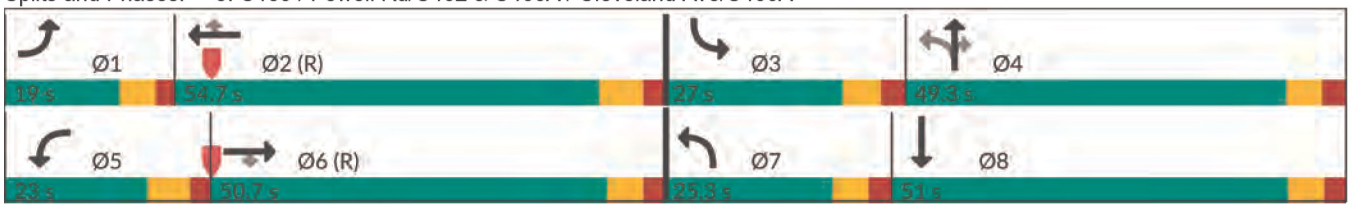


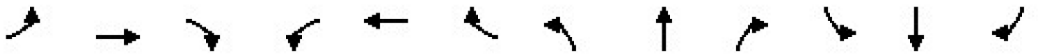
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	387	103	286	427	322	253	319	237	332	265	143
Future Volume (vph)	98	387	103	286	427	322	253	319	237	332	265	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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

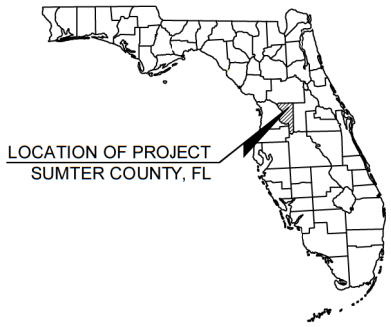
User approved pedestrian interval to be less than phase max green.

* 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 EDITON, 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.

UTILITY AGENCY OWNERS:

AT&T
RICK MARINO
(352) 284-8110

LUMEN LOCAL (CENTURYLINK)
JOHN PLAMONDON
(352) 425-4444

SPECTRUM (CHARTER)
RYAN DUTTENHAVER
(352) 717-3704

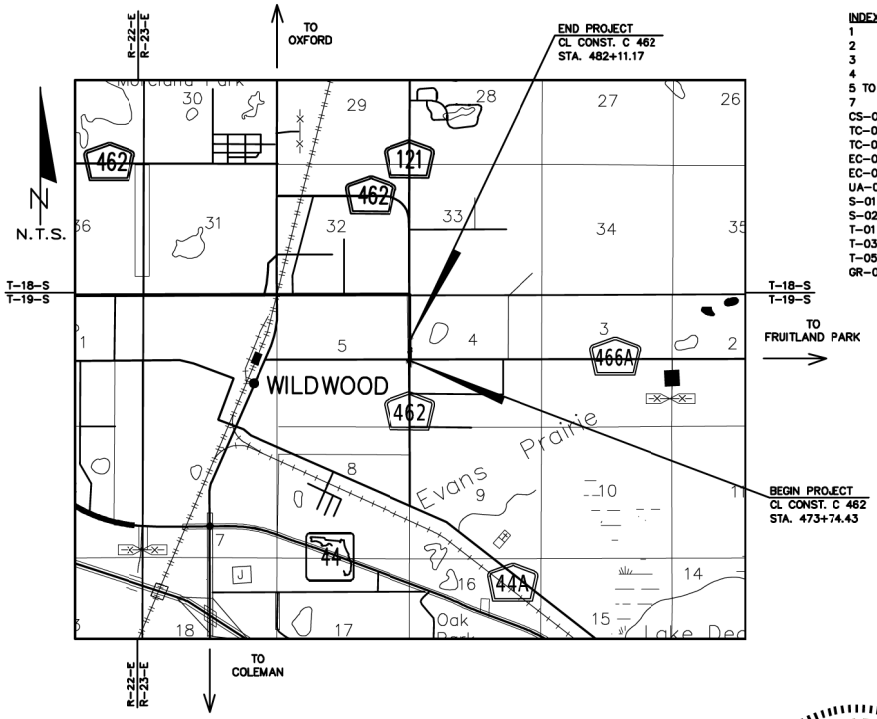
CITY OF WILDWOOD
JASON MARTIN
(352) 643-0943

SECO ENERGY (TRANSMISSION)
DAVID JOHNSON
(352) 569-9636

SECO ENERGY (DISTRIBUTION)
SHERRY FOGARTY
(601) 812-8454

TECO PEOPLES GAS
LANDON MEAHL
(407) 408-5566

SUMTER COUNTY TRAFFIC
MICHAEL BYRANT
(352) 689-4400



INDEX OF SHEETS

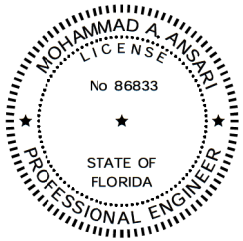
1	COVER SHEET
2	SUMMARY OF QUANTITIES
3	GENERAL NOTES
4	TYPICAL SECTIONS
5 TO 6	ROADWAY PLAN
7	MISCELLANEOUS CONSTRUCTION DETAILS
CS-01 TO CS-06	CROSS SECTIONS
TC-01	TEMPORARY TRAFFIC CONTROL PLAN NOTES
TC-02	TEMPORARY TRAFFIC CONTROL PLAN
EC-01	EROSION CONTROL NOTES
EC-02 TO EC-03	EROSION CONTROL
UA-01 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

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

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



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

CALL 2 WORKING DAYS 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
© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
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

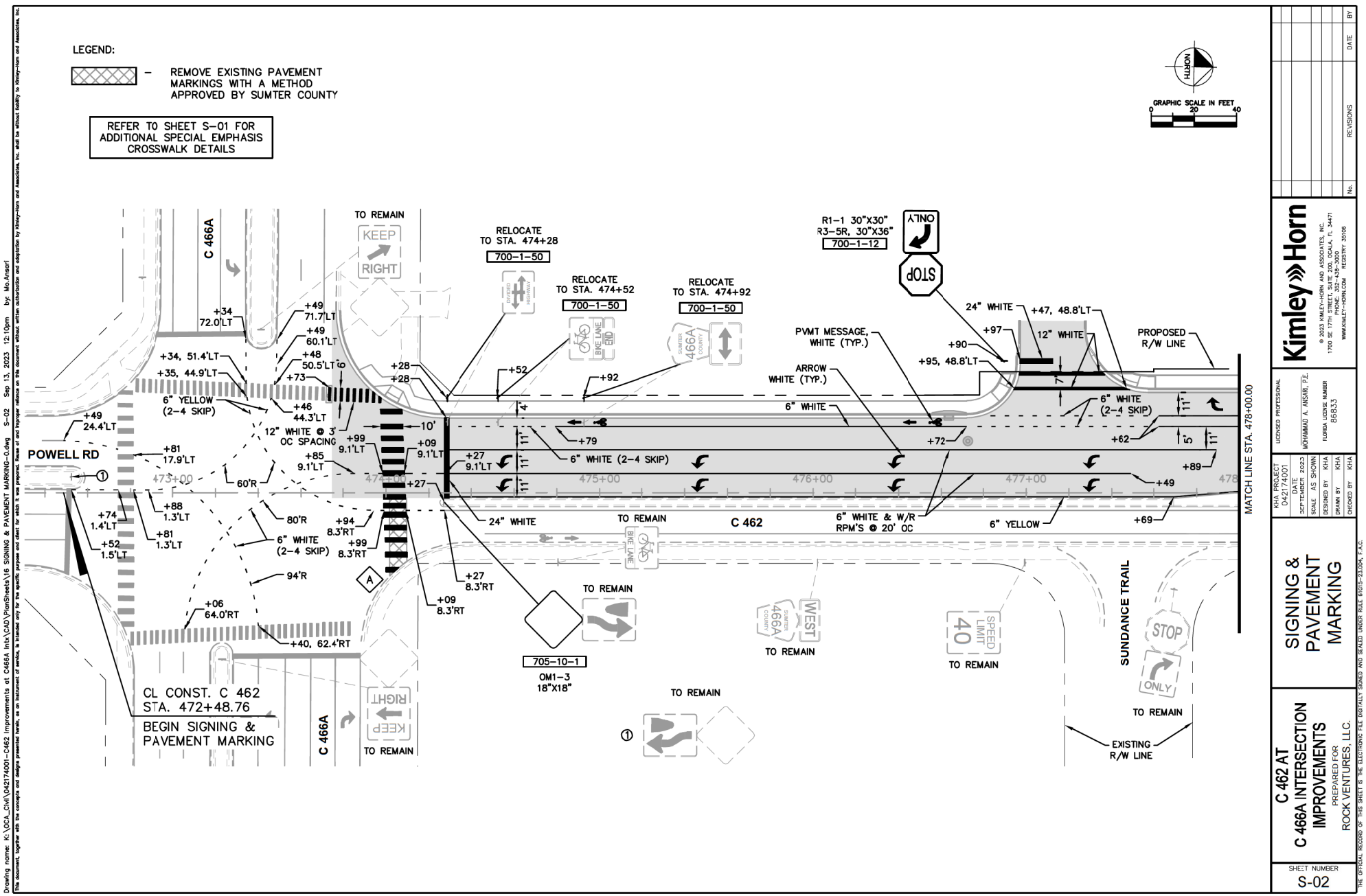
KHA PROJECT 042174001
DATE SEPTEMBER 2023
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA

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 Int\CAD\PlanSheets\01 COVER SHEET.dwg 1 Sep 13, 2023 12:06pm 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.



Kimley»Horn

© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
1700 SE 17TH STREET, SUITE 200, OCALA, FL 34471
PHONE: 352-438-3000
WWW.KIMLEY-HORN.COM REGISTRY 35106

No.	REVISIONS	DATE	BY

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

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\16 SIGNING & PAVEMENT MARKING-0.dwg S-02 Sep 13, 2023 12:10pm by: MoAnsari
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.



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:

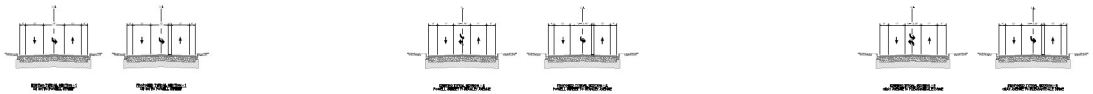
- Re-designation of the lanes on C 466A at US 301 to include a left-turn lane and a shared left/ through/right-turn lane. This would allow for the heavy left-turn movement to utilize both lanes and reduce queueing and congestion on C 466A.
- Extension of the left-turn lane on C 466A at US 301 to provide 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.

CLEVELAND AVENUE (C466A) IMPROVEMENTS







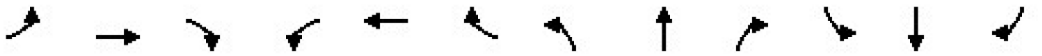
Appendix J:
2023 CMP Database

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

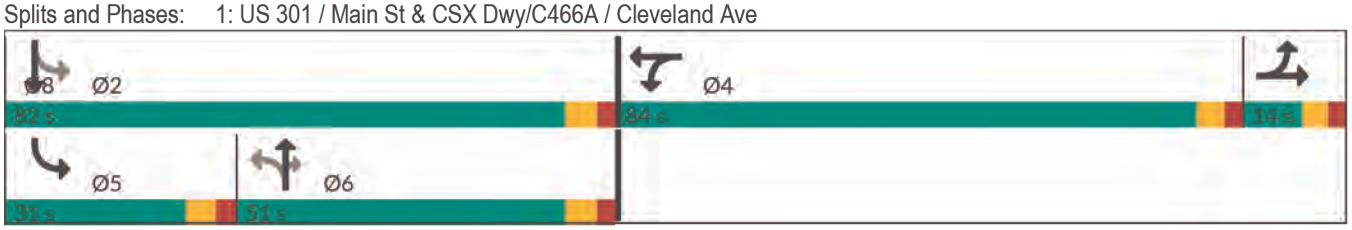


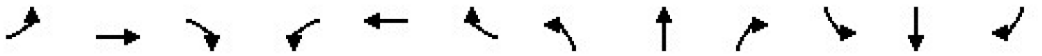
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	3	463	0	184	5	886	385	202	1297	1
Future Volume (vph)	1	0	3	463	0	184	5	886	385	202	1297	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	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.

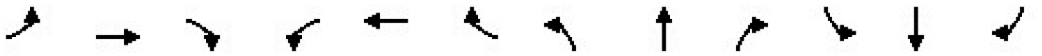
Intersection	
Int Delay, s/veh	1.5

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



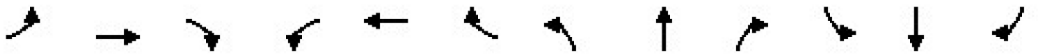
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	408	130	191	558	239	157	222	174	386	302	74
Future Volume (vph)	91	408	130	191	558	239	157	222	174	386	302	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	

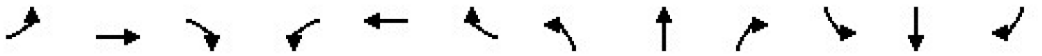
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	55.9	25.6	42.7	17.2	54.5	16.3	52.0
Change Period (Y+Rc), s	6.0	* 7.1	7.0	6.7	7.0	* 7.1	6.3	* 6.7
Max Green Setting (Gmax), s	11.0	* 46	20.0	36.0	14.0	* 43	11.9	* 45
Max Q Clear Time (g_c+I1), s	9.9	21.2	18.5	17.6	10.1	15.6	8.6	21.6
Green 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.

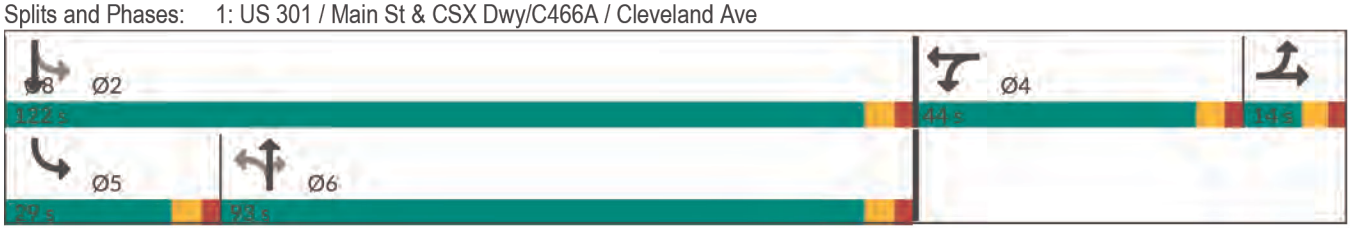


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	4	477	0	199	6	1151	427	236	957	1
Future Volume (vph)	1	0	4	477	0	199	6	1151	427	236	957	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	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



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.

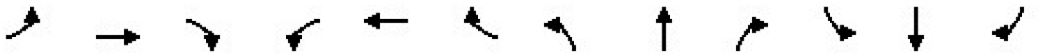
Intersection	
Int Delay, s/veh	4.9

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

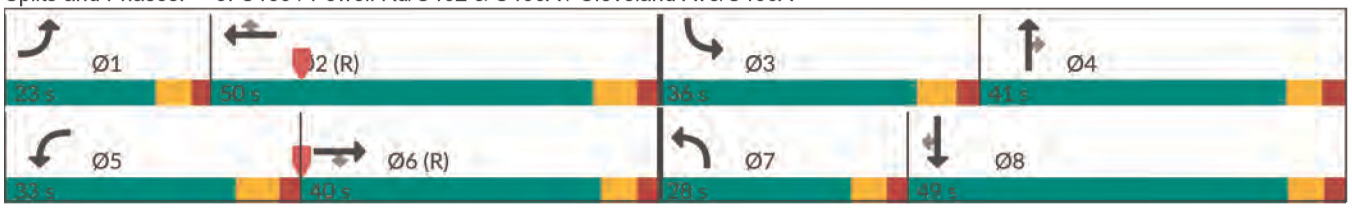


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	427	124	286	451	322	265	319	237	332	265	144
Future Volume (vph)	100	427	124	286	451	322	265	319	237	332	265	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	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	

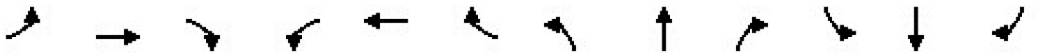
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 45.9		Intersection 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



HCM 7th Signalized Intersection Summary
3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A

07/11/2024



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

ATLANTIC ECOLOGICAL SERVICES

201 Basque Road
St. Augustine, FL 32080
Tel. (904) 347-9133
Fax (904) 512-0459
www.atlanticeco.com

May 15, 2023

BluRock Commercial Real Estate, LLC
Attn: Heather Coons
3408 S. Orange Ave., Suite B
Orlando, FL 32806

RE: Wildwood Retail Property
Sumter County, FL
AES #23-073

Dear Ms. Coons,

Atlantic Ecological Services, LLC (AES) Wildwood Retail Property for the purposes of conducting a review for the presence of protected species based on direct and indirect observations, as well as to determine potential for occurrence of protected species based on suitable habitat. The site assessment was conducted on May 9, 2023. The subject property is specifically located at 1308 Cleveland Avenue in Wildwood, Florida and is approximately 16.4 acres in total size. The Sumter County Parcel ID # is G05-125. The subject property is located in Section 5, Township 19 South, Range 23 East in Sumter County, Florida. Please see the attached Location and Aerial Maps.

This general area is known to be occupied by the protected gopher tortoise (*Gopherus polyphemus*). The proposed project is to construct townhomes. Prior to construction a gopher tortoise survey is required by the City of Wildwood and the Florida Fish & Wildlife Conservation Commission (FWC). The results are documented within this letter report.

Mr. Jacob Doyle of AES performed the protected species review on the subject property. Mr. Doyle currently holds certification from the FWC as an Authorized Gopher Tortoise Agent under permit # GTA-21-00052A.

METHODS

Habitat Mapping

Each community and land use area were categorized according to the Florida Department of Transportation's (FDOT) 1999 *Florida Land Use, Cover and Forms Classification System* (FLUCCS). The boundaries of each FLUCCS code were delineated based on vegetative composition, soil characteristics, topography, and aerial interpretation. See the Results Section below for a description of the habitats found. Please also see the attached Habitat Map depicting the findings.

Protected Species Review

Prior to visiting the site, a background literature search was conducted to compile a list of state and federally protected animal and plant species that could occur on-site. The three primary sources of literature reviewed include the Florida Fish and Wildlife Conservation Commission's (FWC) *Florida's Endangered Species, Threatened Species, And Species of Special Concern*, the United States Fish and Wildlife Service's (USFWS) Threatened and Endangered Species System (TESS) database, and the Florida Department of Agriculture and Consumer Services (FDACS), Division of Plant Industry's (DPI) *Notes on Florida's Endangered and Threatened Plants*. Additional information was gathered from the Florida Natural Areas Inventory (FNAI) *Field Guides to the Rare Animals/Plants of Florida*, and the Florida Committee on Rare and Endangered Plants and Animals (FCREPA) *Rare and Endangered Biota of Florida*: Volumes 1-5, and the FWC's Eagle Nest Locator and Audubon Florida EagleWatch websites were also reviewed to obtain location data recorded by others for those species.

RESULTS

Habitats

Uplands

Residential (FLUCCS 110) – Approximately 0.86 acres of the subject property exists as low density residential. A single-family home exists in this habitat and is surrounded by bahia grass (*Paspalum notatum*) and live oaks (*Quercus virginiana*).

Church (FLUCCS 172) – Approximately 4.76 acres of the subject property exists as a church on the front portion of the property as well as a volleyball area behind the structure. The vegetation surrounding the church exists as bahia grass, live oak, and cabbage palm (*Sabal palmetto*).

Improved Pasture (FLUCCS 211) – Approximately 10.40 acres of the subject property exists as improved pasture. The vegetation exists as bahia grass and blackberry (*Rubus sp.*). In the northeast corner of the habitat the vegetation also includes live oak, saw palmetto (*Serenoa repens*), and American beautyberry (*Callicarpa americana*).

Road (FLUCCS 814) – Approximately 0.37 acres of the subject property exists as a dirt road which is utilized by the residential home onsite.

Wildlife Observations

Wildlife observations, both direct and indirect, were made throughout the course of the site investigation. A list of species observed is provided in the following table:

Table 1: Wildlife species observed on the project site in Sumter County, Florida.

Taxon	Common Name	Scientific Name	Protected*
Birds			
	Northern cardinal	*Cardinalis cardinalis*	No
	Black vulture	*Coragyps atratus*	No

Protected Species

A 100% gopher tortoise burrow survey was conducted on May 9, 2023, in accordance with the techniques outlined in the publication*, Ecology and Habitat Protection Needs of Gopher Tortoise (*Gopherus polyphemus*) Populations Found on Lands Slated for Development in Florida*. No potentially occupied gopher tortoise burrows were identified. The subject property provides suitable habitat for the gopher tortoise and a subsequent survey should be completed prior to construction if construction does not commence within 90 days of the date above.

While no wood storks (*Mycteria americana*) were observed on the subject property, wood storks have been observed routinely throughout the area. No nesting rookeries were observed. The project site is not located within a Core Foraging Area (CFA) for wood storks. Therefore, this project is not likely to adversely affect the wood stork population.

The subject property lies within the consultation area for the snail kite (*Rostrhamus sociabilis plumbeus*). Snail kites require wetland habitats that sustain populations of apple snails, the exclusive food source for the snail kite. There are no suitable habitats on the subject property, therefore the project is unlikely to impact the snail kite.

AES completed a 100% pedestrian survey of suitable habitat for the Florida burrowing owl (*Athene cunicularia floridana*). No burrowing owl burrows were identified within the subject property. Prior to construction an updated survey will be required. If nests are identified, then proper buffers around the nest should be incorporated until the nesting season is complete.

Florida sandhill cranes (*Grus canadensis pratensis*) utilize wetlands and marshes to nest and feed. There are no suitable wetland habitats on the subject property, therefore, the project is unlikely to impact the sandhill crane.

The presence of the eastern indigo snake (*Drymarchon couperi*) is unlikely due to the proximity to heavily trafficked roadways, lack of high-quality upland or wetland habitats, and the absence of gopher tortoise burrows within the property.

In addition, the FWC's Eagle Nest Locator Audubon Florida EagleWatch websites were queried for data regarding documented southern bald eagle (*Haliaeetus l. leucocephalus*) nests in the project vicinity. The southern bald eagle is protected under the Bald and Golden Eagle Protection Act. Development guidelines are required for any proposed projects with 330 feet for urban areas and 660 feet for non-urban areas. The nearest known nest is located approximately

2.4 miles southwest of the property. Therefore, this project is not likely to adversely affect the southern bald eagle.

No other protected flora or fauna species are expected to inhabit the subject property.

CONCLUSION

Atlantic Ecological Services, LLC conducted a site review on the Wildwood Retail Property for the purposes of determining the presence of and/or potential presence of state and federally protected wildlife and plant species.

The subject property consists solely of upland habitats, all disturbed in some fashion. A 100% gopher tortoise burrow survey was completed on the subject property on May 9, 2023. No potentially occupied gopher tortoise burrows were identified during the survey. The subject property provides suitable habitat for the gopher tortoise and a subsequent survey should be completed prior to construction if construction does not commence within 90 days of the above survey date.

No other protected flora or fauna species are anticipated to be impacted by development of the subject property.

Should you have any questions or concerns please feel free to contact me at (386) 314-9897 or jonathan@atlanticeco.com

Sincerely,



Jonathan Oravetz
Project Manager

Enclosures

Technical Literature References

Chafin, L.G. 2000. *Field Guide to the Rare Animals of Florida*. Florida Natural Areas Inventory, Tallahassee, Florida.

Coile, Nancy C. 1998. *Notes of Florida's Endangered and Threatened Plants*. (Rule 5B-40 Florida's Regulated Plant Index), Botany Contribution 38, 2nd Ed. Florida Department of Agriculture and Consumer Services, Division of Plant Industry, Gaineville, Florida. 119 pp.

Cox, Jeffrey. A. 1987 *Status and Distribution of the Florida Scrub-Jay*. Florida Ornithological Society. Special Publication No. 3, Gainesville, Florida 110 pp.

Cox, James, D. Inkley, R. Kautz. 1987. *Ecology and Habitat Protection Needs of Gopher Tortoise (*Gopherus polyphemus*) Populations Found on Lands Slated for Large-Scale Development in Florida*. Florida Game and Freshwater Fish Commission, Nongame Wildlife Program. Technical Report No. 4. Tallahassee, Florida. 69 pp.

Deyrup, Mark, Franz, Richard 1994. *Rare and Endangered Biota of Florida, Volume IV Invertebrates.* Special Committee on Invertebrates, Florida Committee on Rare and Endangered Plants and Animals.

Division of Endangered Species. *Threatened and Endangered Species System*. Web Page Address: http://ecos.fws.gov/tess_public/TESSWebpage. United States Fish and Wildlife Service, Denver, Colorado.

Environmental Laboratory, Wetlands Research Program. 1987. *Corps of Engineers Wetlands Delineation Manual*. Technical Report Y-87-1. Department of the Army, Vicksburg, Mississippi.

Florida Fish and Wildlife Conservation Commission. 2004. *Florida's Endangered Species, Threatened Species, and Species of Special Concern*. Web Page Address: http://www.wildflorida.org/imperiled/pdf/Endangered-Threatened-Special-Concern-2004.pdf. Florida Fish and Wildlife Conservation Commission.

Gilbert, Carter R., 1992. *Rare and Endangered Biota of Florida, Volume II Fishes.* Special Committee on Fishes, Florida Committee on Rare and Endangered Plants and Animals.

Gilbert, K.M., J.D. Tobe, R.W. Cantrell, M.E. Sweeley, J.R. Cooper. 1995. The *Florida Wetlands Delineation Manual*. Florida Department of Environmental Protection, South Florida Water Management District, St. Johns River Water Management District, Suwannee River Water Management District, Southwest Florida Water Management District, and Northwest Florida Water Management District. 198 pp.

Hipes, D. D.R. Jackson, K. NeSmith, D. Printiss, K. Brandt. 2001. *Field Guide to the Rare Animals of Florida*. Florida Natural Areas Inventory, Tallahassee, Florida.

Humphrey, Stephen R., 1992. *Rare and Endangered Biota of Florida, Volume I. Mammals*. Special Committee on Mammals, Florida Committee on Rare and Endangered Plants and Animals.

Moler, Paul E., 1992. *Rare and Endangered Biota of Florida, Volume III Amphibians and Reptiles.* Special Committee on Amphibians and Reptiles Florida Committee on Rare and Endangered Plants and Animals.

Natural Resource Conservation Service (Soil Conservation Service at time of publication). Circa 1977. *Soil Survey of Sumter County, Florida*. United States Department of Agriculture.

Rogers, James A. Jr., Kale, Herbert W. III, Smith, Henry T. 1996. *Rare and Endangered Biota of Florida Volume V. Birds*. Special Committee on Birds Florida Committee on Rare and Endangered Plants and Animals.

Surveying and Mapping Office, Thematic Mapping Section. Department of Transportation. 1999. *Florida Land Use, Cover and Forms Classification System* 3rd ed. State of Florida, Department of Administration. 81 pp.

Wunderlin, Richard P. 1998. *Guide to the Vascular Plants of Florida.* University Press of Florida. 804 pp.

Wunderlin, R. P., and B. F. Hansen. 2004. *Atlas of Florida Vascular Plants* (http://www.plantatlas.usf.edu/).[S. M. Landry and K. N. Campbell (application development), Florida Center for Community Design and Research.] Institute for Systematic Botany, University of South Florida, Tampa.

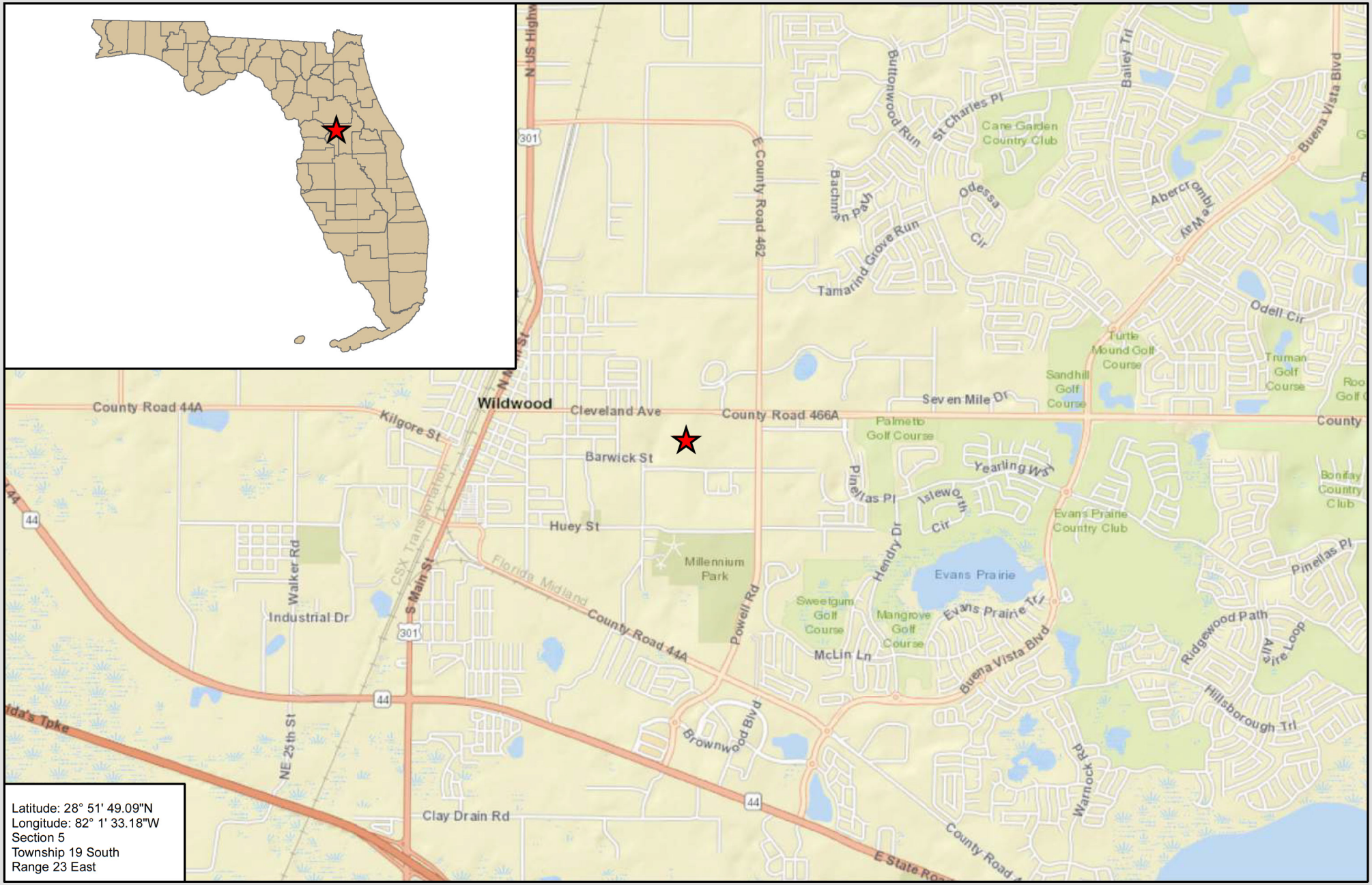


Image Source: ESRI 2023
Date: 5-11-23

0 1,500 3,000 Feet

Location Map
BluRock Wildwood
Sumter County, Florida

ATLANTIC ECOLOGICAL SERVICES
WWW.ATLANTICECO.COM
904-347-9133 | jody@atlanticeco.com
201 Basque Rd | St. Augustine, FL 32080

Document Path: C:\Users\jorav\Desktop\GIS\BluRock Wildwood\mxd\aerial-blurock.mxd



Image Source: ESRI 2020
Date: 5-5-23

0 100 200 Feet

N

Aerial Map
BluRock Wildwood
Sumter County, Florida

ATLANTIC ECOLOGICAL SERVICES
WWW.ATLANTICECO.COM
904-347-9133 | jody@atlanticeco.com
201 Basque Rd | St. Augustine, FL 32080

Document Path: C:\Users\jorav\Desktop\GIS\BluRock Wildwood\mxd\topo.mxd



Image Source: ESRI 2020
Date: 5-11-23

0 250 500 Feet

Topographic Map
BluRock Wildwood
Sumter County, Florida

ATLANTIC ECOLOGICAL SERVICES
WWW.ATLANTICECO.COM
904-347-9133 | jody@atlanticeco.com
201 Basque Rd | St. Augustine, FL 32080

Document Path: C:\Users\jorav\Desktop\GIS\BluRock Wildwood\mxd\soil.mxd

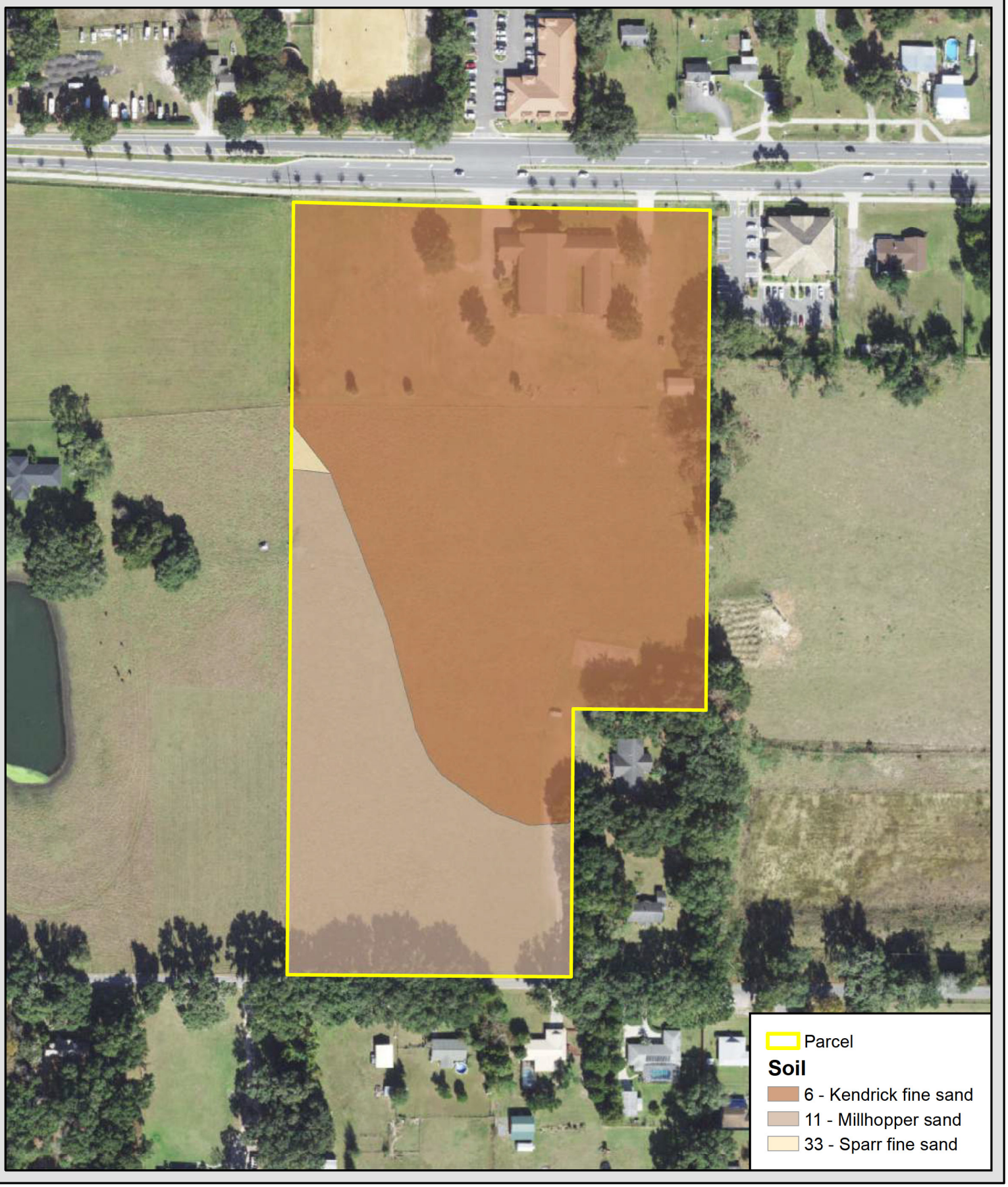


Image Source: ESRI 2020
Date: 5-11-23

0 100 200 Feet

N

Soil Map
BluRock Wildwood
Sumter County, Florida

ATLANTIC ECOLOGICAL SERVICES
WWW.ATLANTICECO.COM
904-347-9133 | jody@atlanticeco.com
201 Basque Rd | St. Augustine, FL 32080

Document Path: C:\Users\jorav\Desktop\GIS\BluRock Wildwood\mxd\habitat.mxd

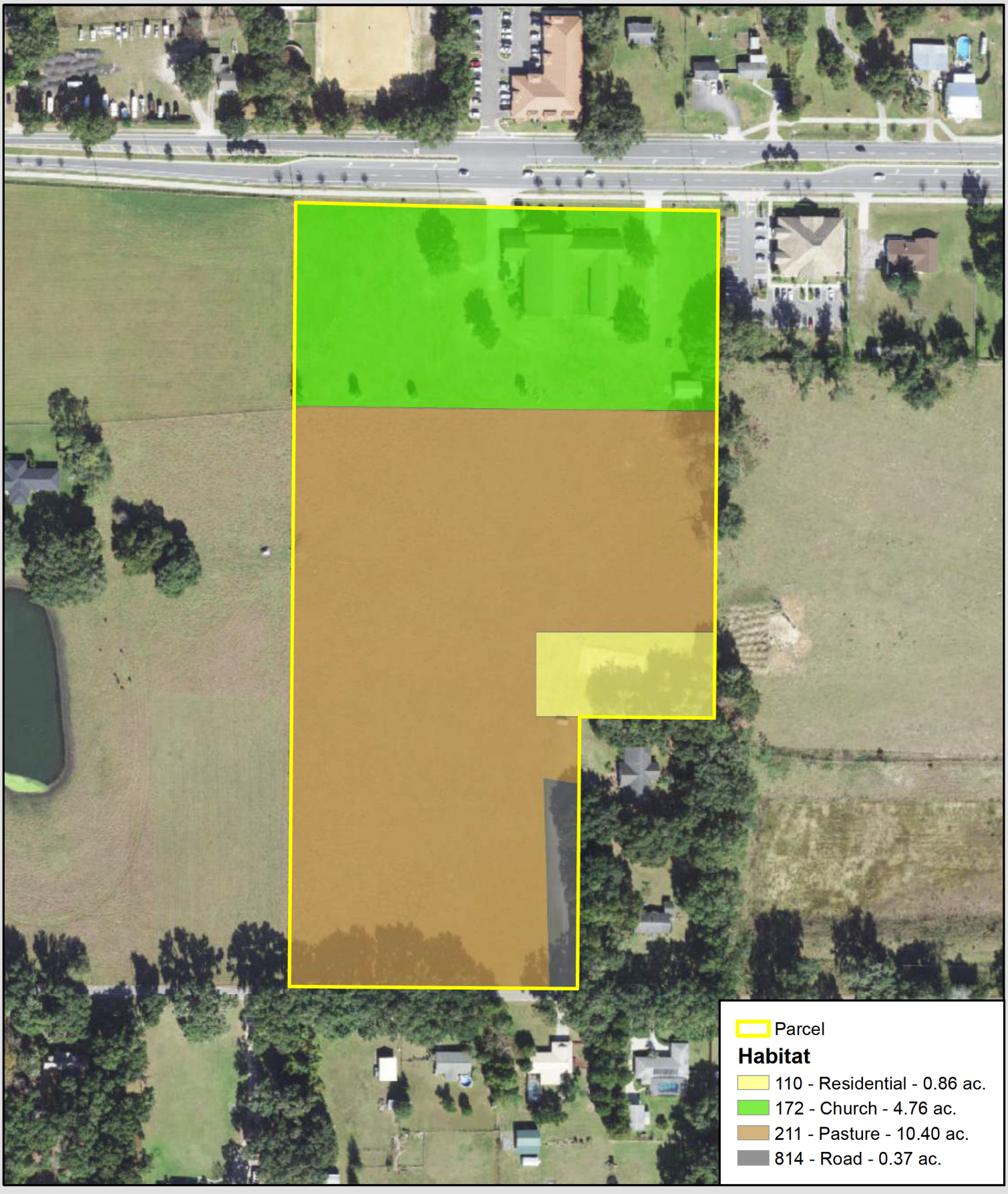


Image Source: ESRI 2020
Date: 5-11-23

0 100 200 Feet

N

Habitat Map
BluRock Wildwood
Sumter County, Florida

ATLANTIC ECOLOGICAL SERVICES
WWW.ATLANTICECO.COM
904-347-9133 | jody@atlanticeco.com
201 Basque Rd | St. Augustine, FL 32080

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **RZ 2402-003 Wildwood Oaks**

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval with compliance of Sumter County TIA improvements.

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	August 6, 2024

The applicant is seeking approval from the City of Wildwood City Commission 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) 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-4.

(c) The possibility of adversely affecting public facilities such as schools, utilities, streets, etc:
Schools: 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.
Potable Water & Sewer: 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.
Streets:. 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) Whether changed or changing conditions make the passage of the proposed amendment necessary:
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) Whether the proposed change will create or excessively increase traffic congestion or otherwise be a detriment to public safety:
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.

The Planning and Zoning Board/Special Magistrate recommends approval of Ordinance O2024-48 to be forwarded to the City Commission with the condition of compliance with County TIA required improvements. This is the first reading for Ordinance O2024-48.

<u>Dated: 8/6/2024</u>



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

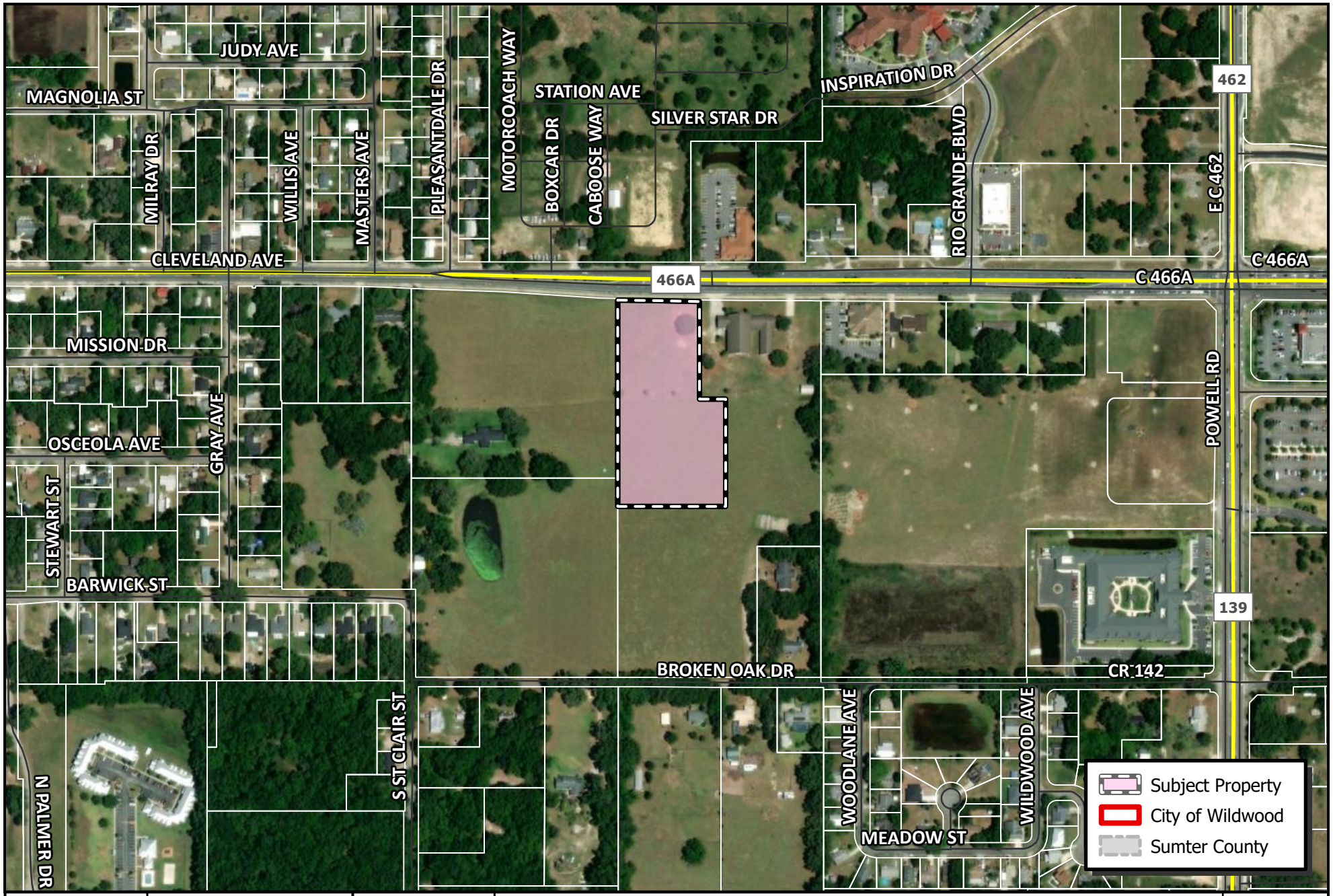
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

Exhibit A



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 90 180 360

RZ 2402-003

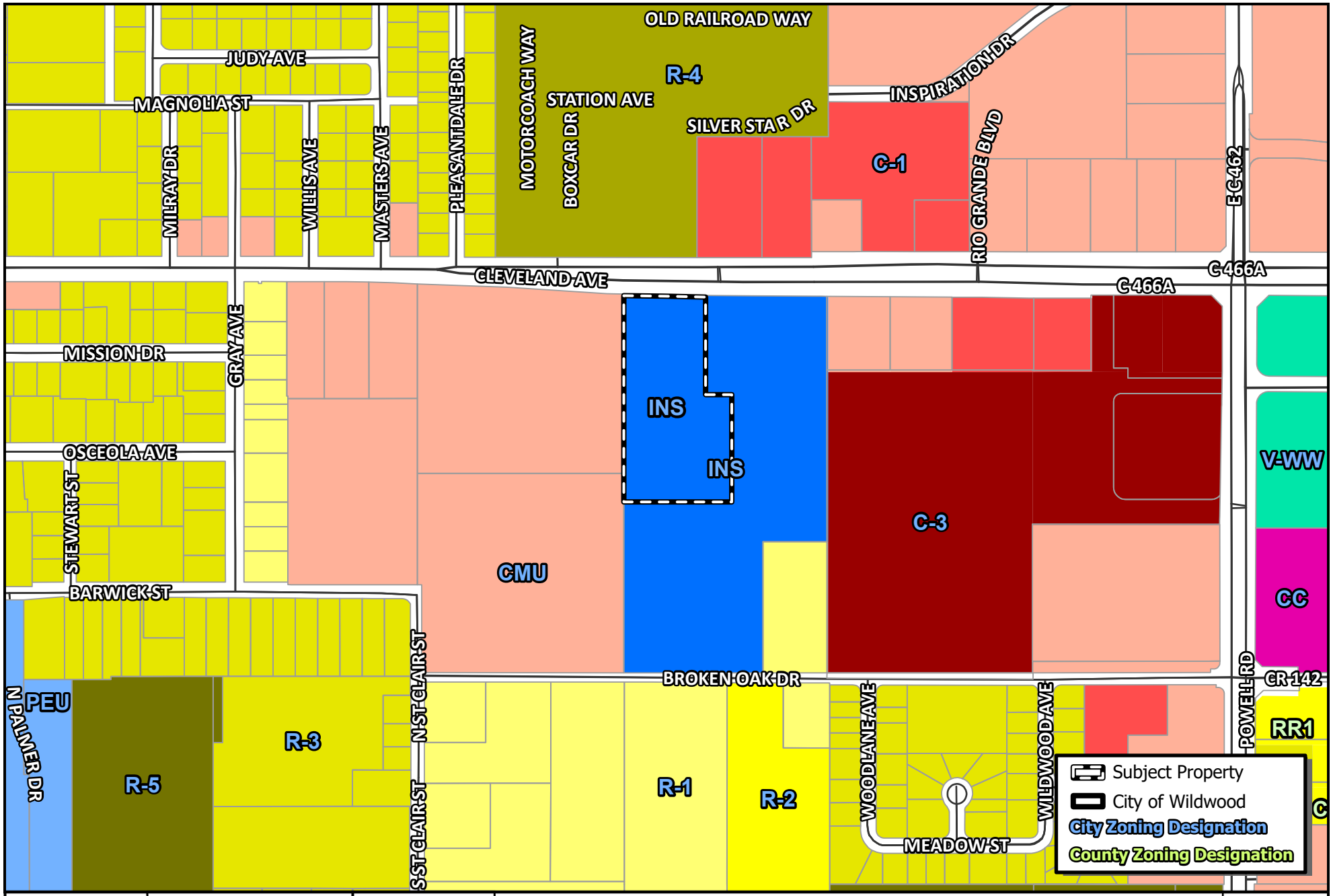
WILDWOOD OAKS

PARCEL G05-183

MAP 1B

LOCATION MAP

FEB 2024



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 90 180 360

RZ 2402-003

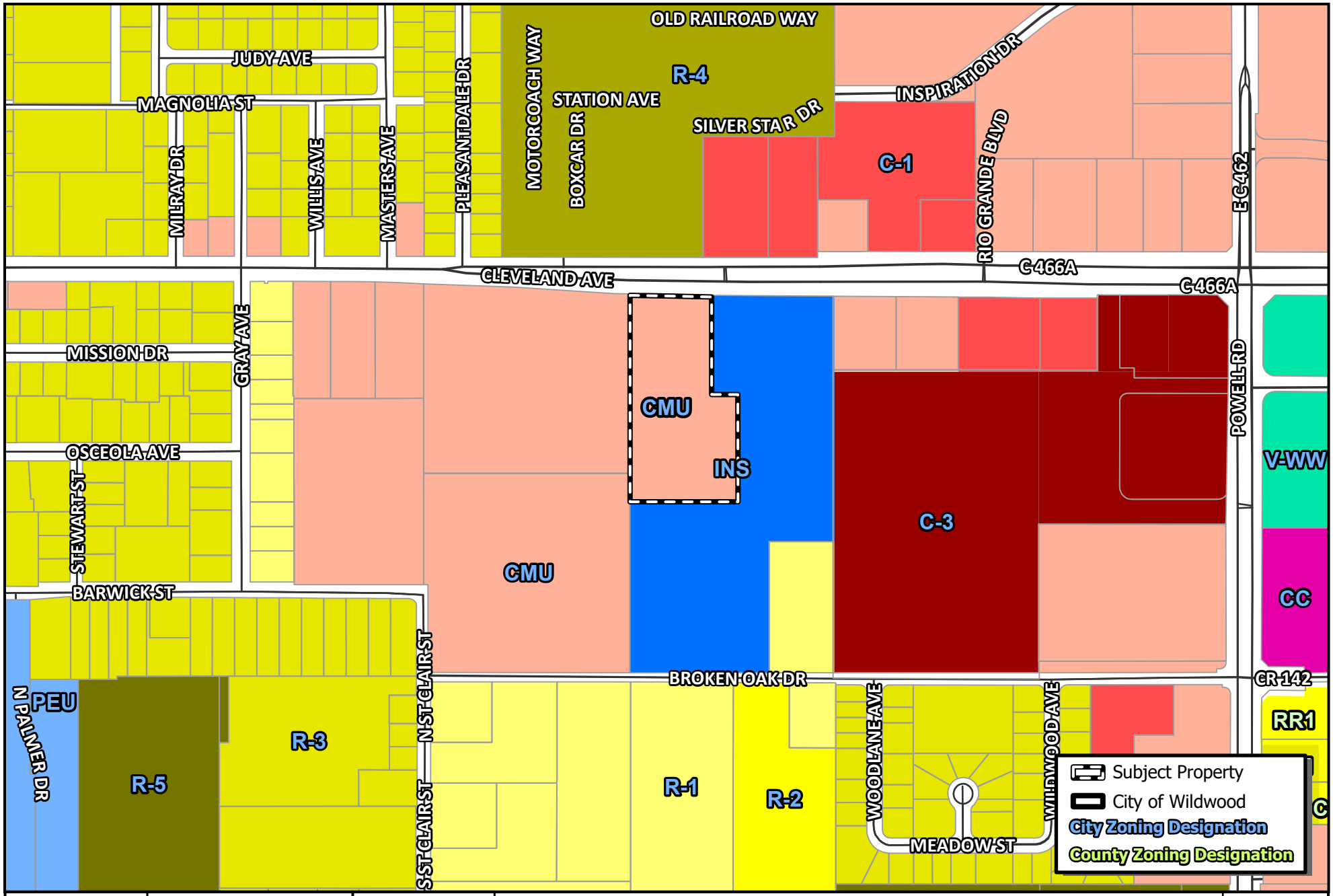
WILDWOOD OAKS

PARCEL G05-183

MAP 3A

EXISTING ZONING

FEB 2024



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 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.

City of Wildwood, Florida
Planning & Zoning Board/Special Magistrate

The case below was heard on Tuesday, August 6, 2024, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from INS (City) to CMU (City) on 4.681 acres MOL. The subject property is generally located approximately 0.33 miles west of the Powell Rd and C 466A intersection, with southern access along C 466A/Cleveland Ave.

Case Number: RZ 2402-003 Wildwood Oaks

Applicant(s): BluRock Development, LLC

Owner(s): Wildwood Assembly of God, Inc

Parcel(s): G05-183

Under Land Development Regulation (LDR) § 1.7(B)(2), the Planning and Zoning Board/Special Magistrate has a duty to make a recommendation to the City Commission on all proposed Zoning Map amendments.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 3.3(C)(4), the Special Magistrate

☐ recommends approval.

☒ recommends approval with the following conditions:

Compliance with County TIA improvements

☐ recommends denial.

Dated: August 6, 2024

Lindsay C.T. Holt
Special Magistrate City of Wildwood

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 Schuenam Print Name: Joseph Schuenam 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%

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.

LPG Urban & Regional Planners, LLC.

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

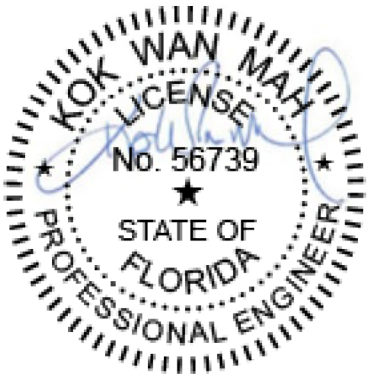
PROFESSIONAL ENGINEER CERTIFICATE

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:
Kittelson & Associates, Inc.
225 East Robinson Street, Suite 355
Orlando, FL 32801
407.540.0555

Project Manager:
Andrew Garrison
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

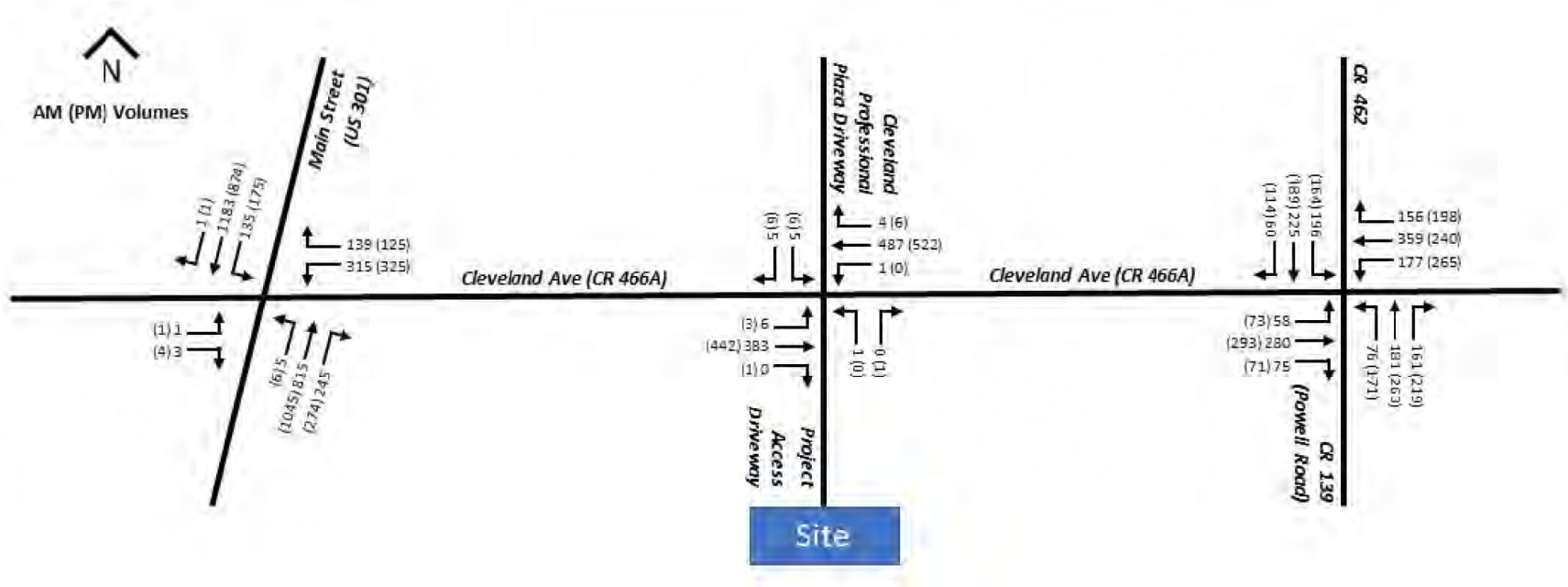
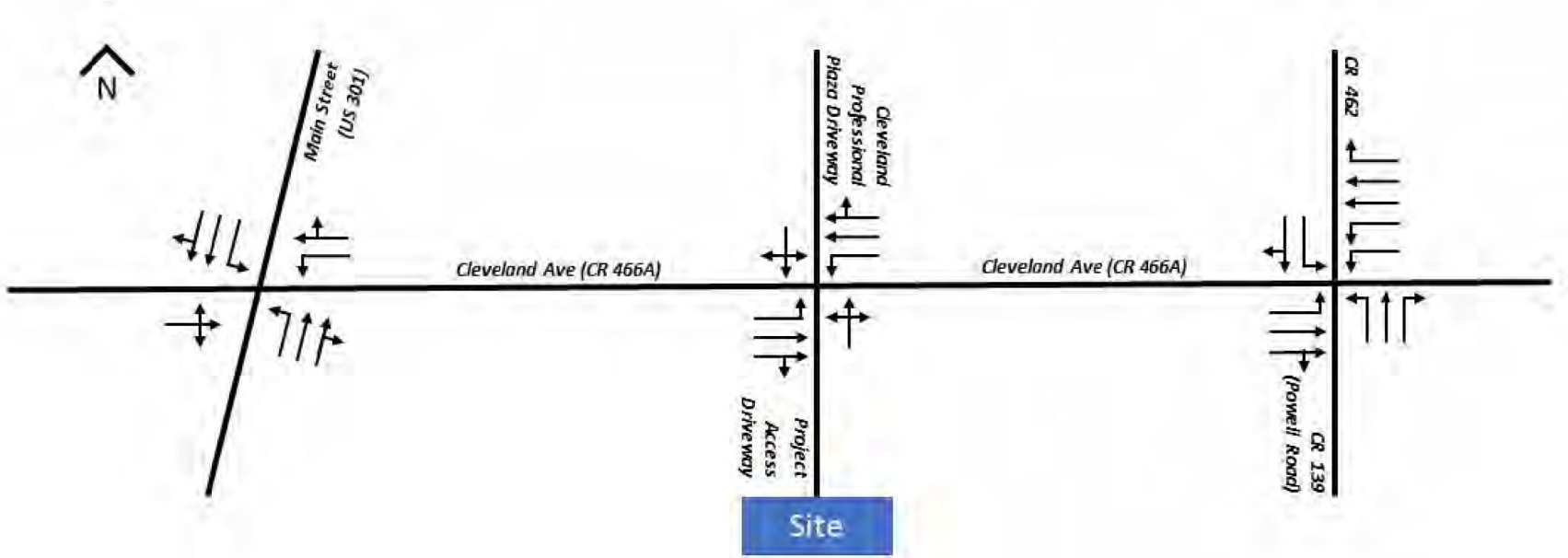


Figure 4: 2024 Existing Lane Configurations



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

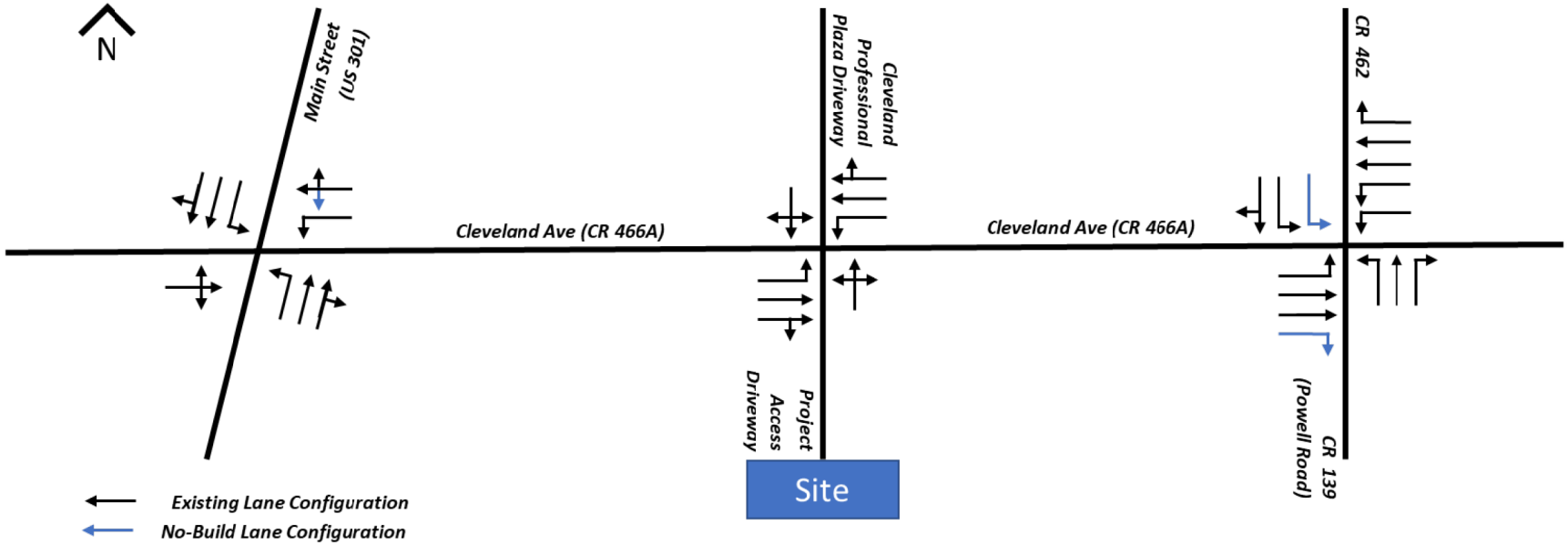


Table 4: 2028 Background No-Build Roadway Segment Peak Directional Volumes

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)

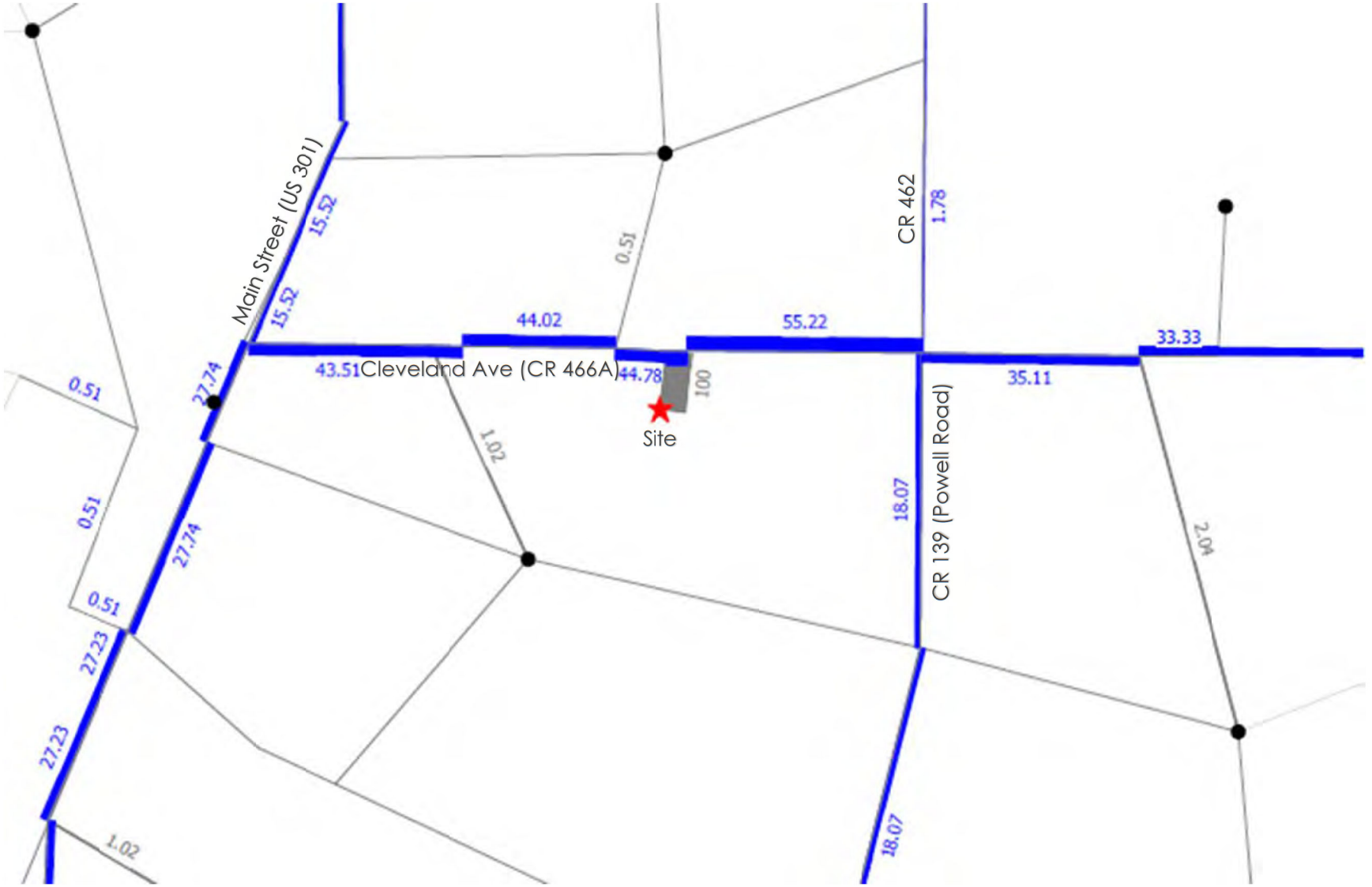
As shown in **Table 7**, the proposed development is projected to generate 2,644 new net external daily trips, with 149 of those trips occurring during the peak AM hour and 183 occurring during the PM peak hour.

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:

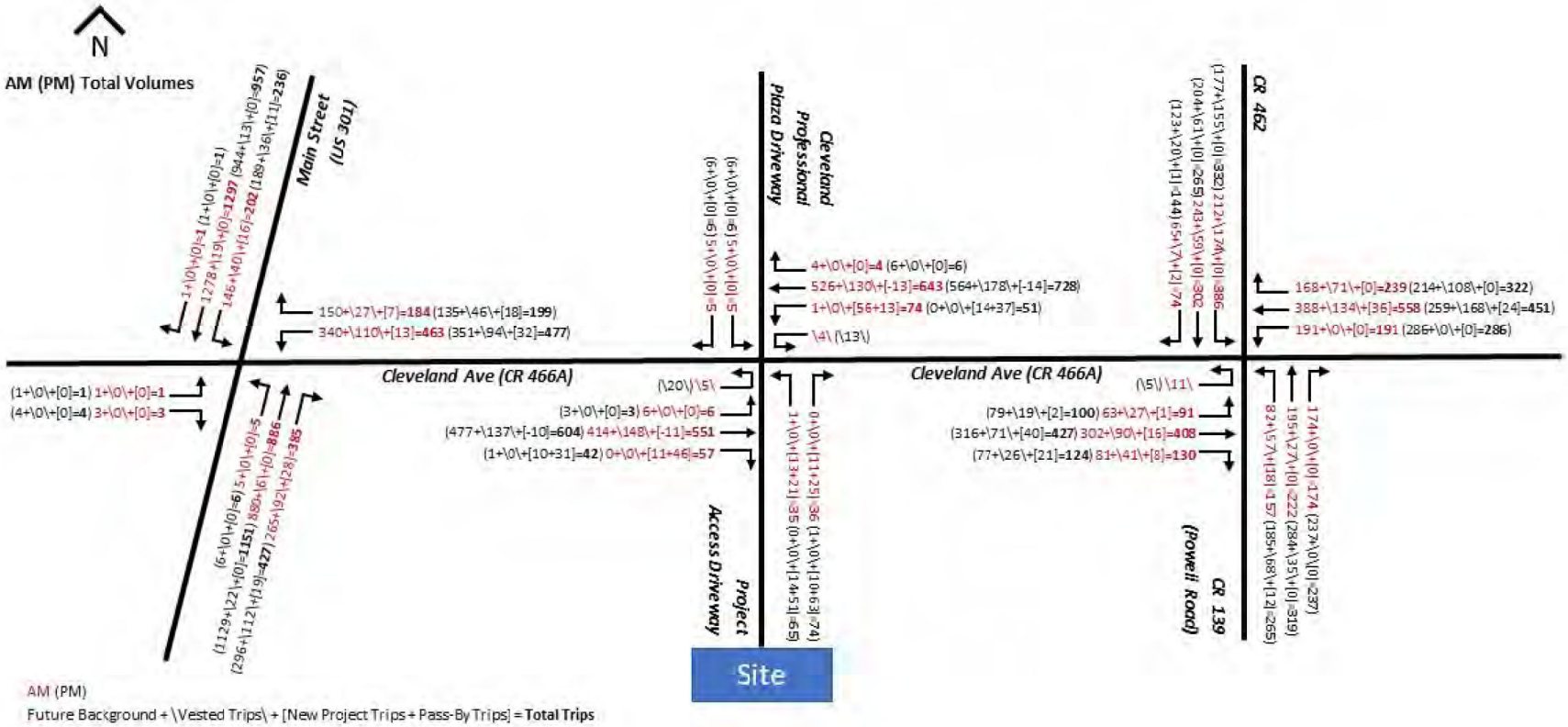
- Trips to the east along Cleveland Avenue (CR 466A), east of the site – 55 percent
  - Trips along Powell Road (CR 139), south of CR 466A – 18 percent
  - Trips along CR 462, north of CR 466A – 2 percent
  - Trips along CR 466A, east of Powell Road – 35 percent
- Trips to the west along Cleveland Avenue (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

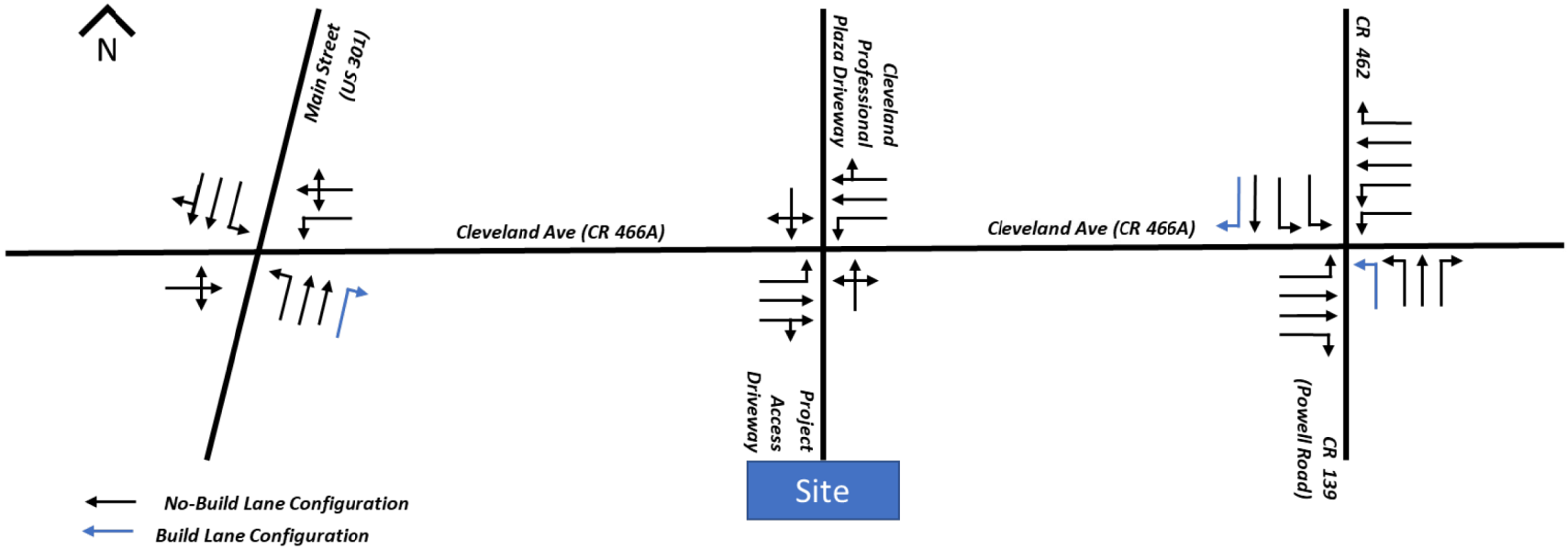


Table 8: 2028 Buildout Roadway Segment Peak Directional Volumes

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:

*right

- CR 466A & Main Street (US 301):
  - Addition of an exclusive northbound ~~left~~ turn lane.
- 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**

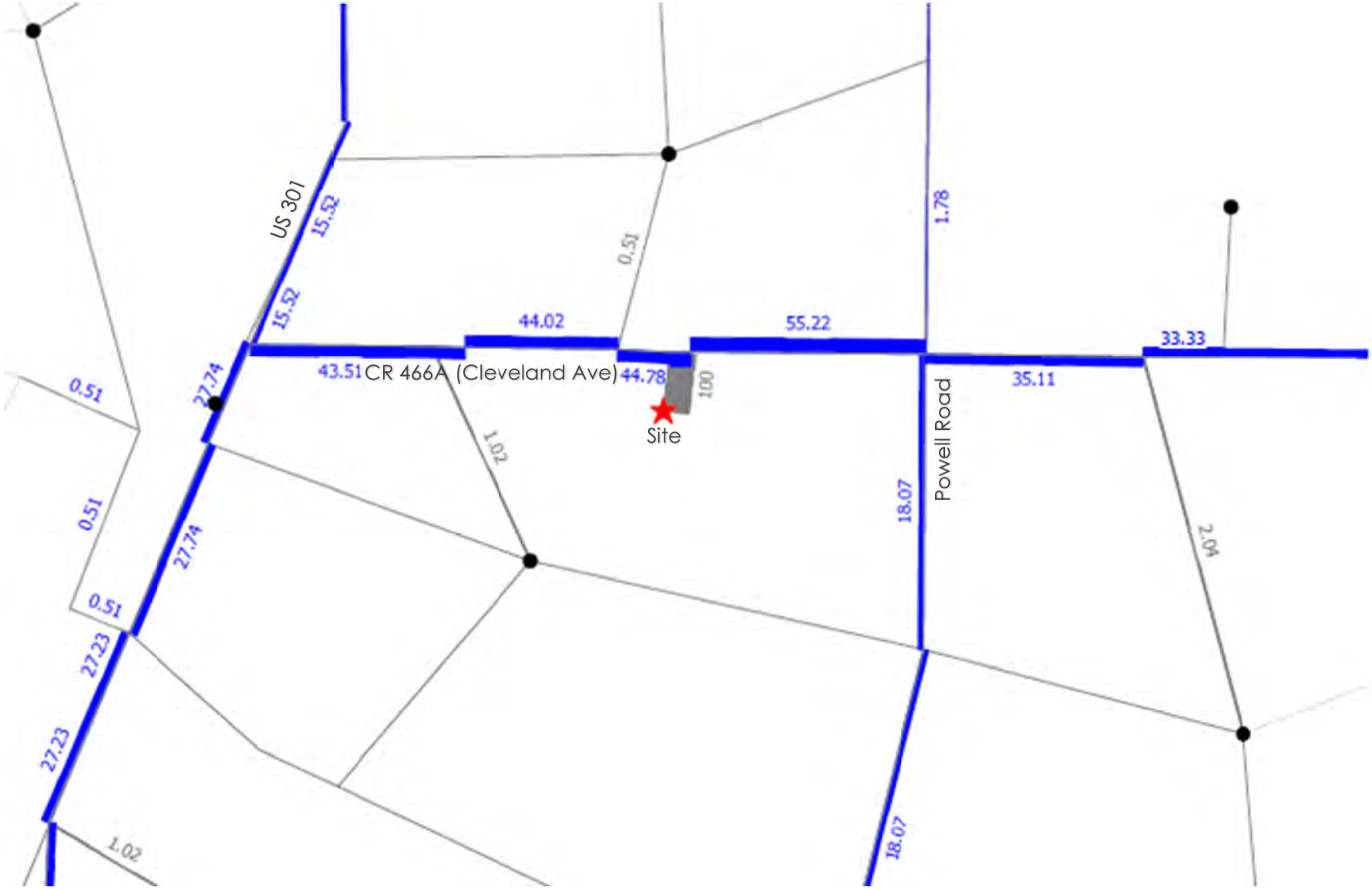
*Pass-by limited to no greater than 20% of the trips generated per Sumter County Guidelines. (236*20%=47)

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. Dcily 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.

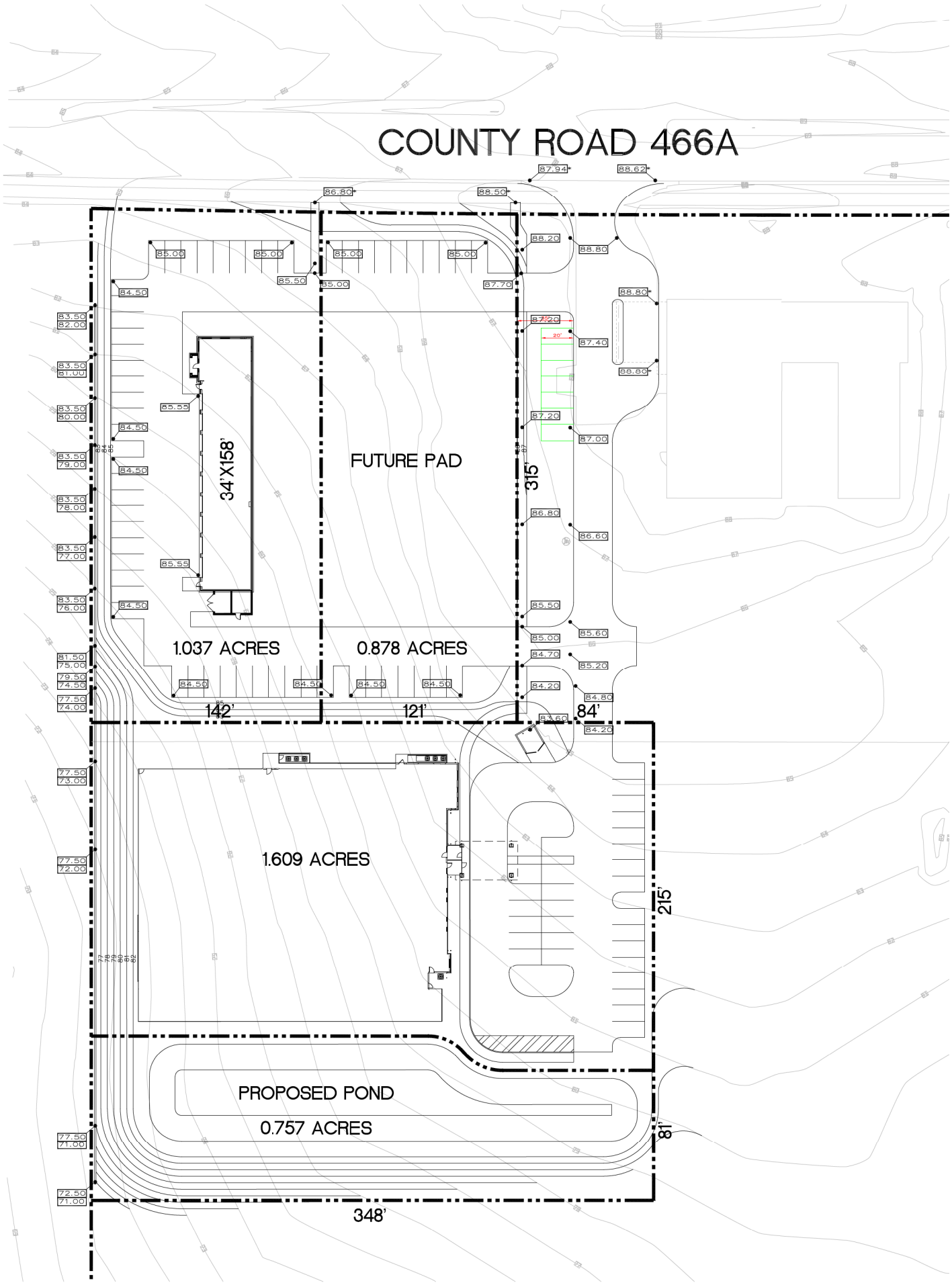
FUTURE CONDITIONS OPERATIONAL ANALYSIS

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'
315'
1.037 ACRES
0.878 ACRES
142'
121'
84'
1.609 ACRES
215'
PROPOSED POND
0.757 ACRES
81'
348'

Medical-Dental Office Building - Stand-Alone
(720)

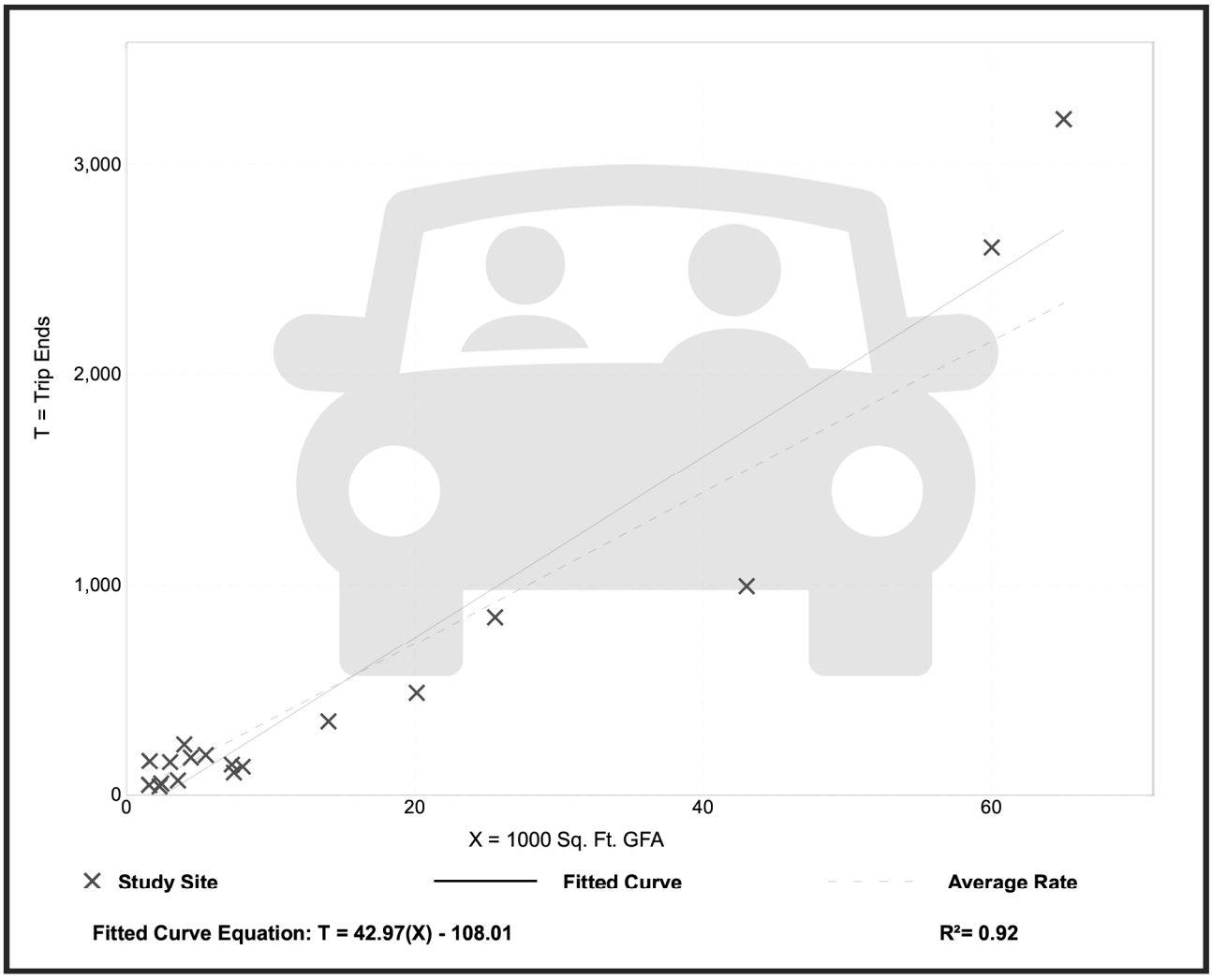
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

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



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

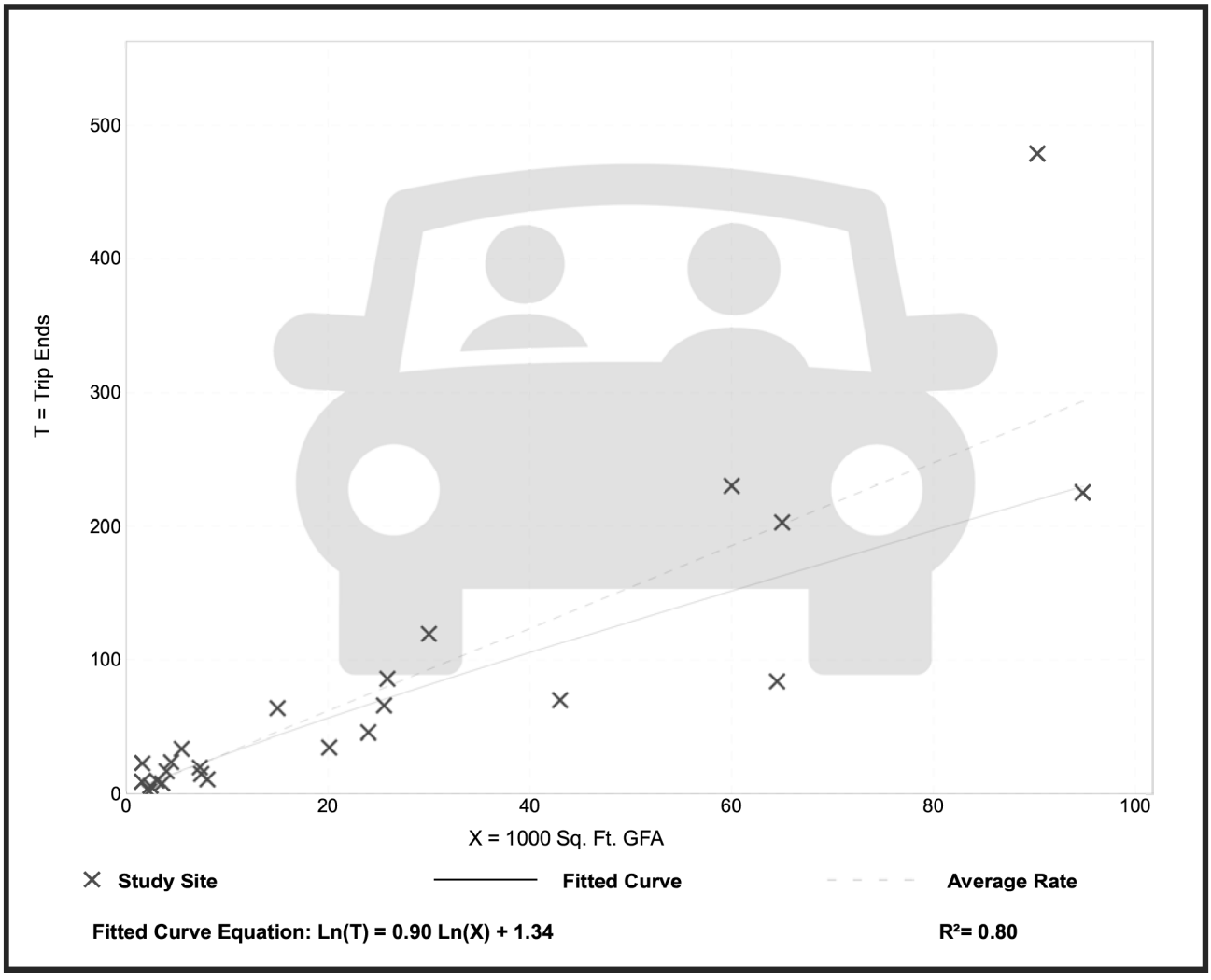
Medical-Dental Office Building - Stand-Alone
(720)

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



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

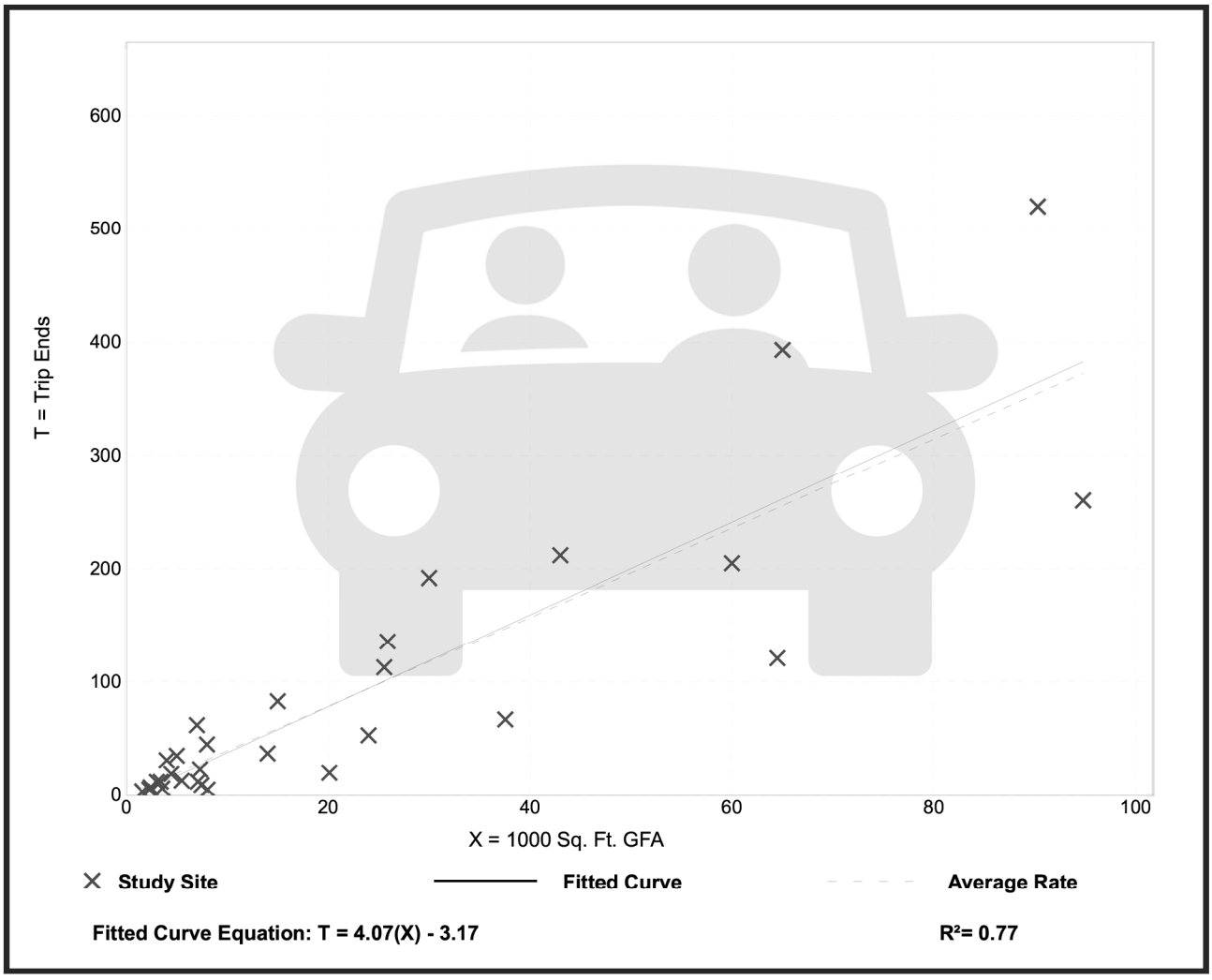
Medical-Dental Office Building - Stand-Alone
(720)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 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



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Fast-Food Restaurant with Drive-Through Window
(934)

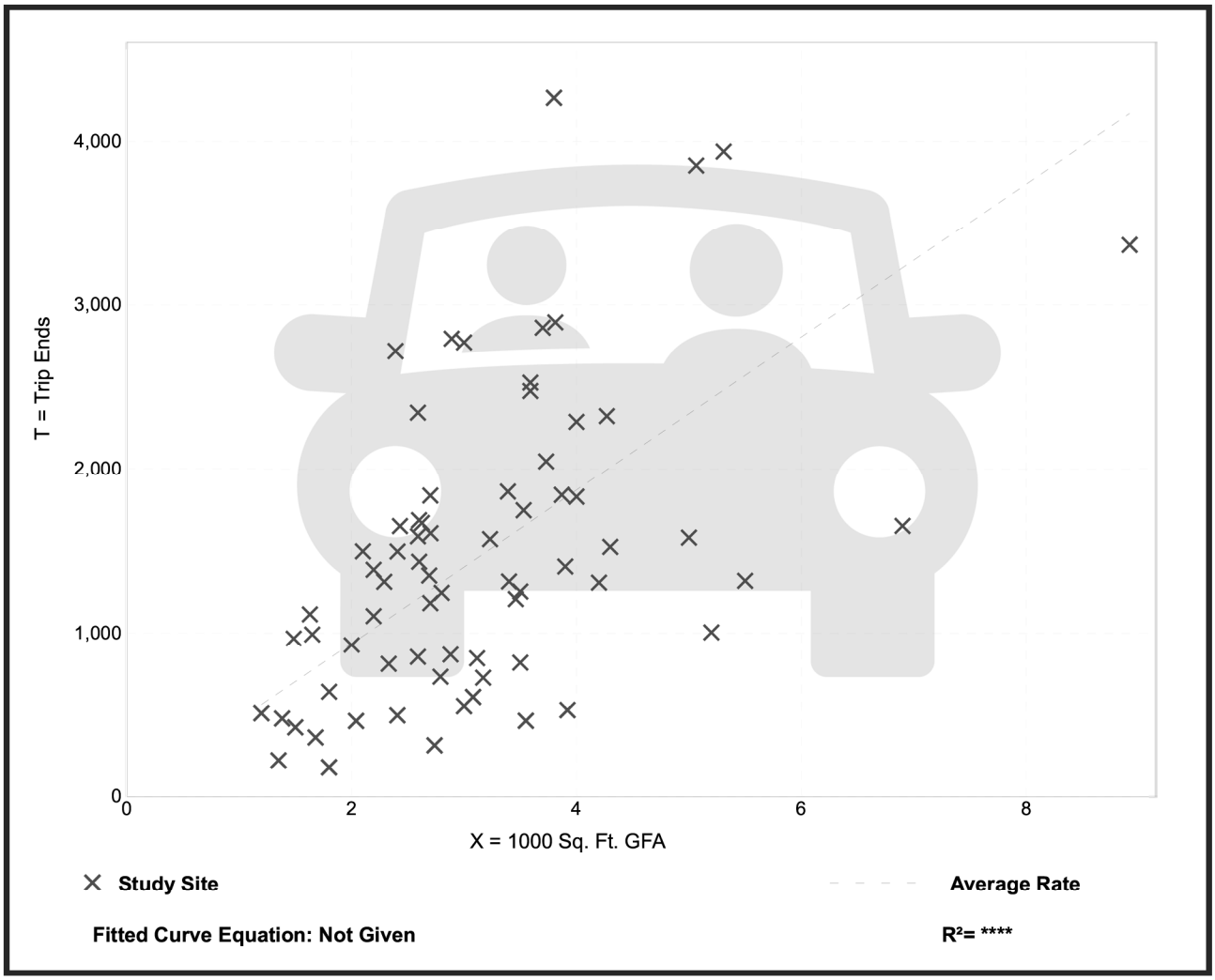
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

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



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

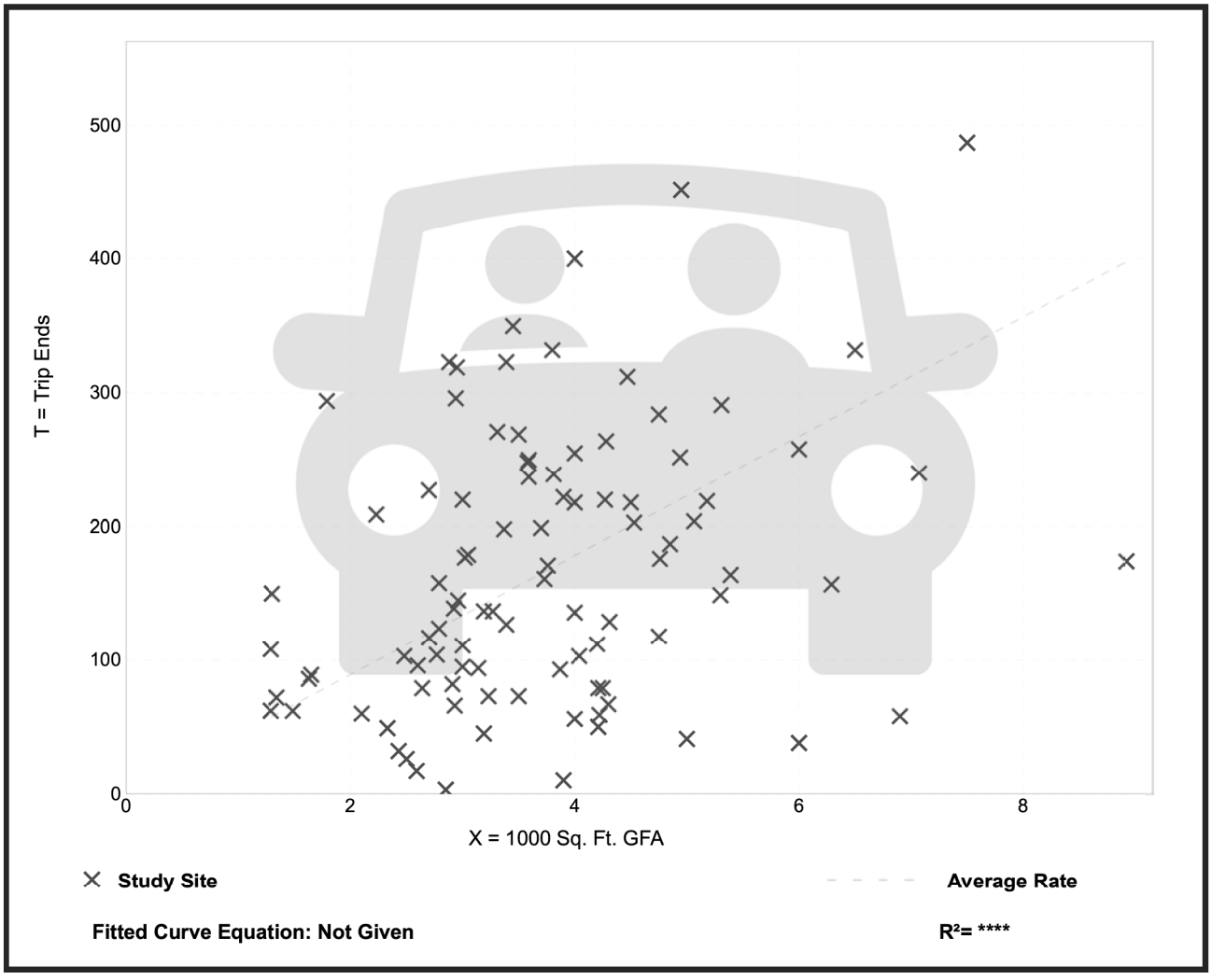
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 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



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

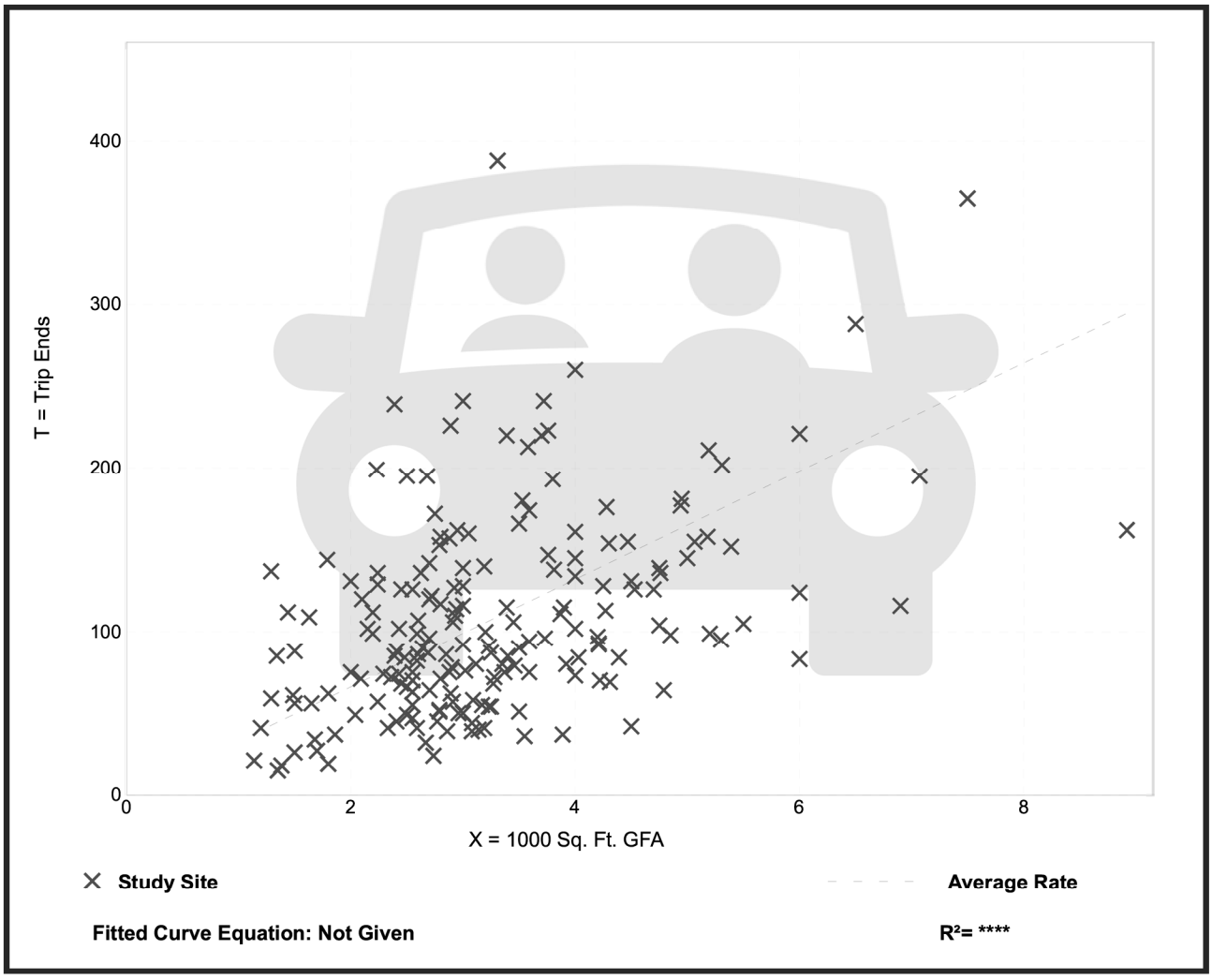
Fast-Food Restaurant with Drive-Through Window
(934)

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



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Automobile Parts and Service Center
(943)

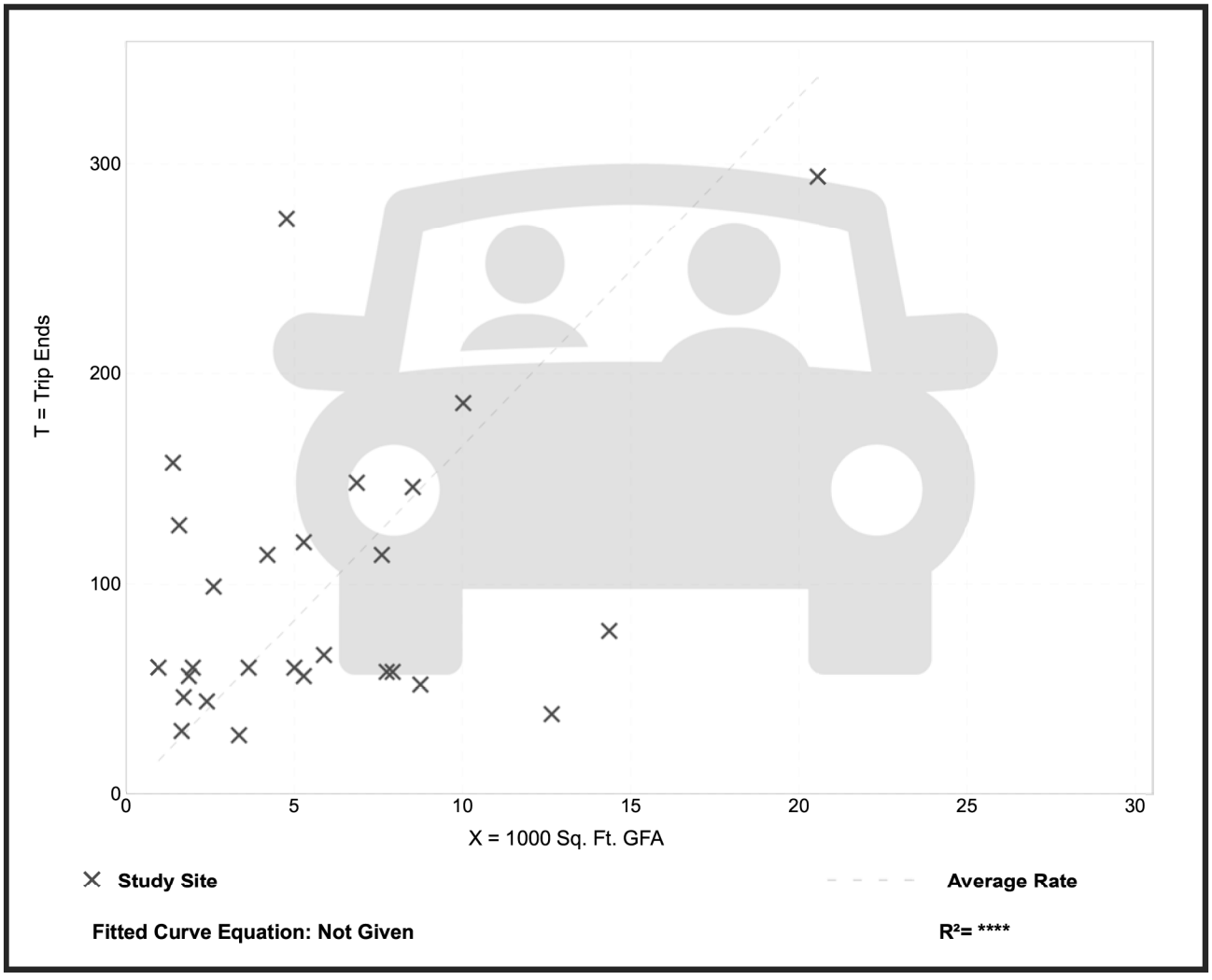
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

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



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

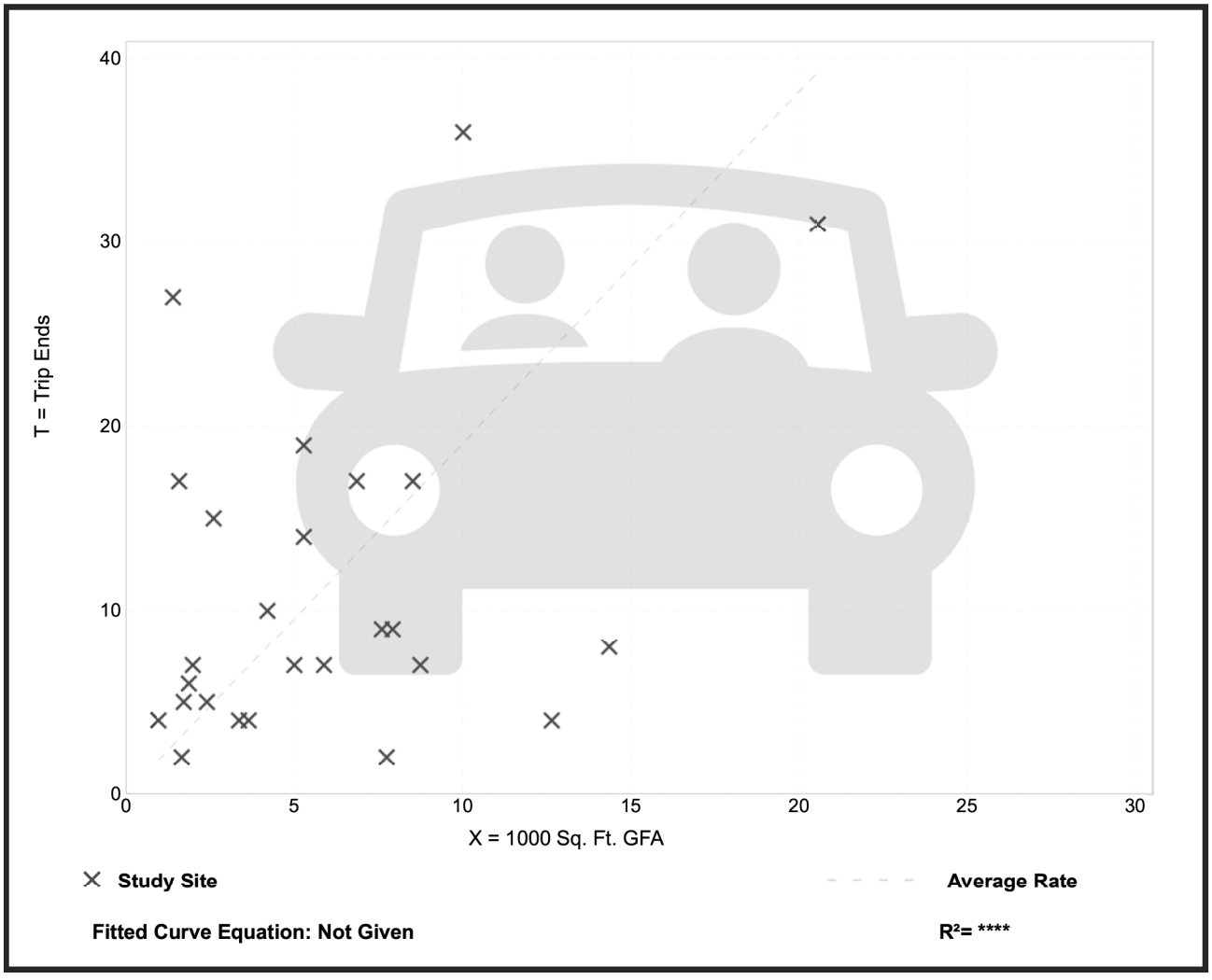
Automobile Parts and Service Center
(943)

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



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

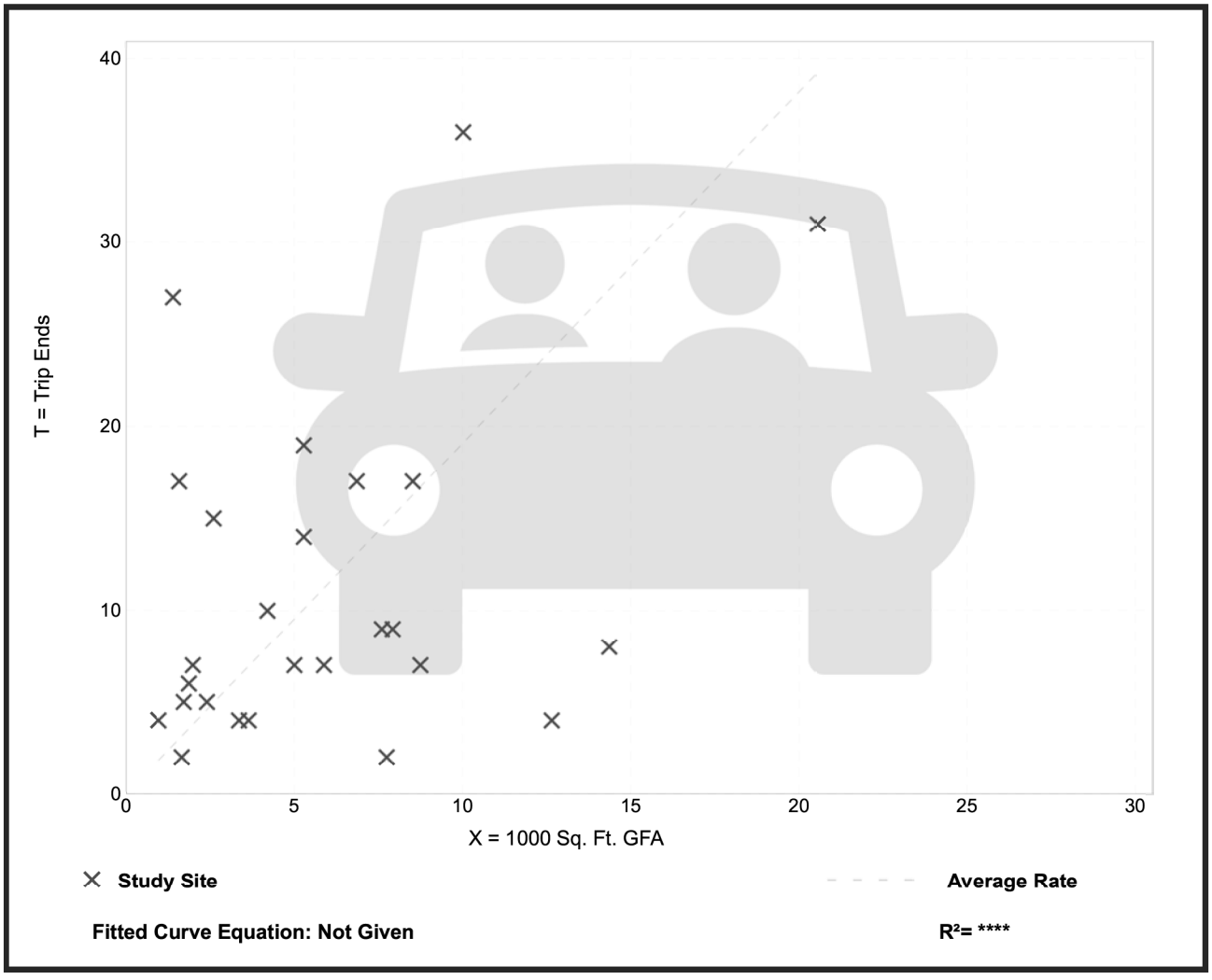
Automobile Parts and Service Center
(943)

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

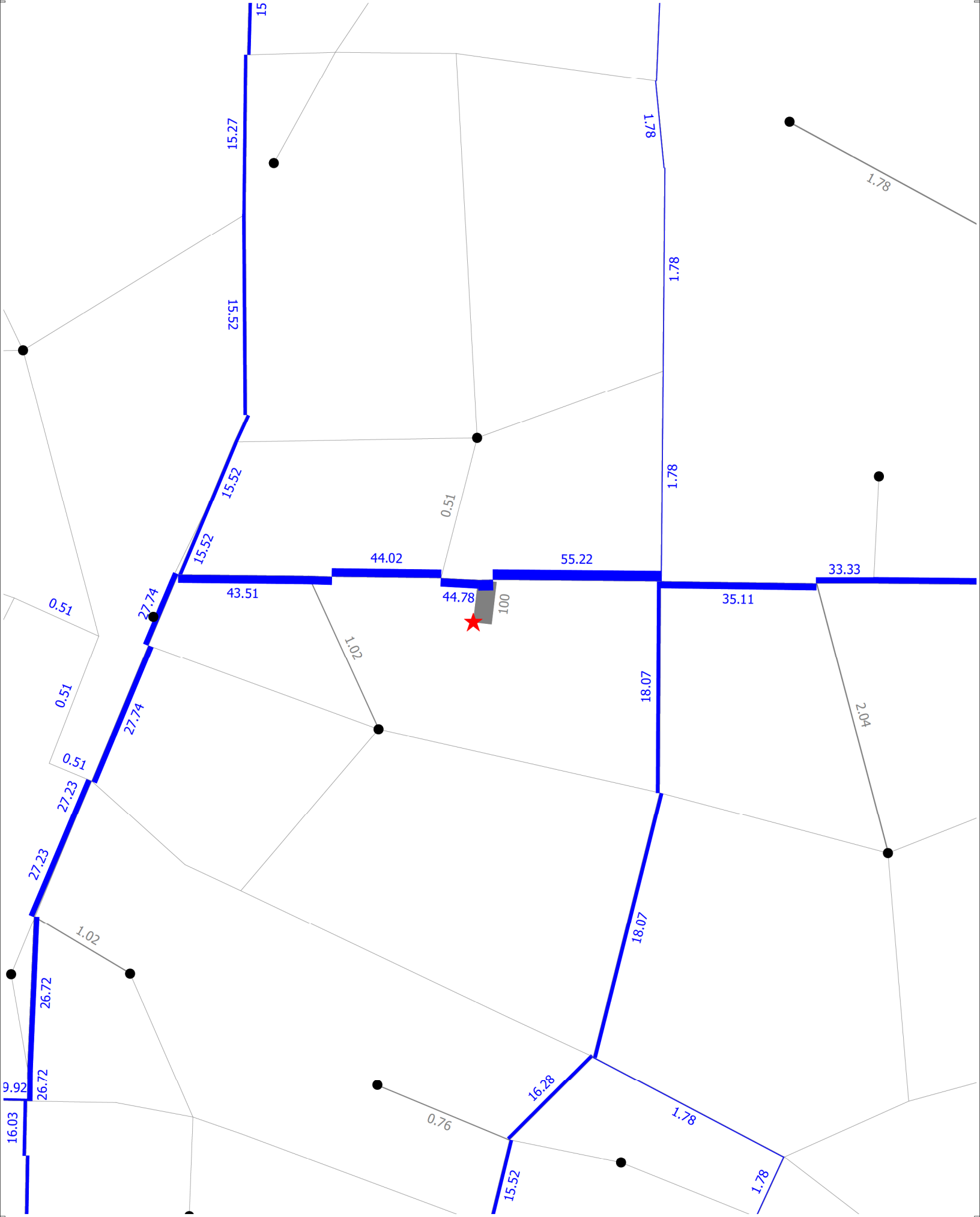
Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.91	0.26 - 19.40	2.28

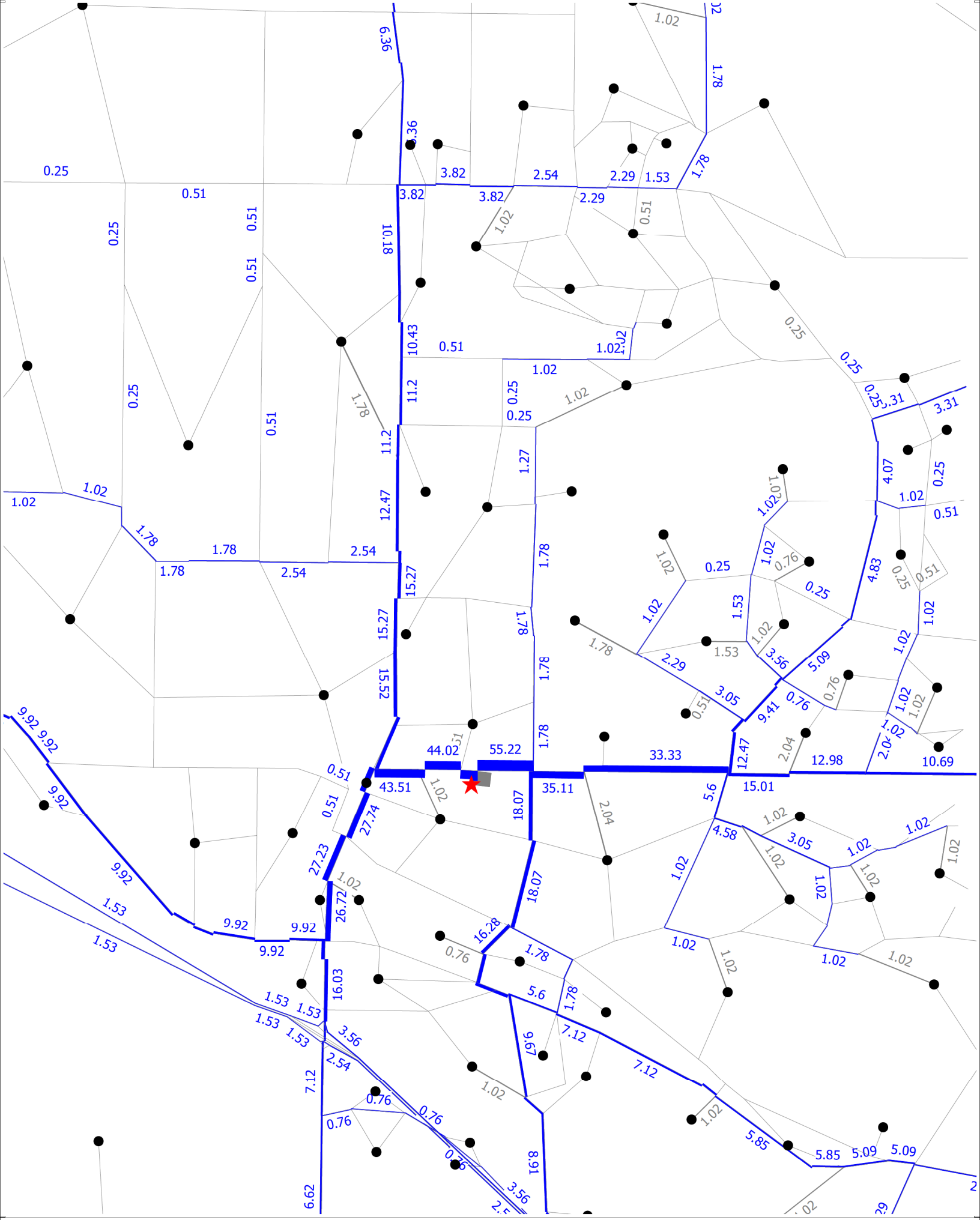
Data Plot and Equation



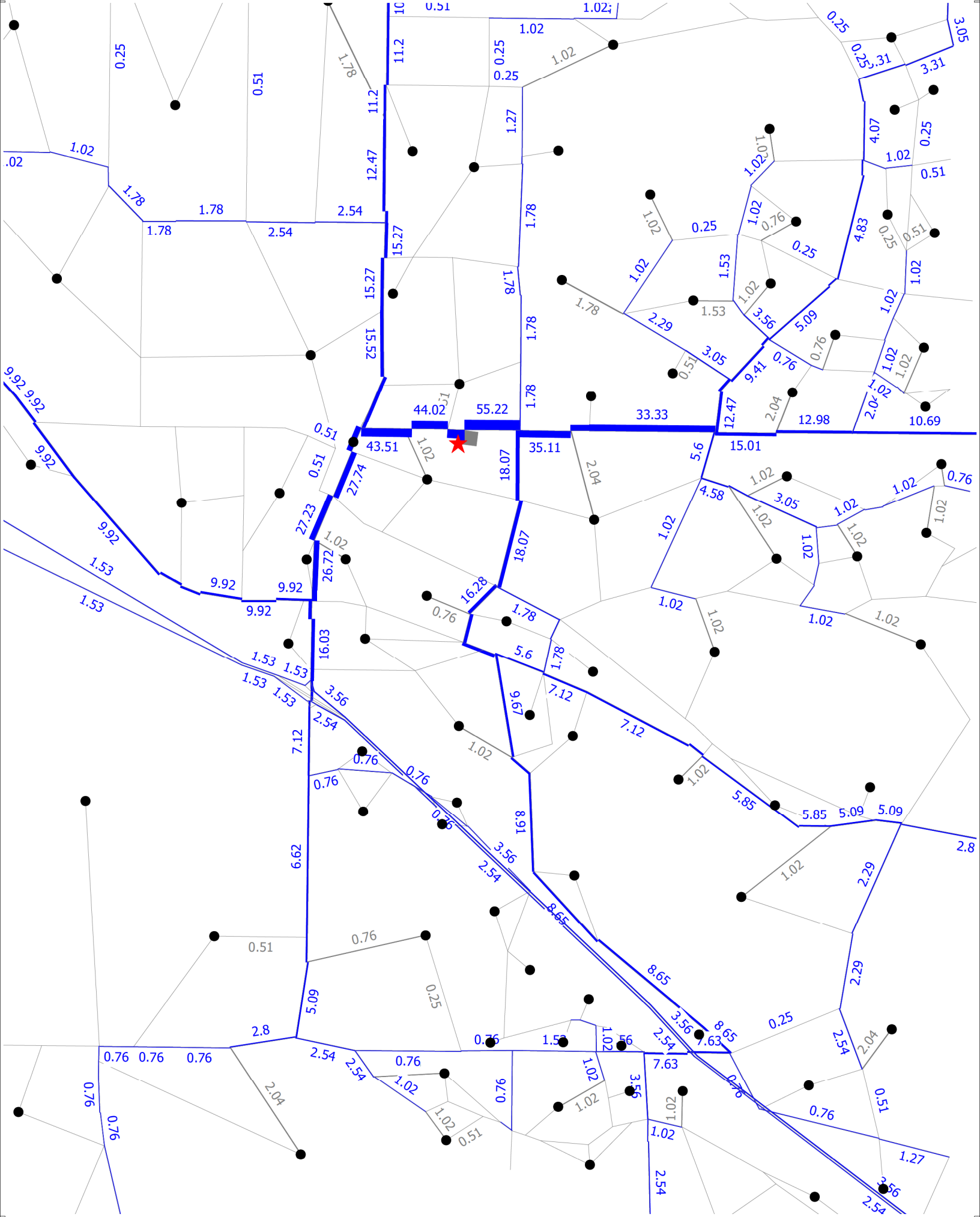
Trip Gen Manual, 11th Edition • Institute of Transportation Engineers



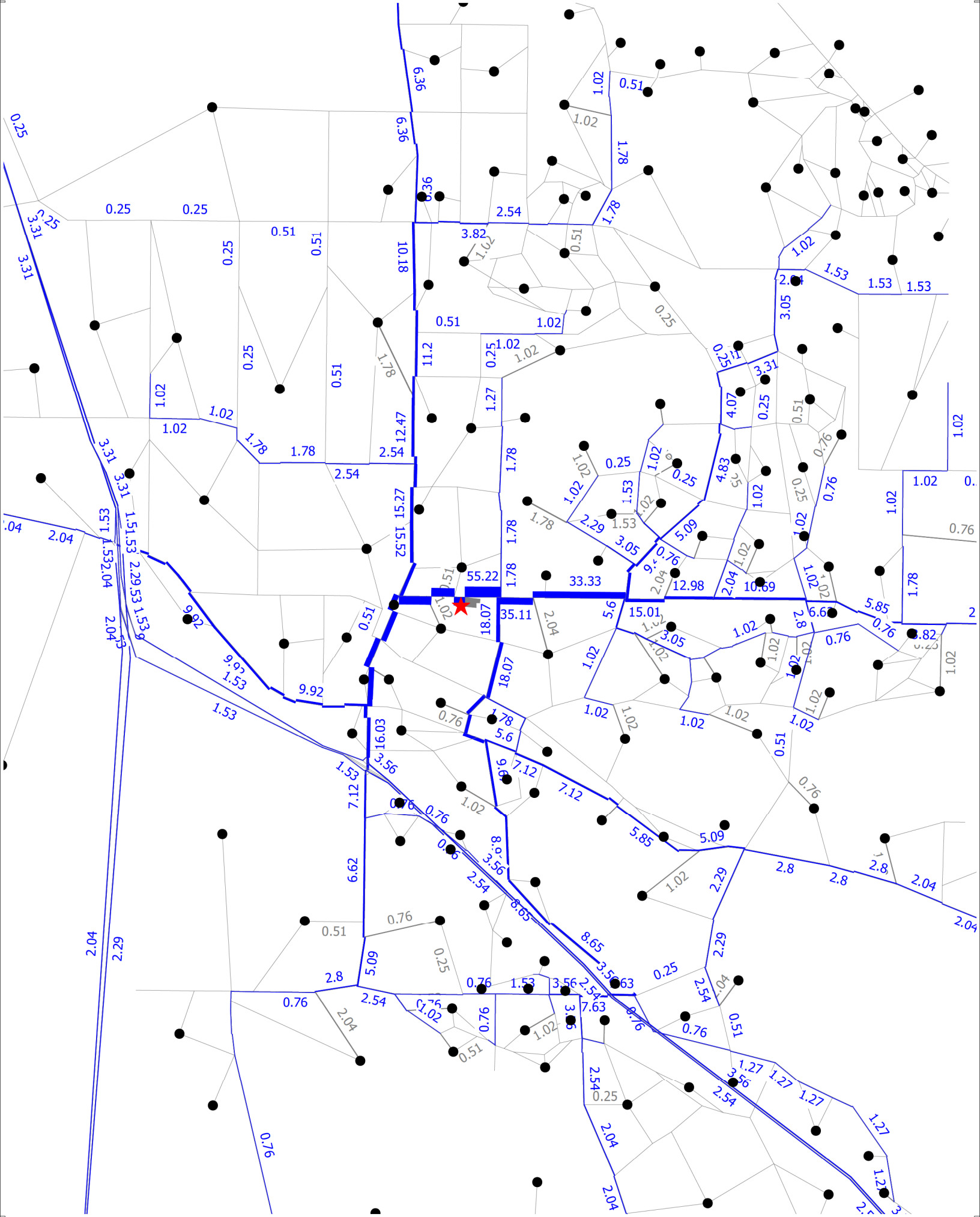
(Licensed to Kittelson and Associates Inc)



cube
(Licensed to Kittelson and Associates Inc)



cube
(Licensed to Kittelson and Associates Inc)



(Licensed to Kittelson and Associates Inc)

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						ADT (+/-) Change	A.M. Peak Hour						P.M. Peak Hour						Golf Cart	
					2018	2019	2020	2021	2022	2023		Time	Total	NB/EB	SB/WB	K	D	Time	Total	NB/EB	SB/WB	K	D	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 Visa 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 Visa 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 Visa 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 Visa 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	--	--

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT						ADT (+/-) Change	A.M. Peak Hour						P.M. Peak Hour						Golf Cart	
					2018	2019	2020	2021	2022	2023		Time	Total	NB/EB	SB/WB	K	D	Time	Total	NB/EB	SB/WB	K	D	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	210	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/Genview 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	25851	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	--	--

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT						ADT (+/-) Change	A.M. Peak Hour						P.M. Peak Hour						Golf Cart	
					2018	2019	2020	2021	2022	2023		Time	Total	NB/EB	SB/WB	K	D	Time	Total	NB/EB	SB/WB	K	D	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

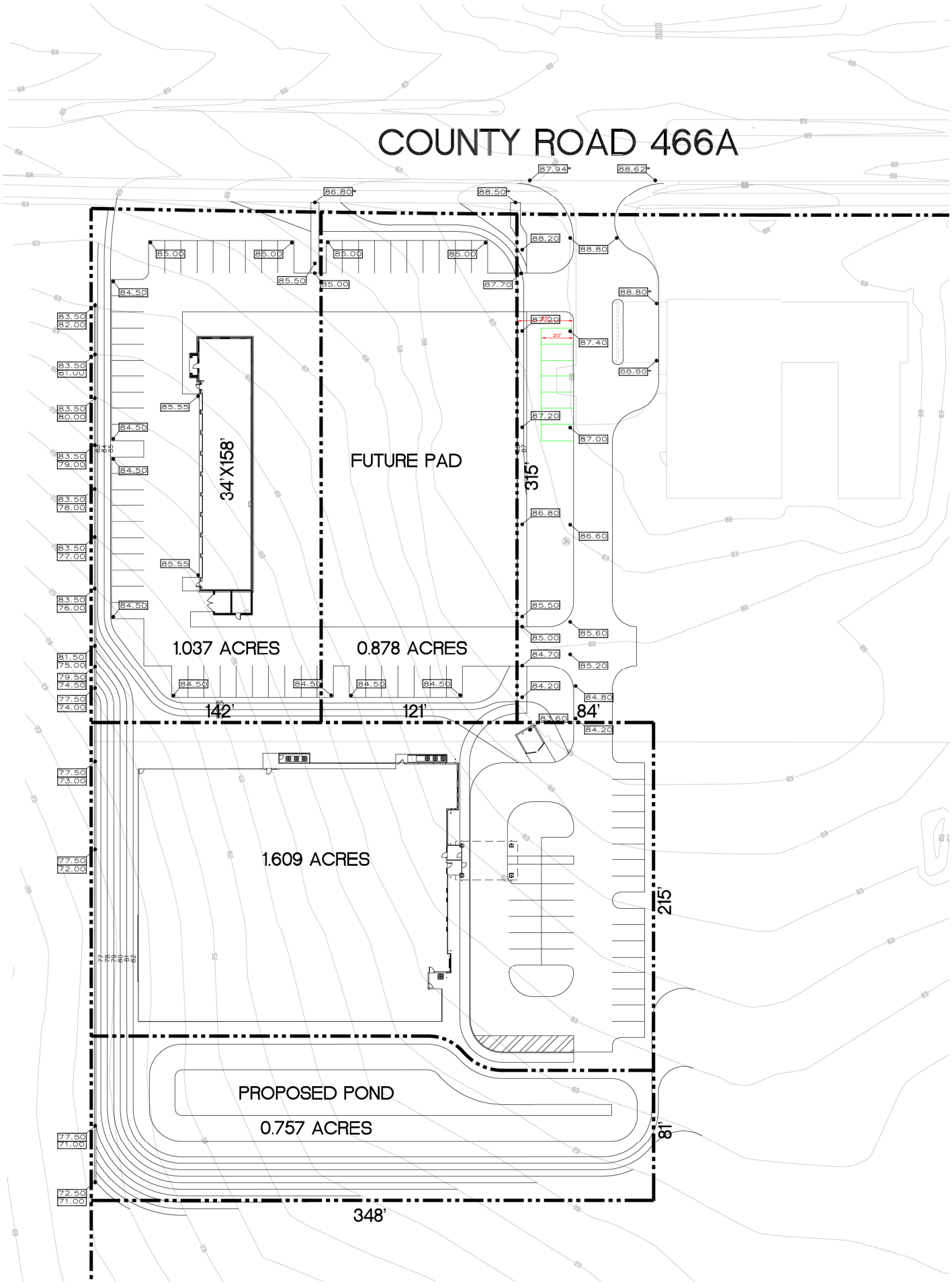
COUNTY: 18 - SUMTER

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'
315'
1.037 ACRES
0.878 ACRES
142'
121'
84'
1.609 ACRES
215'
PROPOSED POND
0.757 ACRES
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

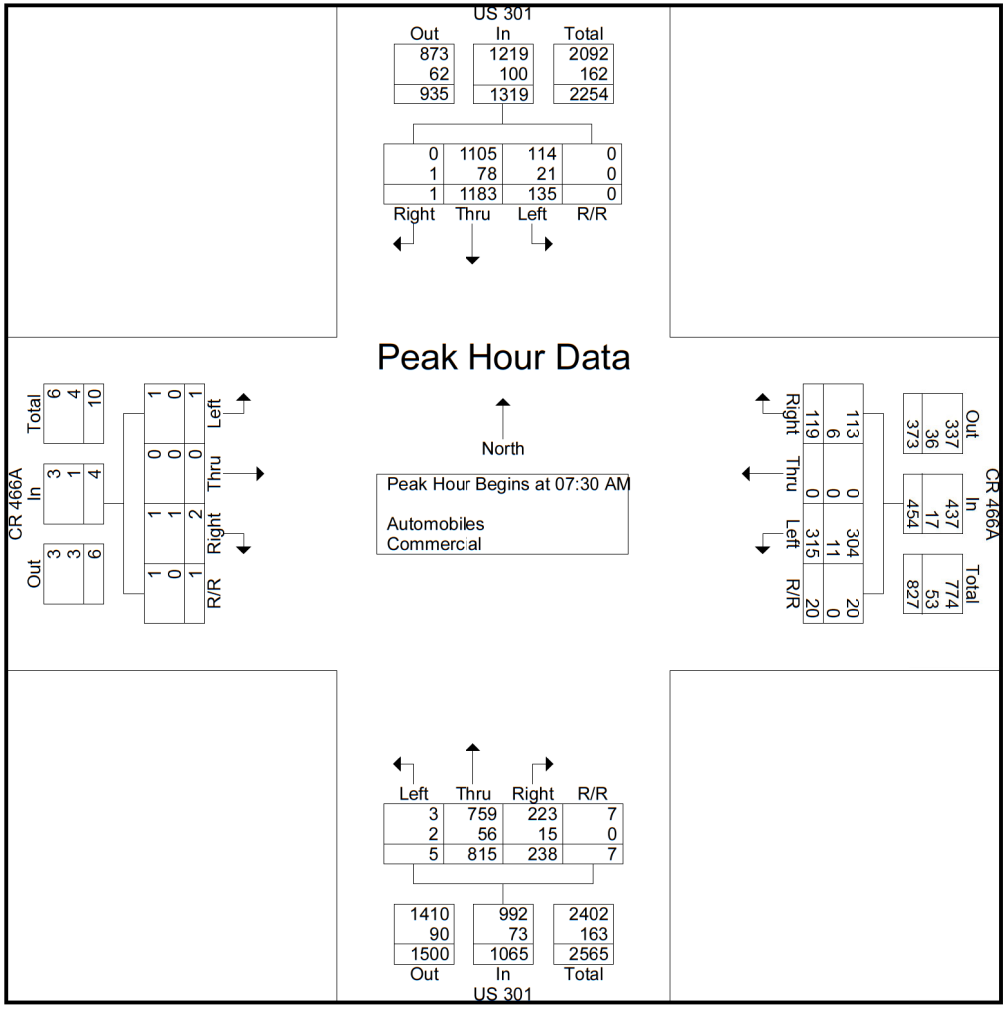
File Name : 01 us 301 at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 2

	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

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 : 3



DE TRAFFIC

detraffic.com
(386) 341-4186
US 301 at CR 466A
Sumter County, Fl

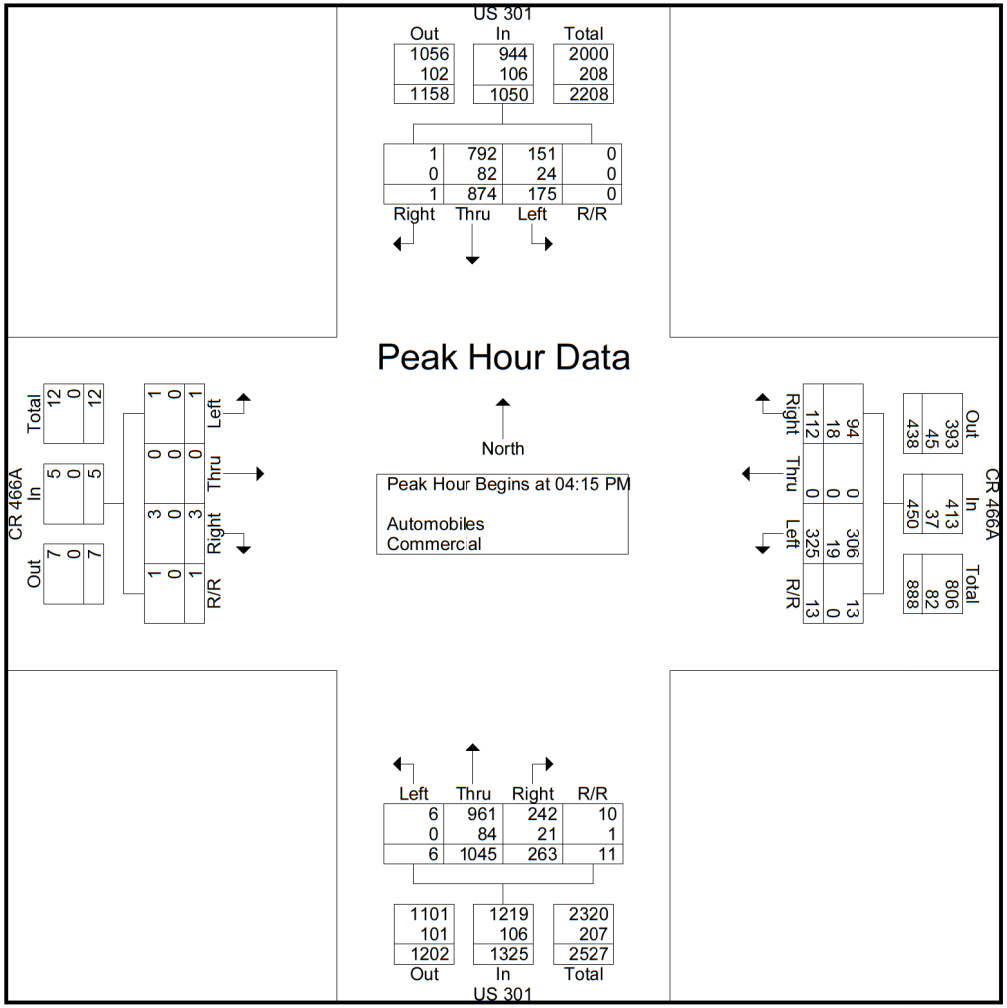
File Name : 01 us 301 at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 4

	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

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 : 5



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 : 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

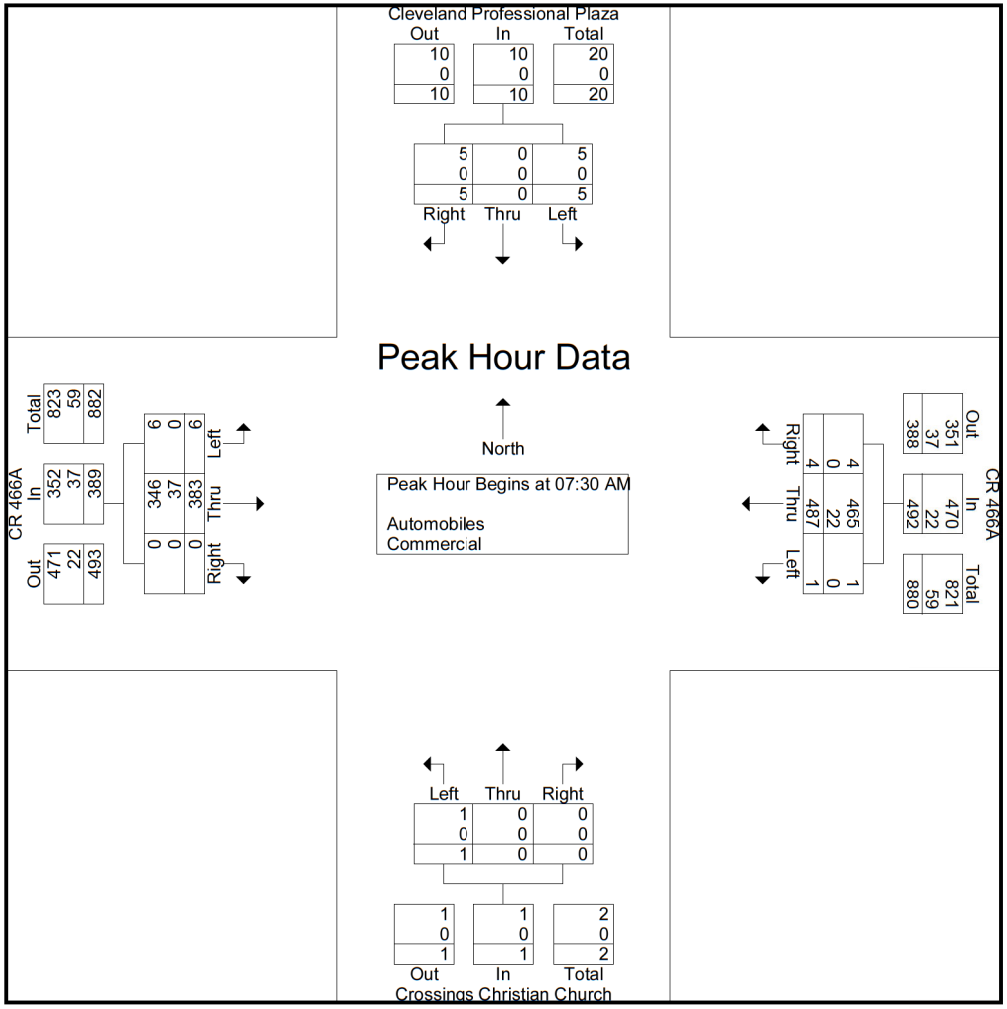
File Name : drwy at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 2

	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

detraffic.com
(386) 341-4186
Cleveland Professional Plaza/ Crossings Church at CR 466A
Sumter County, Fl

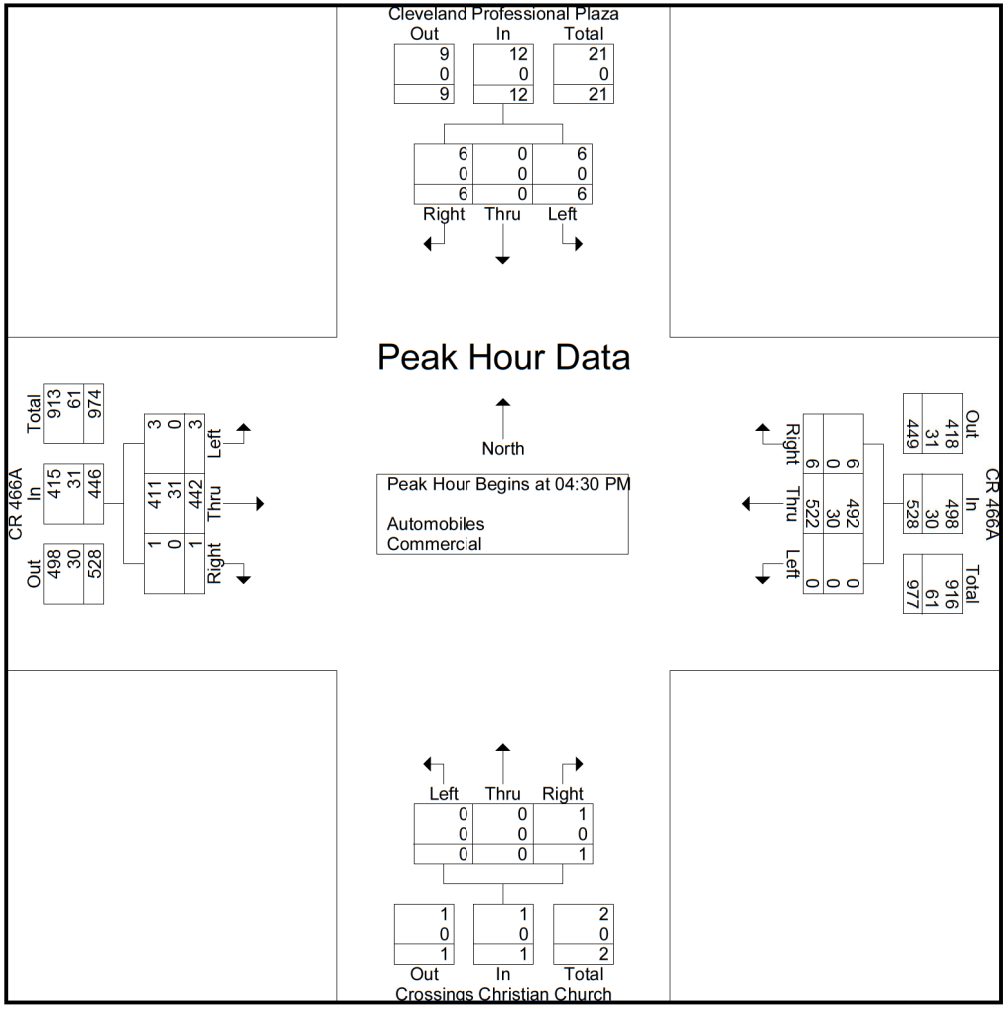
File Name : drwy at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 4

	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

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 : 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

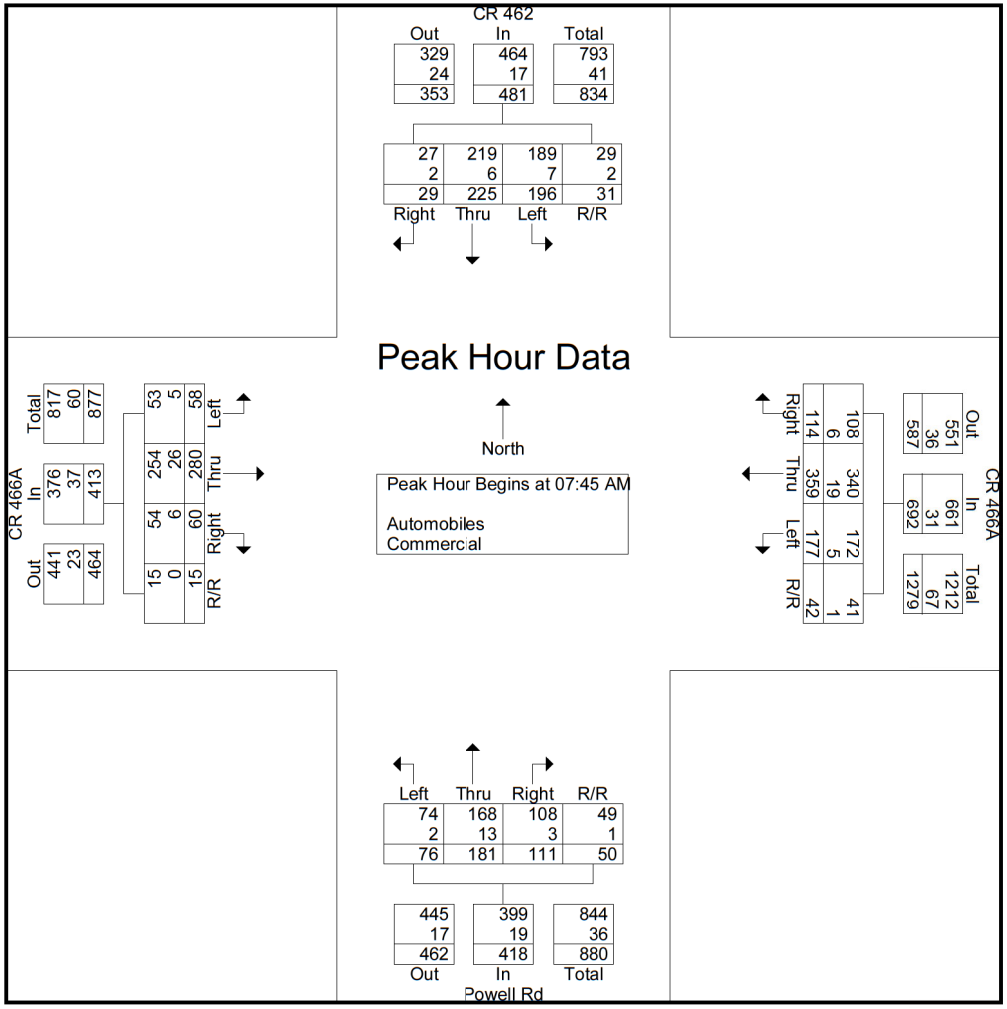
File Name : 03 powell at cr 466a
Site Code : 00000003
Start Date : 3/12/2024
Page No : 2

	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

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 : 3



DE TRAFFIC

detraffic.com
(386) 341-4186
Powell Rd at CR 466A
Sumter County, Fl

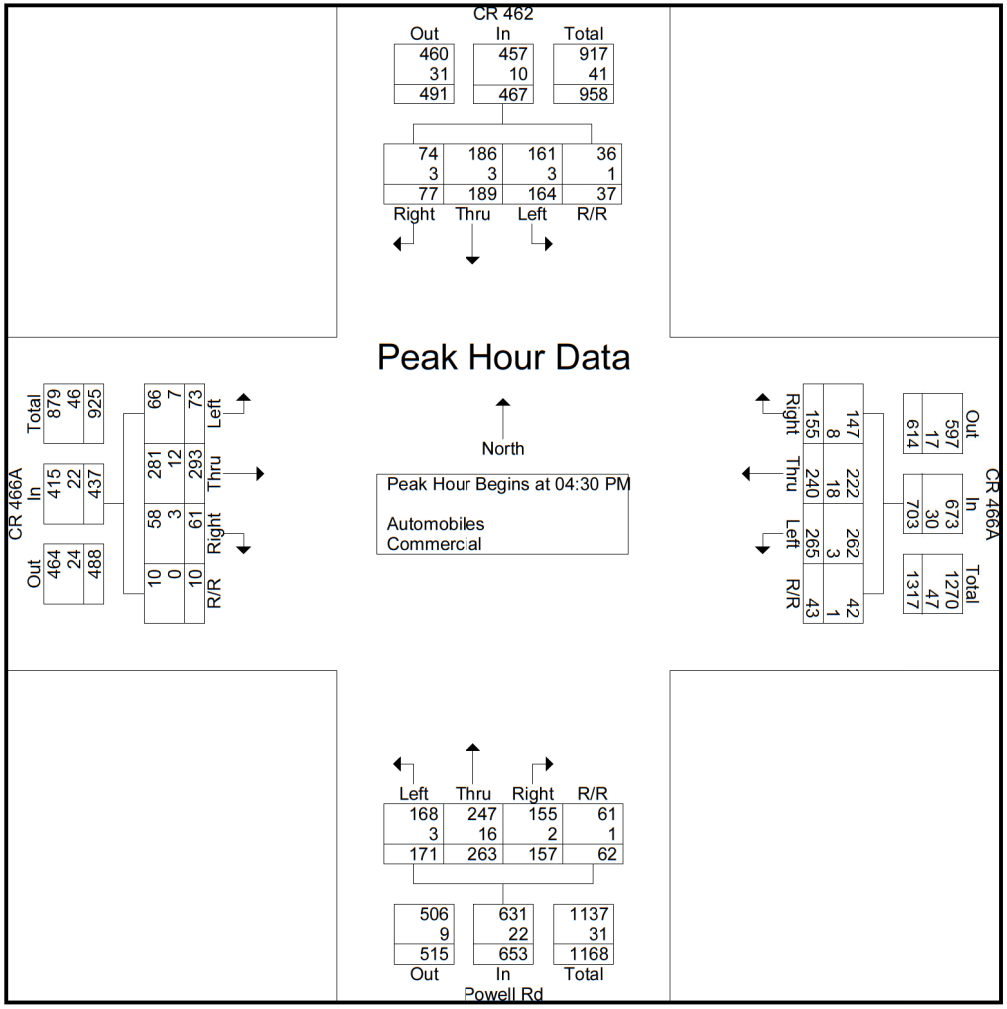
File Name : 03 powell at cr 466a
Site Code : 00000003
Start Date : 3/12/2024
Page No : 4

	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

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 : 5



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 : 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

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 : 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

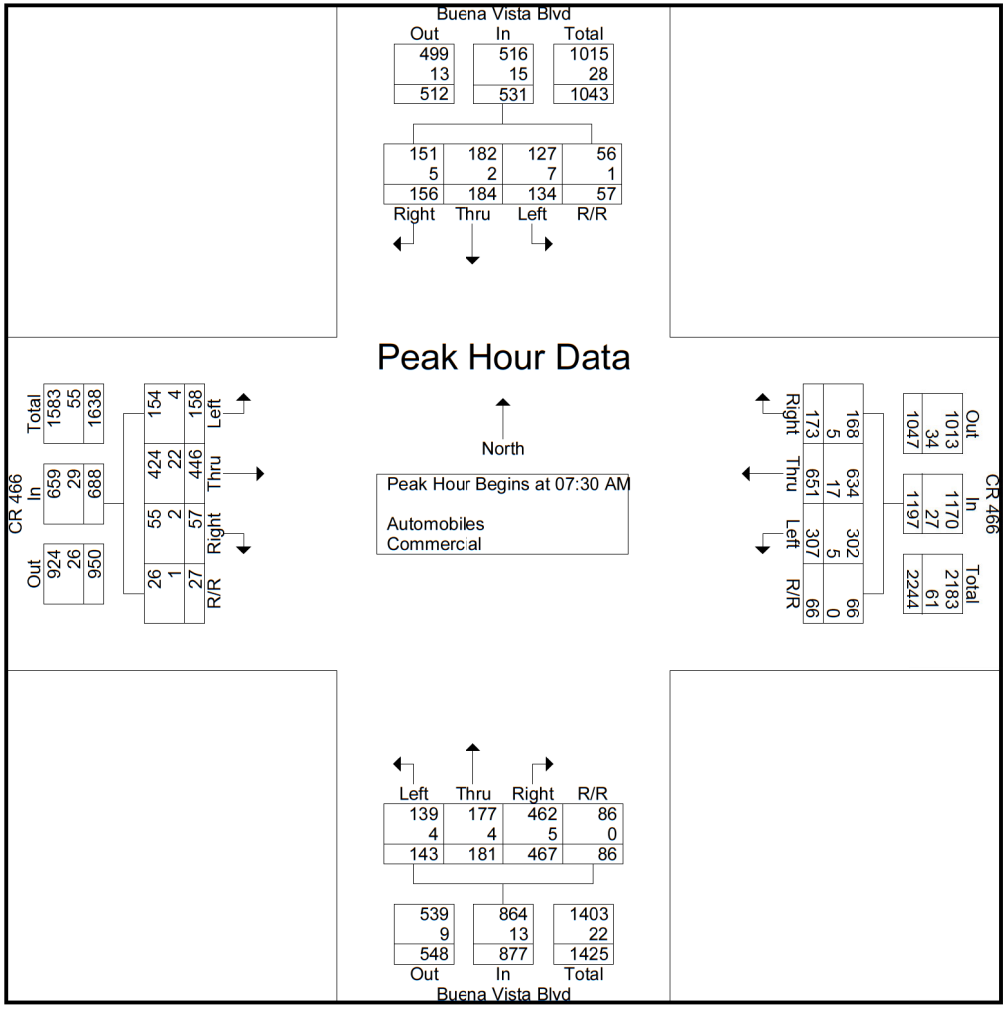
File Name : 04 Buena Vi at CR 466
Site Code : 00000004
Start Date : 3/12/2024
Page No : 2

	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

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 : 3



DE TRAFFIC

detraffic.com
(386) 341-4186
Buena Vista Blvd at CR 466A
Sumter County, Fl

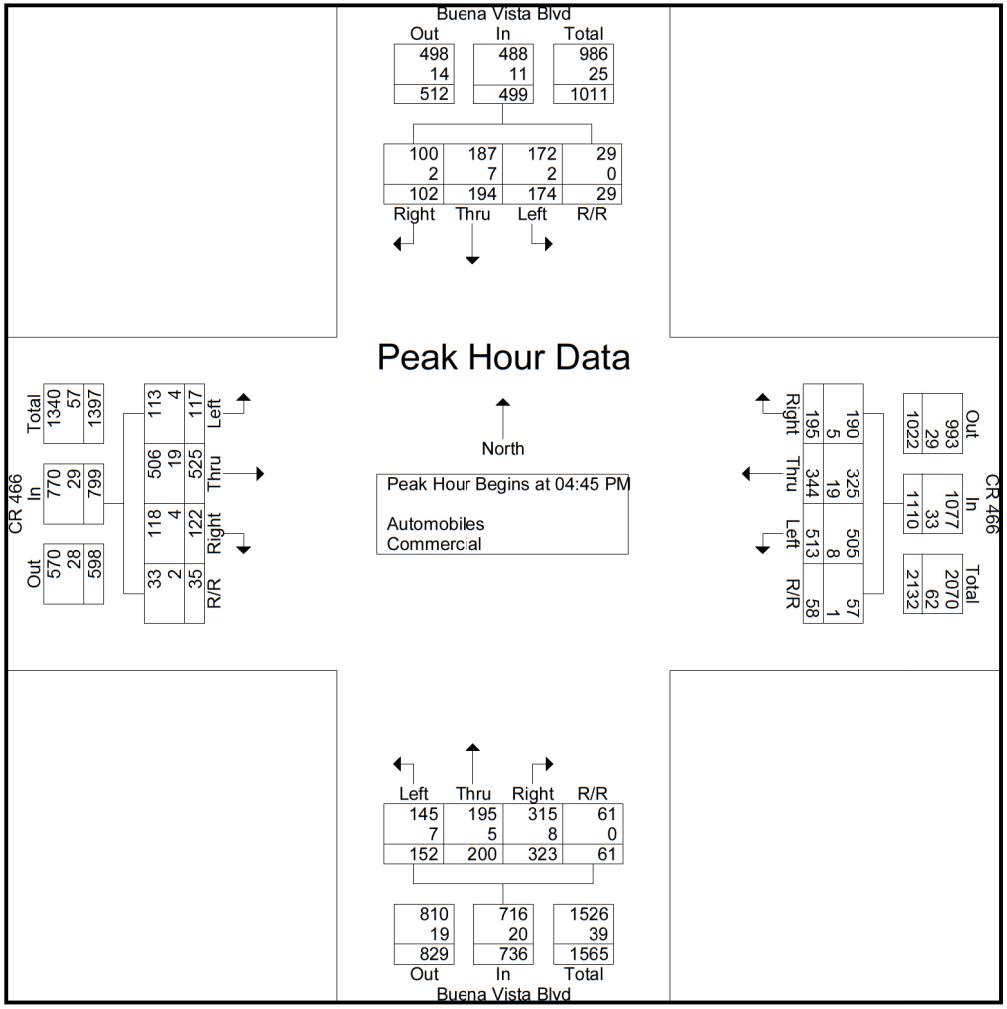
File Name : 04 Buena Vi at CR 466
Site Code : 00000004
Start Date : 3/12/2024
Page No : 4

	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

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 : 5



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 : 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

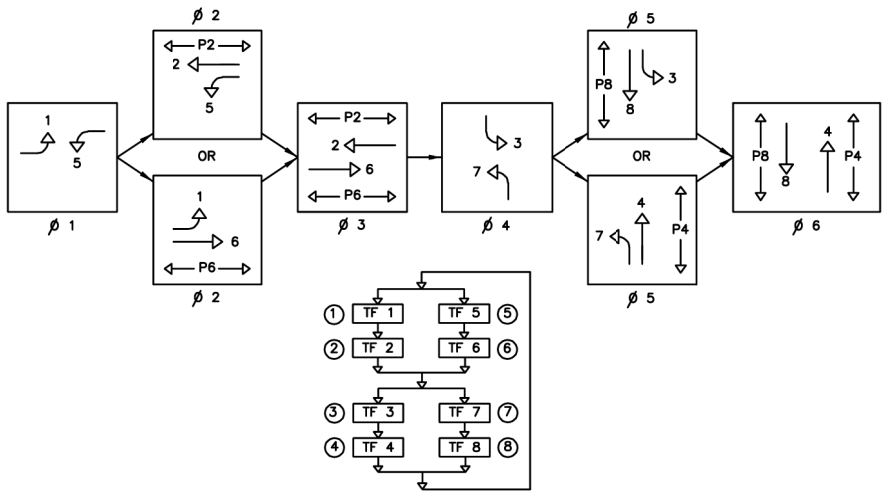
* PEAK SEASON

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 OPERATON: 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 MON.–FRI.		BASE DAY 3 SAT.		BASE DAY 1 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 01 S1			09:00	C1 03 S4
PM 3/3/3	150	0	09:30	C2 02 S2			13:30	FREE
			14:00	C3 03 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

© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
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

C 462 AT C 466A INTERSECTION IMPROVEMENTS

SIGNALIZATION PLAN

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 Int\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
											Off Set

COORDINATION SETTINGS

Dial 1 AVC	Dial 2/AM	Dial 3/PM
Split Sec	Split Sec	Split Sec

S 004

INTERSECTION: 45301(SR35) & CR466A (Cleveland Ave)

DATE: June 2019

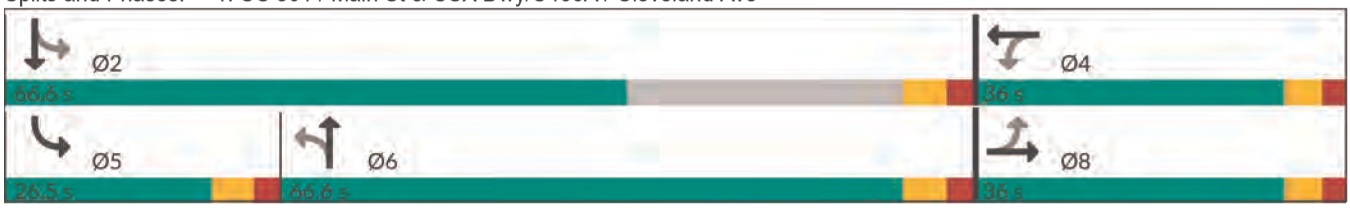


Appendix D:
Existing Synchro Printouts

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

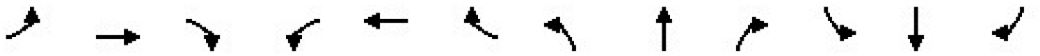
Intersection Summary	
Cycle Length: 129.1	
Actuated Cycle Length: 103.8	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 26.0	Intersection LOS: C
Intersection Capacity Utilization 85.4%	ICU Level of Service E
Analysis Period (min) 15	

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

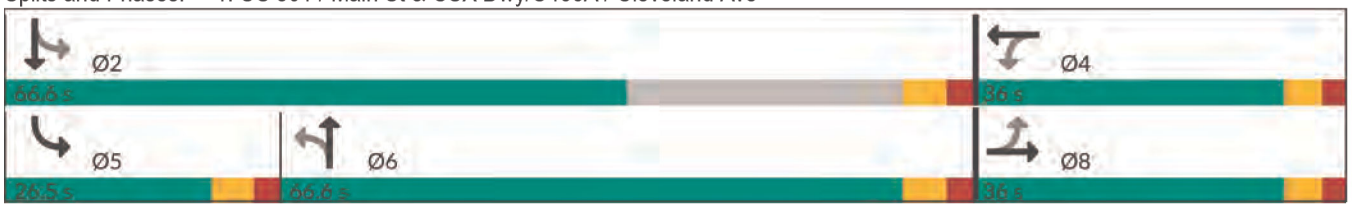
User approved pedestrian interval to be less than phase max green.

* 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

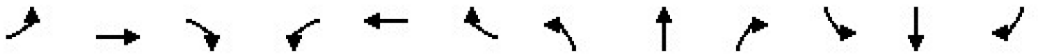
Intersection Summary	
Cycle Length: 129.1	
Actuated Cycle Length: 120.7	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay (s/veh): 35.8	Intersection LOS: D
Intersection Capacity Utilization 87.9%	ICU Level of Service E
Analysis Period (min) 15	

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

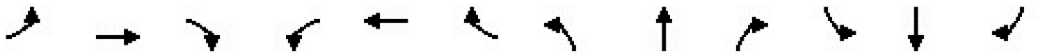
Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 54.5 (36%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 45.2	Intersection LOS: D
Intersection Capacity 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

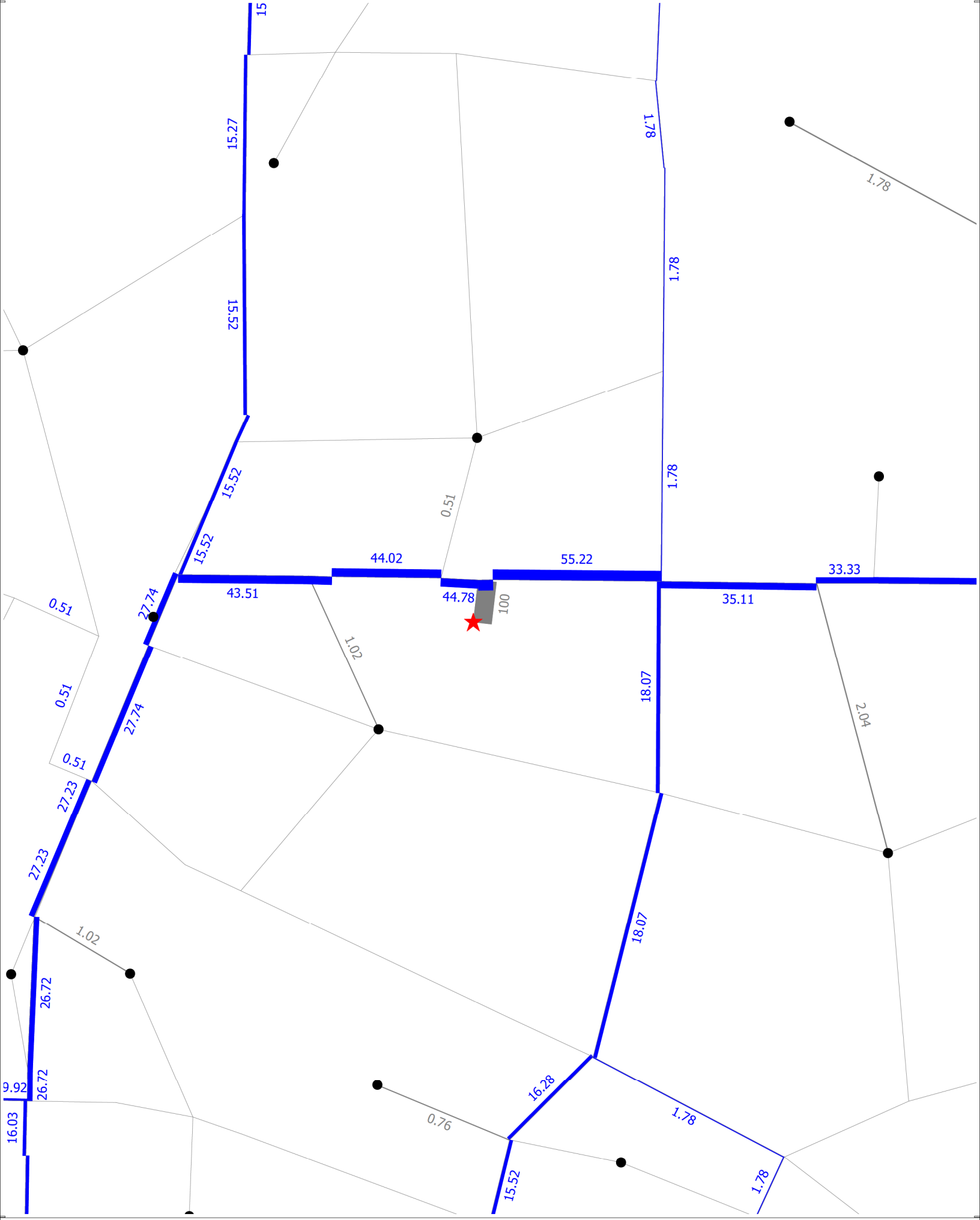
Notes

User approved pedestrian interval to be less than phase max green.

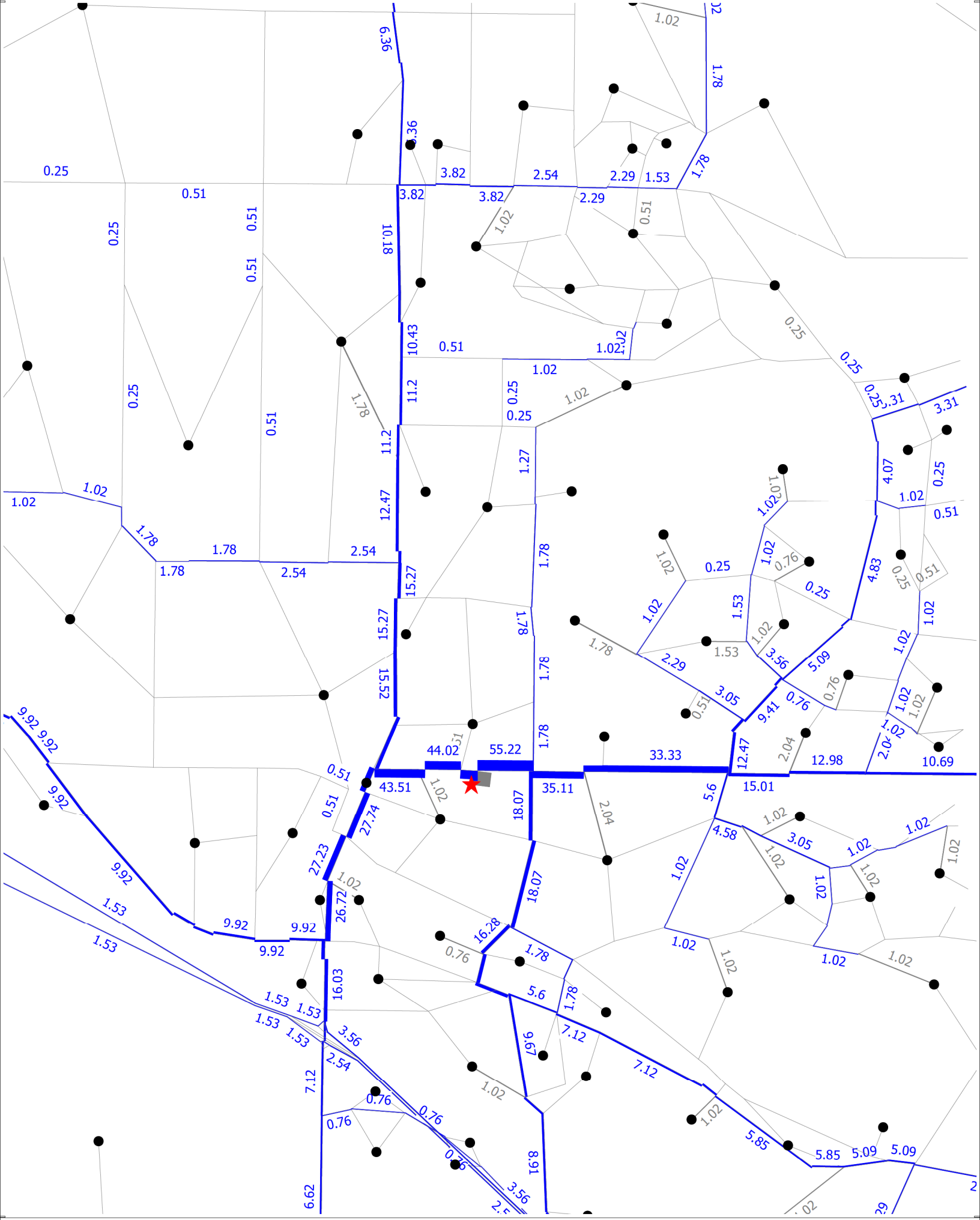
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



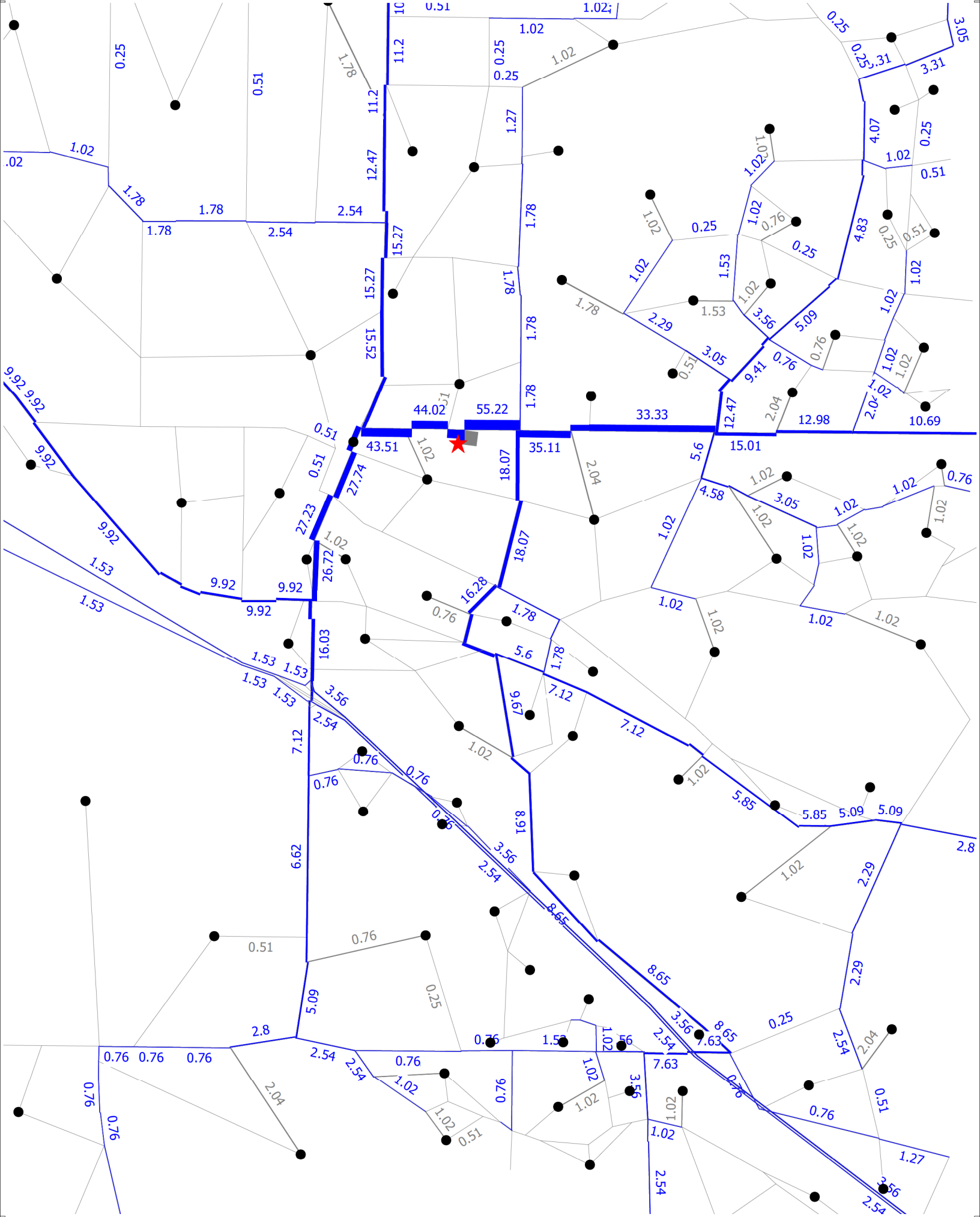
Appendix E: Model Plots



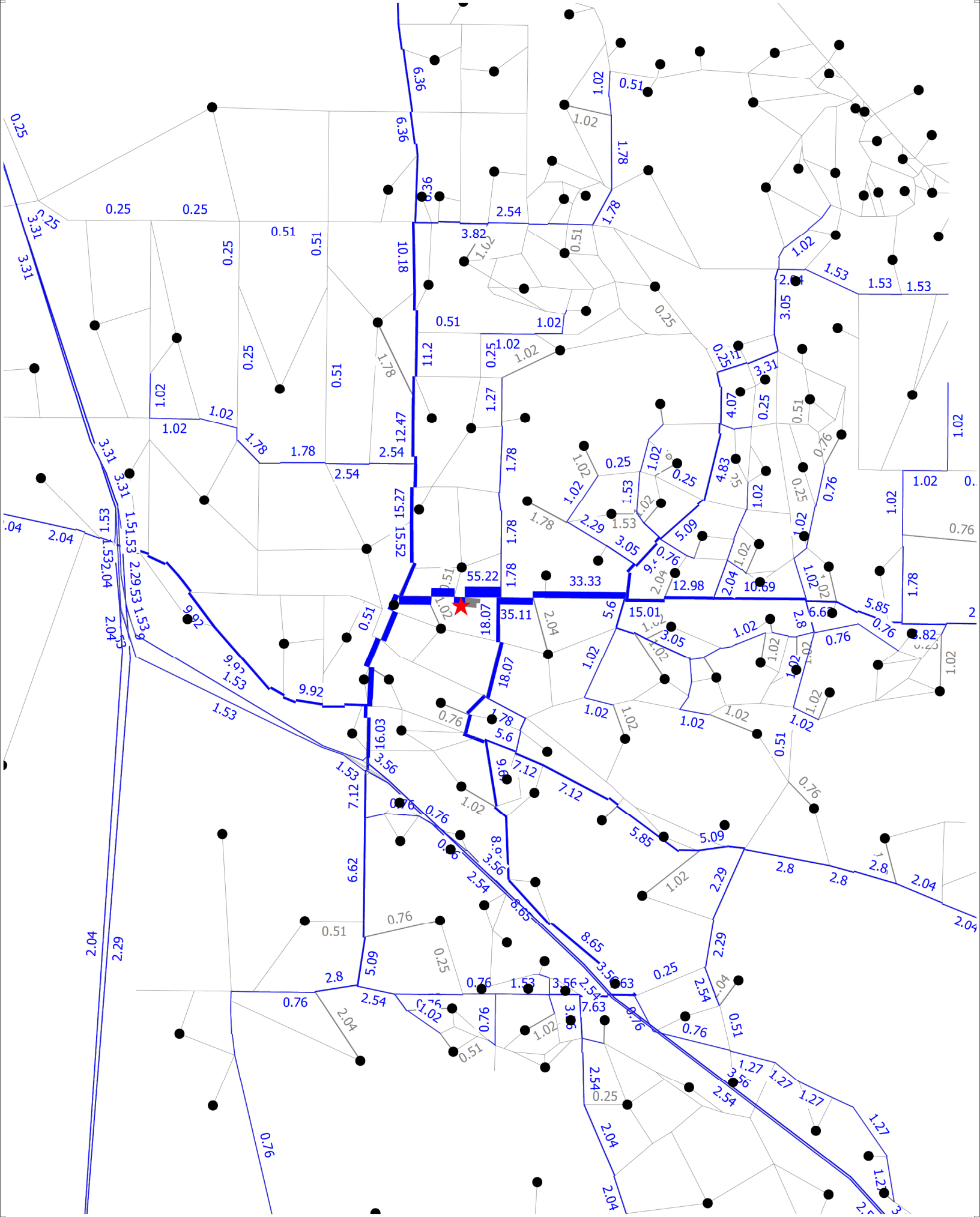
(Licensed to Kittelson and Associates Inc)



cube
(Licensed to Kittelson and Associates Inc)



cube
(Licensed to Kittelson and Associates Inc)



(Licensed to Kittelson and Associates Inc)

Appendix F:
Sumter County Annual Traffic Counts

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Duration	Yearly ADT						ADT (+/-) Change	A.M. Peak Hour						P.M. Peak Hour						Golf Cart	
					2018	2019	2020	2021	2022	2023		Time	Total	NB/EB	SB/WB	K	D	Time	Total	NB/EB	SB/WB	K	D	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 Visa 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 Visa 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 Visa 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 Visa 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	--	--

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT						ADT (+/-) Change	A.M. Peak Hour						P.M. Peak Hour						Golf Cart	
					2018	2019	2020	2021	2022	2023		Time	Total	NB/EB	SB/WB	K	D	Time	Total	NB/EB	SB/WB	K	D	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/Genview 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	25851	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

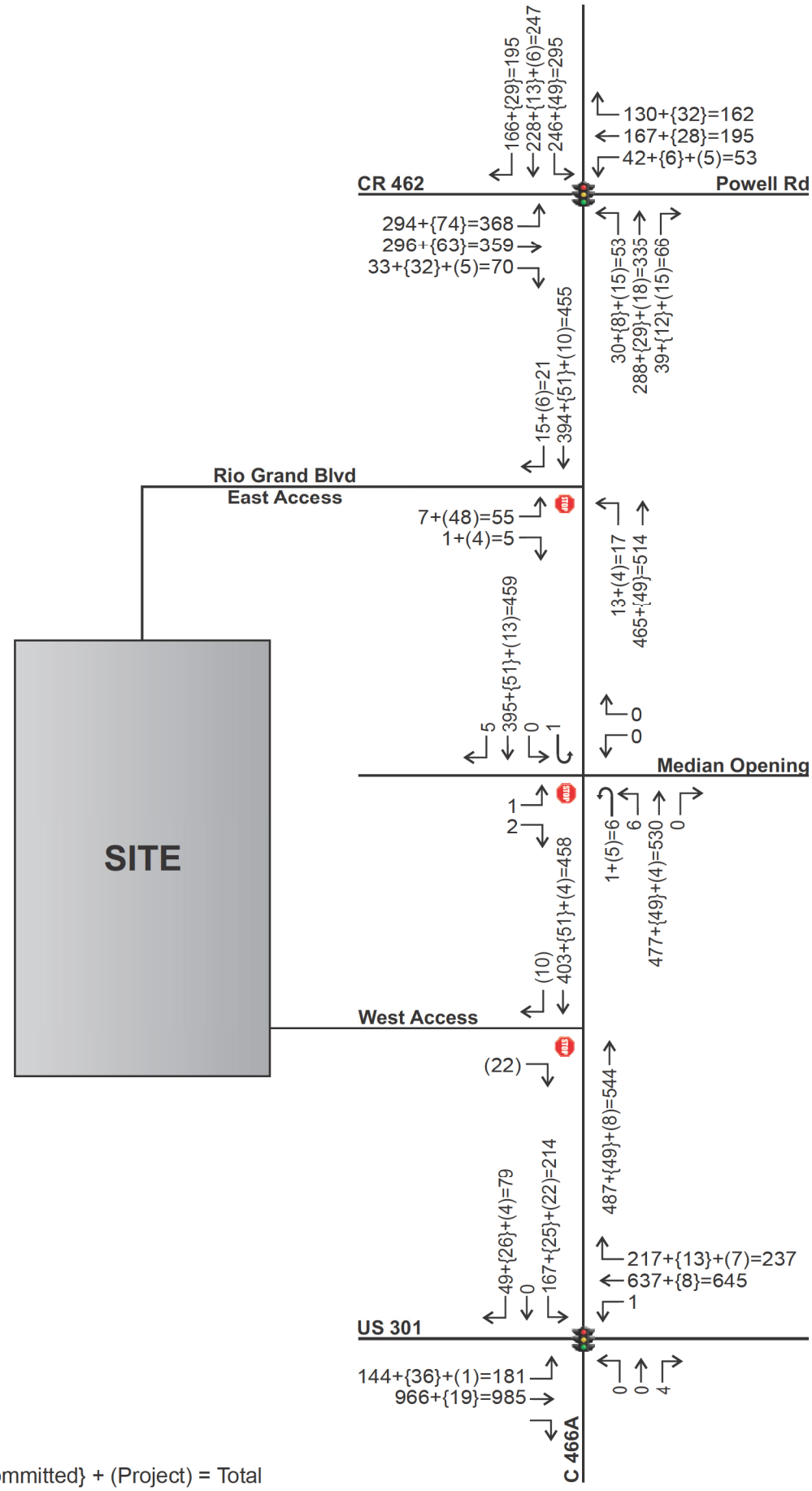
TRAFFIC IMPACT ANALYSIS
CITY OF WILDWOOD
FLORIDA

Prepared by:

Traffic & Mobility Consultants
3101 Maguire Boulevard, Suite 265
Orlando, Florida 32803
www.trafficmobility.com
(407) 531-5332

Prepared for:

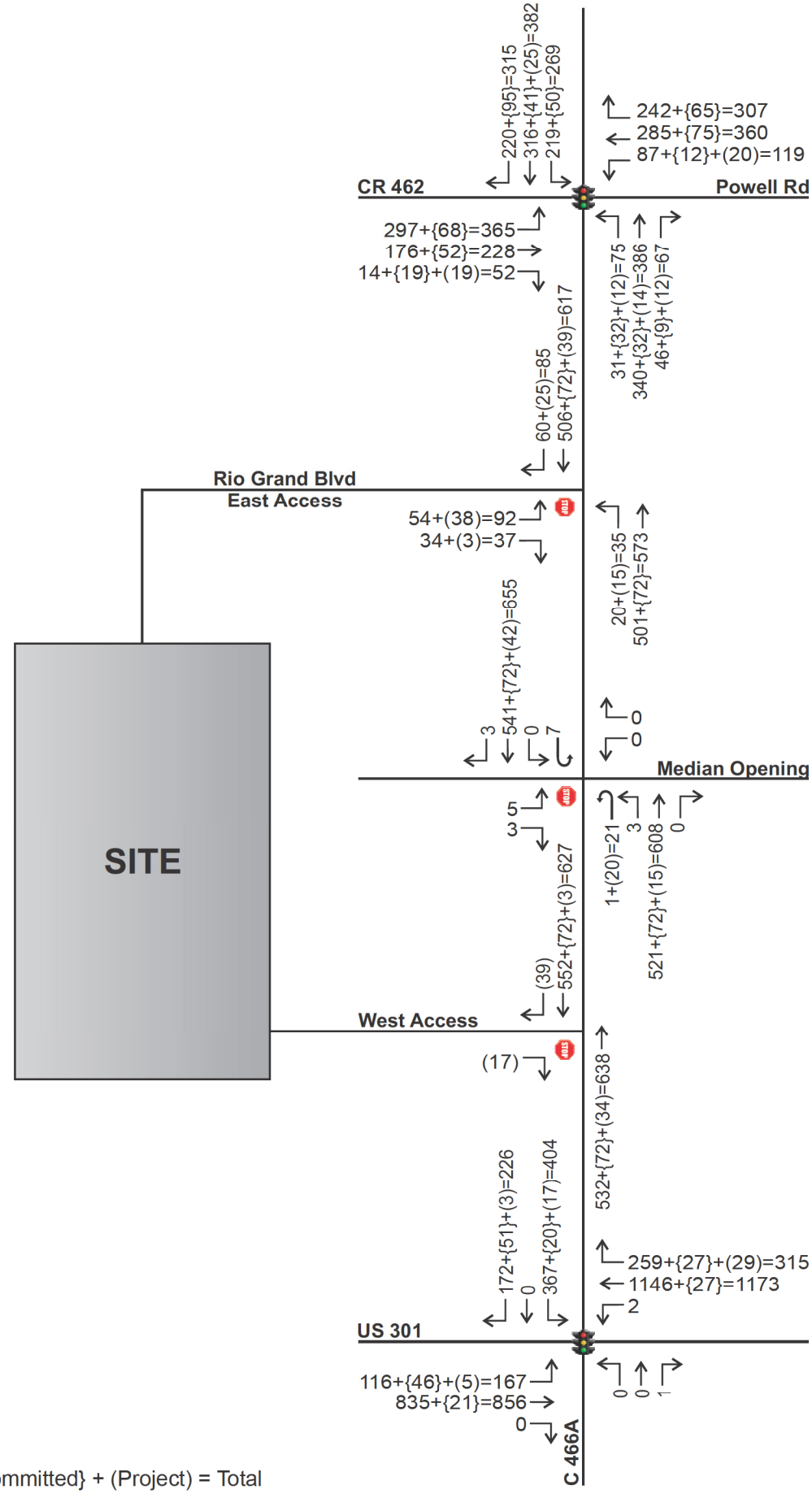
1201 Cleveland Avenue, LLC
701 N Federal Highway, Suite 201 B
Hallandale, Florida 33009



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

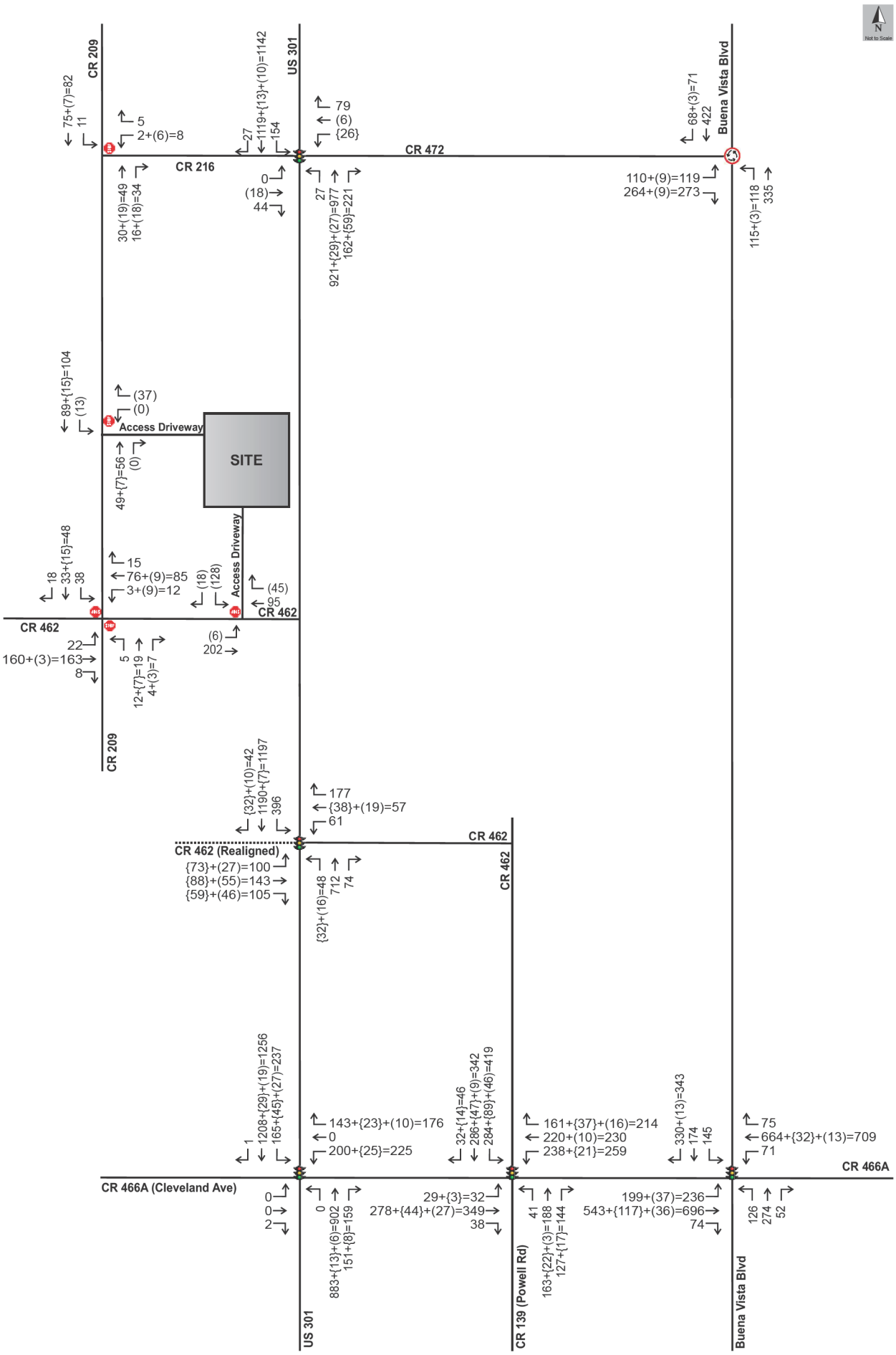
Prepared by:

Traffic & Mobility Consultants

3101 Maguire Boulevard, Suite 265
Orlando, Florida 32803
www.trafficmobility.com
(407) 531-5332

Prepared for:

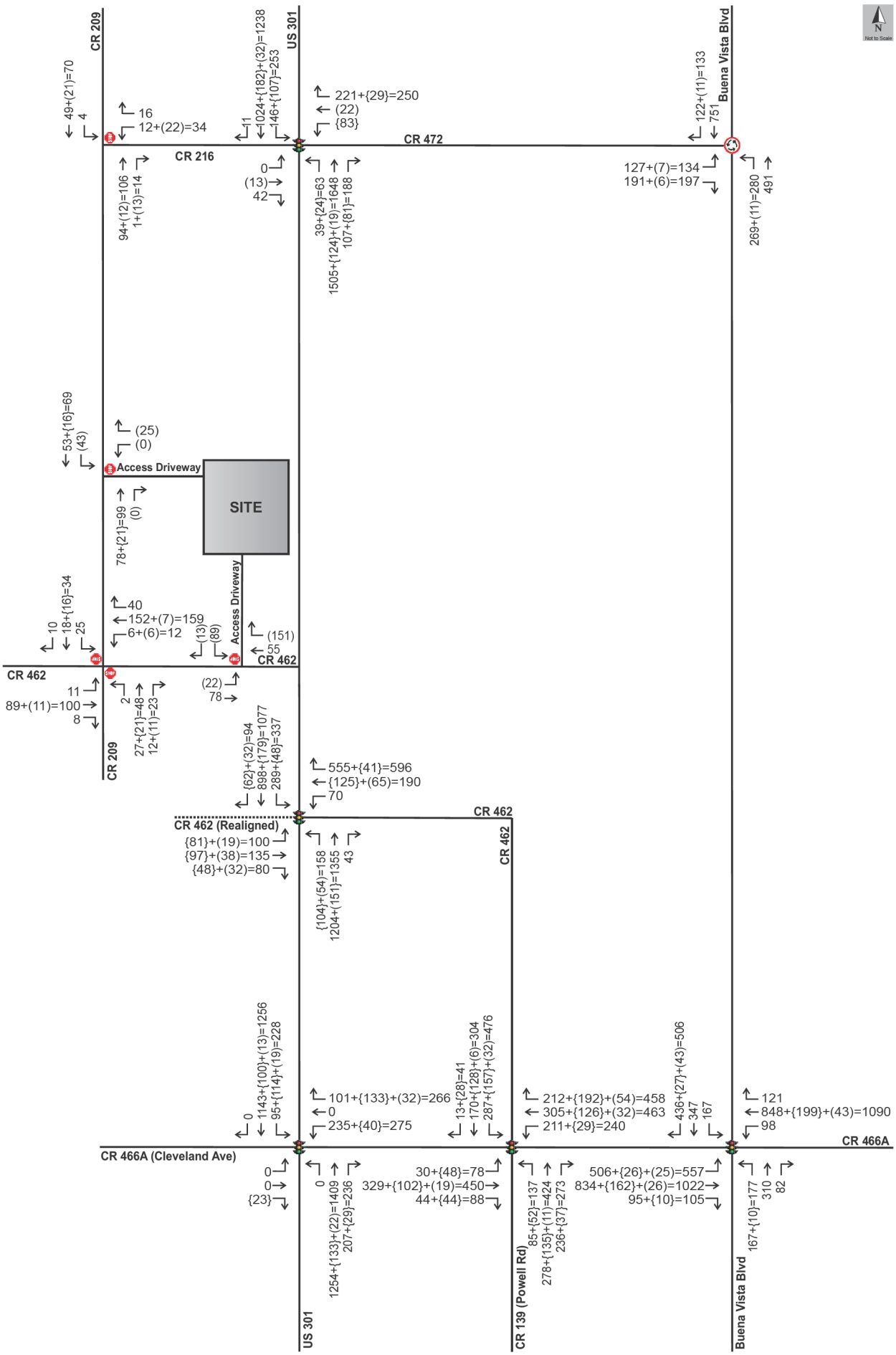
Kolter Land Partners
14025 Riveredge Drive, Suite 175
Tampa, Florida 33637



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:

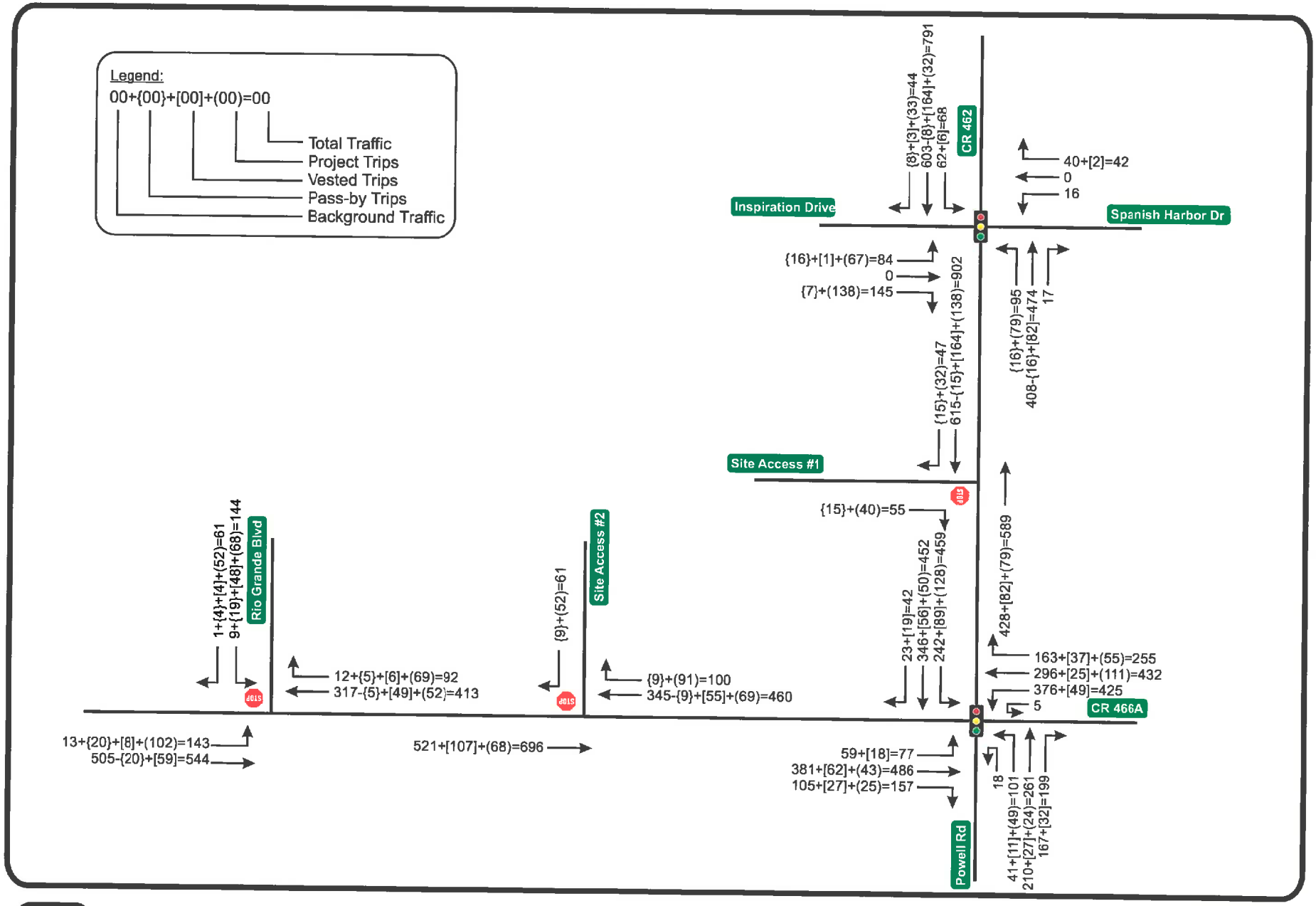
Rock Properties, Inc.
145 Lincoln Avenue, Suite B
Winter Park, Florida 32789

Prepared by:

Traffic Planning and Design, Inc.
535 Versailles Drive
Maitland, Florida 32751
407-628-9955

August 2022

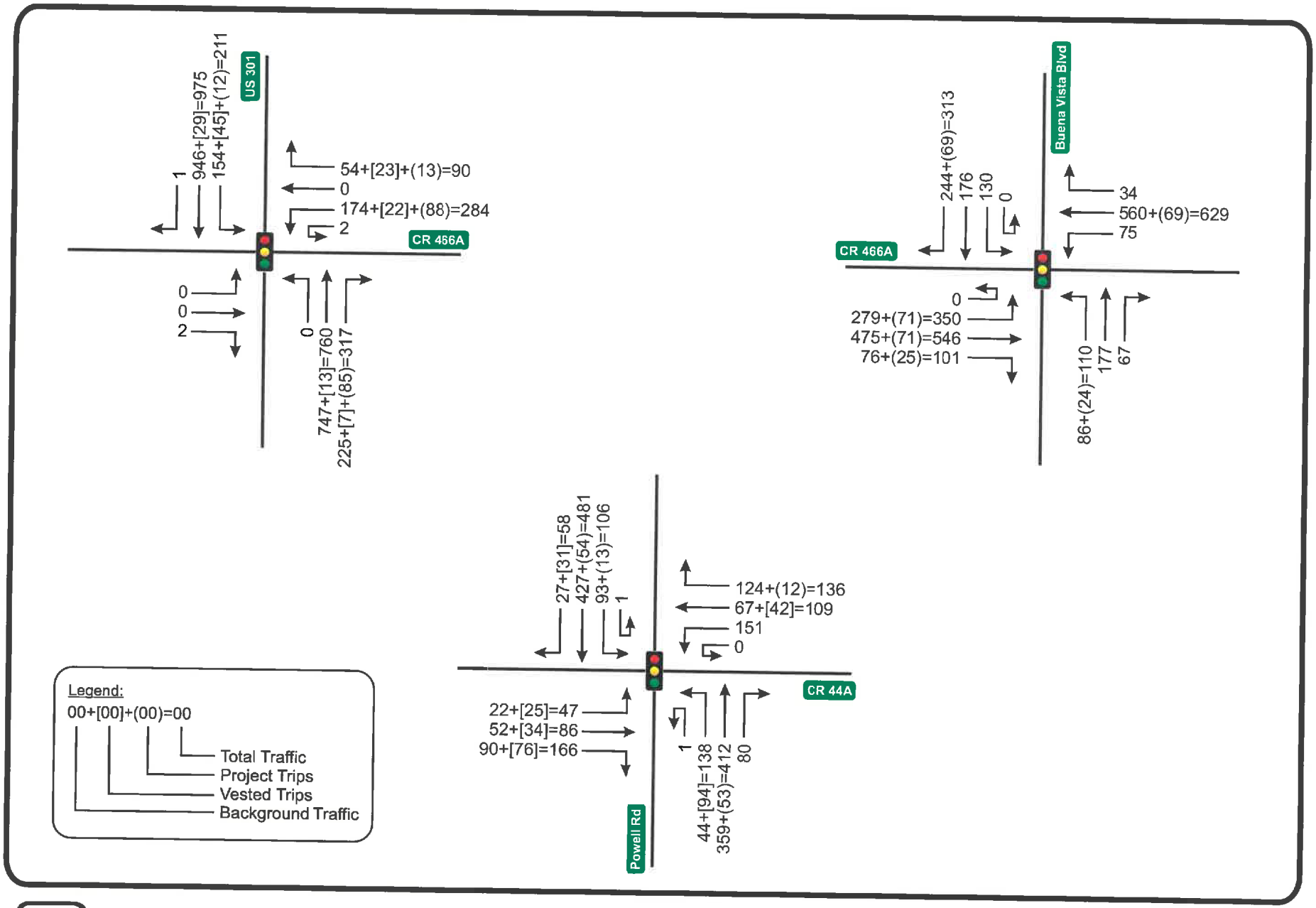
TPD № 5041.1



Turkey Run II
Project № 5041.1
Figure 5a

Projected A.M. Peak Hour Volumes

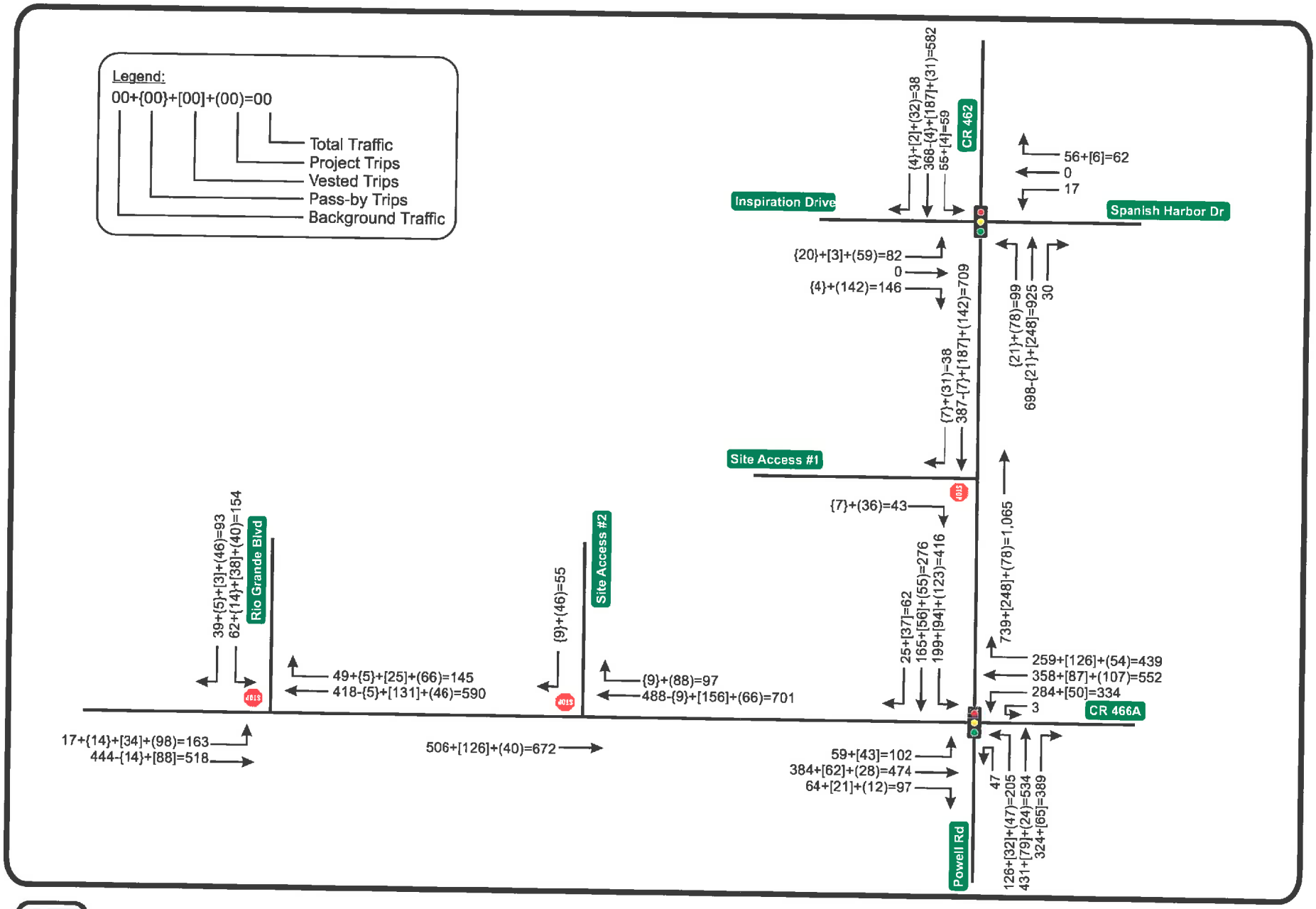
N
NTS



Turkey Run II
Project № 5041.1
Figure 5b

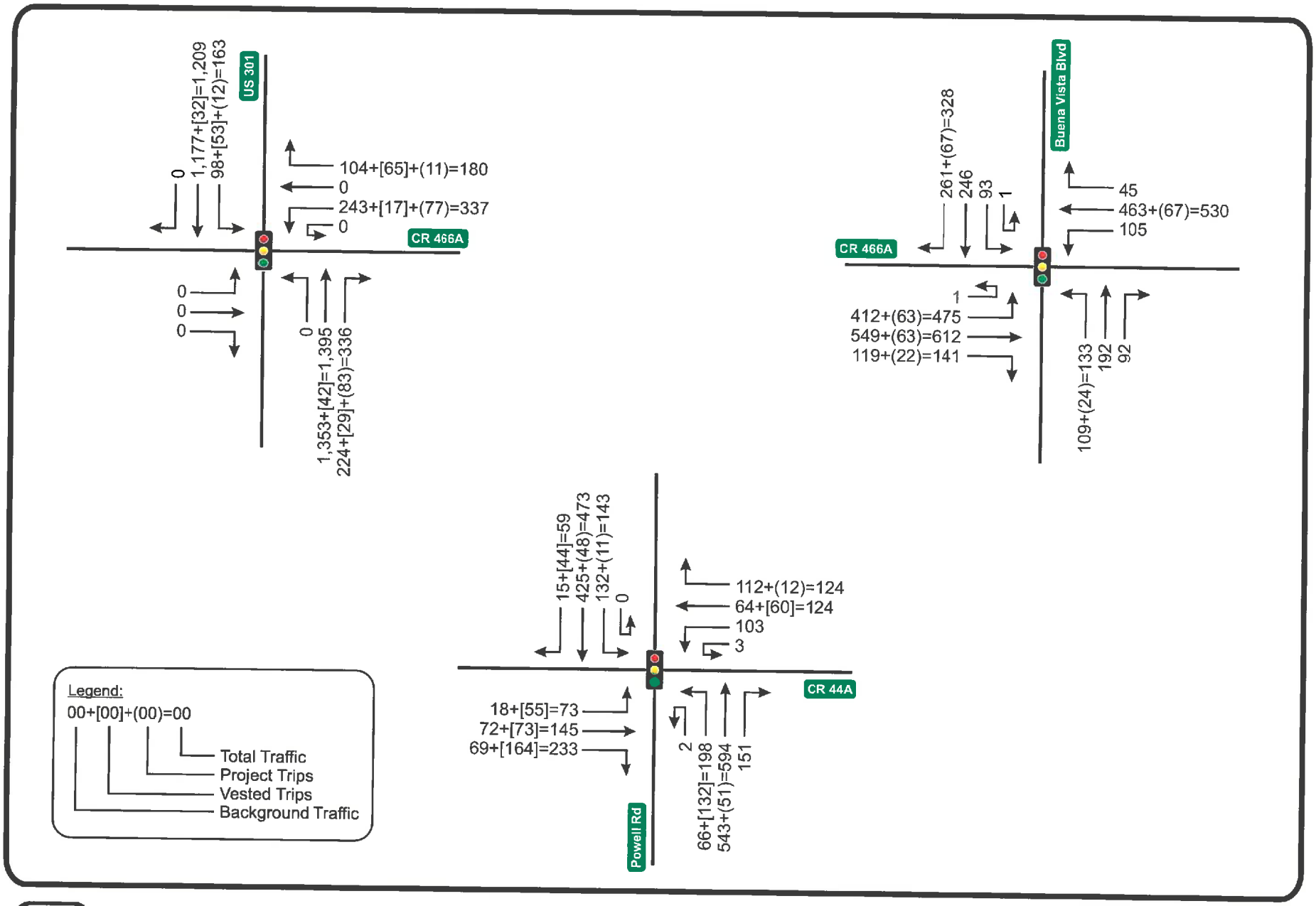
Projected A.M. Peak Hour Volumes

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

Prepared for:
Mastroserio Engineering
1701 SE 32nd Place
Ocala, Florida 34471
352.433.2185

Prepared by:
Kittelson & Associates, Inc.
225 East Robinson Street, Suite 355
Orlando, FL 32801
407.540.0555

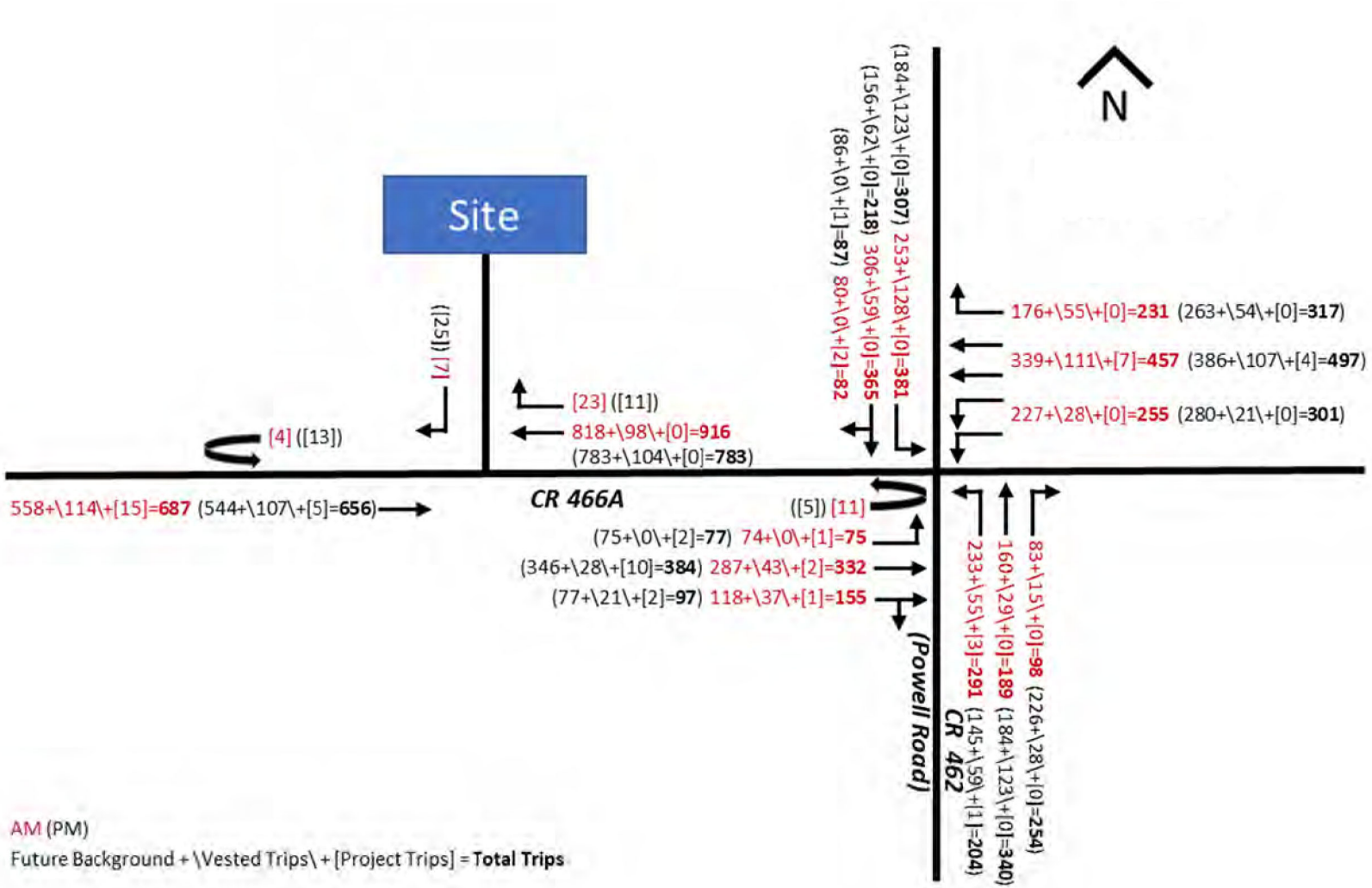
Project Manager:
Kok Wan Mah
Associate Engineer

Project Principal:
Stephanie Shealey
Senior Engineer

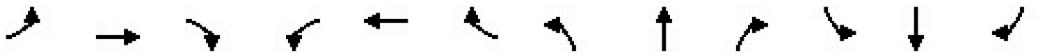
Project Number 28441

November 2022

Figure 5. Build-Out Volumes



Appendix H:
Background No-Build Synchro Printouts

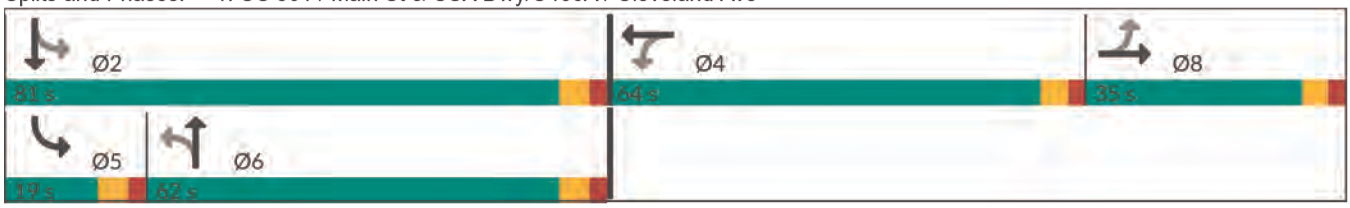


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	3	450	0	177	5	886	357	186	1297	1
Future Volume (vph)	1	0	3	450	0	177	5	886	357	186	1297	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	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	

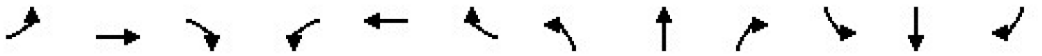
Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 147.6			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.01			
Intersection Signal Delay (s/veh): 107.0		Intersection LOS: F	
Intersection Capacity Utilization 88.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave



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	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.

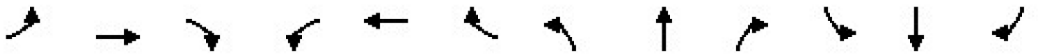
Intersection	
Int Delay, s/veh	0.3

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	

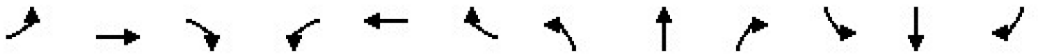
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay (s/veh): 44.5		Intersection 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



HCM 7th Signalized Intersection Summary
3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A

07/11/2024



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	

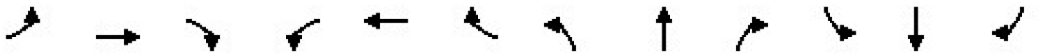
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	66.2	25.6	32.4	17.2	64.8	17.6	40.5
Change Period (Y+Rc), s	6.0	* 7.1	7.0	6.7	7.0	* 7.1	6.3	* 6.7
Max Green Setting (Gmax), s	11.0	* 46	20.0	36.0	14.0	* 43	12.1	* 45
Max Q Clear Time (g_c+I1), s	9.8	19.1	18.5	19.1	10.1	13.5	11.3	31.9
Green 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.

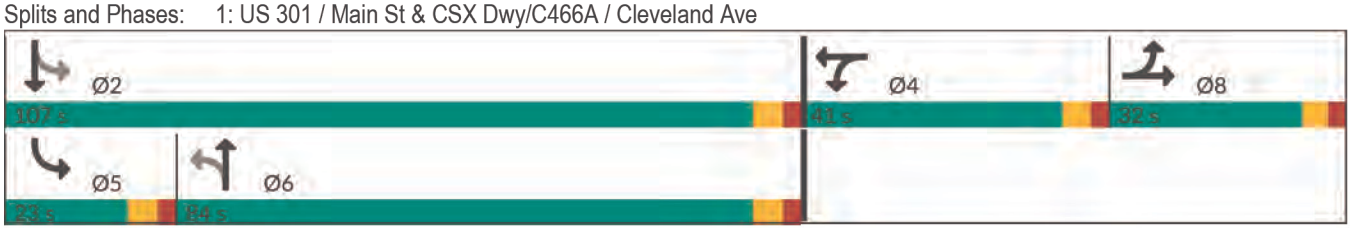


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	4	445	0	181	6	1151	408	225	957	1
Future Volume (vph)	1	0	4	445	0	181	6	1151	408	225	957	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	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	

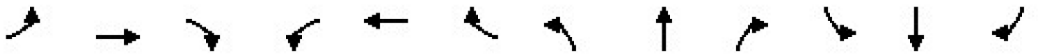
Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 150.6			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay (s/veh): 49.8		Intersection LOS: D	
Intersection Capacity Utilization 97.8%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave



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	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.

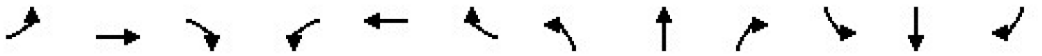
Intersection	
Int Delay, s/veh	0.5

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

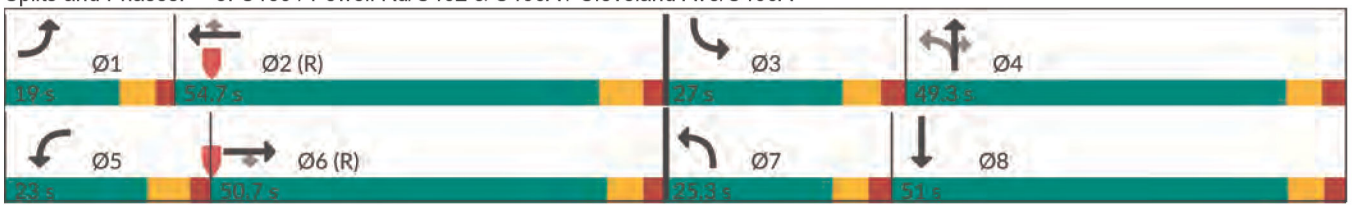


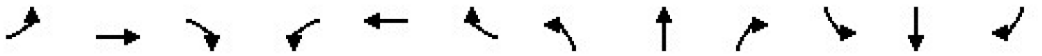
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	387	103	286	427	322	253	319	237	332	265	143
Future Volume (vph)	98	387	103	286	427	322	253	319	237	332	265	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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

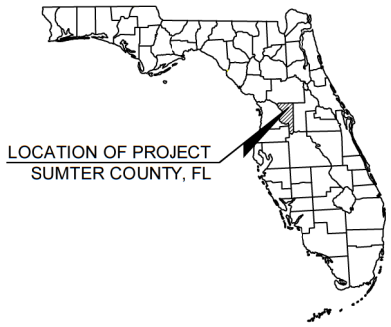
User approved pedestrian interval to be less than phase max green.

* 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 EDITON, 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.

UTILITY AGENCY OWNERS:

AT&T
RICK MARINO
(352) 284-8110

LUMEN LOCAL (CENTURYLINK)
JOHN PLAMONDON
(352) 425-4444

SPECTRUM (CHARTER)
RYAN DUTTENHAVER
(352) 717-3704

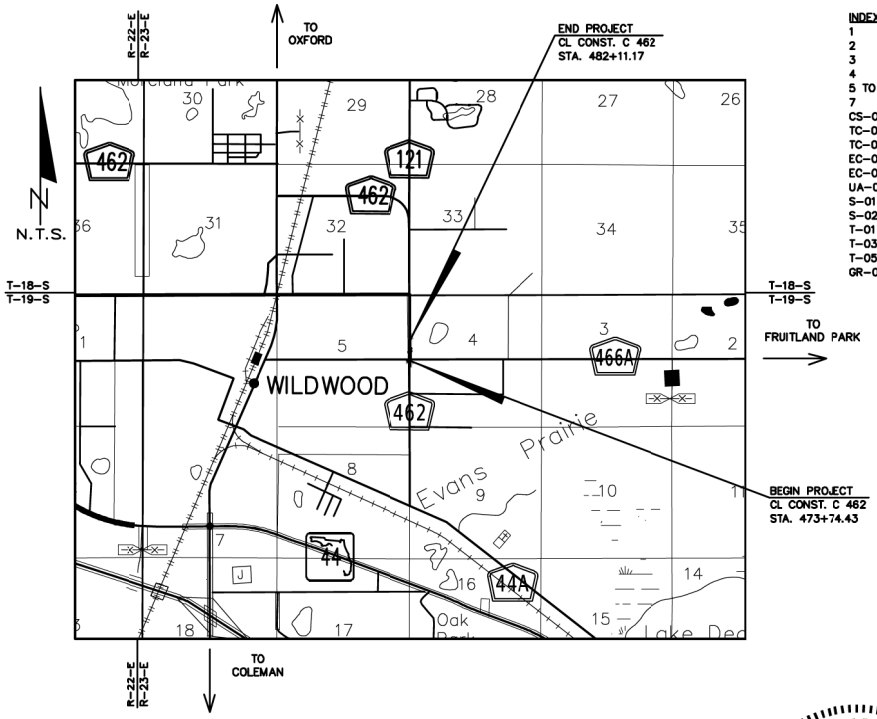
CITY OF WILDWOOD
JASON MARTIN
(352) 643-0943

SECO ENERGY (TRANSMISSION)
DAVID JOHNSON
(352) 569-9636

SECO ENERGY (DISTRIBUTION)
SHERRY FOGARTY
(601) 812-8454

TECO PEOPLES GAS
LANDON MEAHL
(407) 408-5566

SUMTER COUNTY TRAFFIC
MICHAEL BYRANT
(352) 689-4400



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

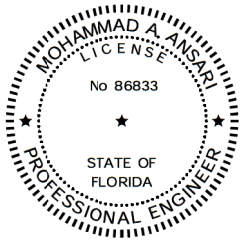
PLANS PREPARED BY:
Kimley»Horn
CONSULTING ENGINEERS AND PLANNERS
1700 SE 17TH STREET
SUITE 200
OCALA, FLORIDA 34471
TEL: (352) 438-3000
REGISTRY NO. 35106

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

CALL 2 WORKING DAYS BEFORE YOU DIG
IT'S THE LAW! DIAL 811
Know what's below. Call before you dig.
SUNSHINE STATE ONE CALL OF FLORIDA, INC.



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
© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
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

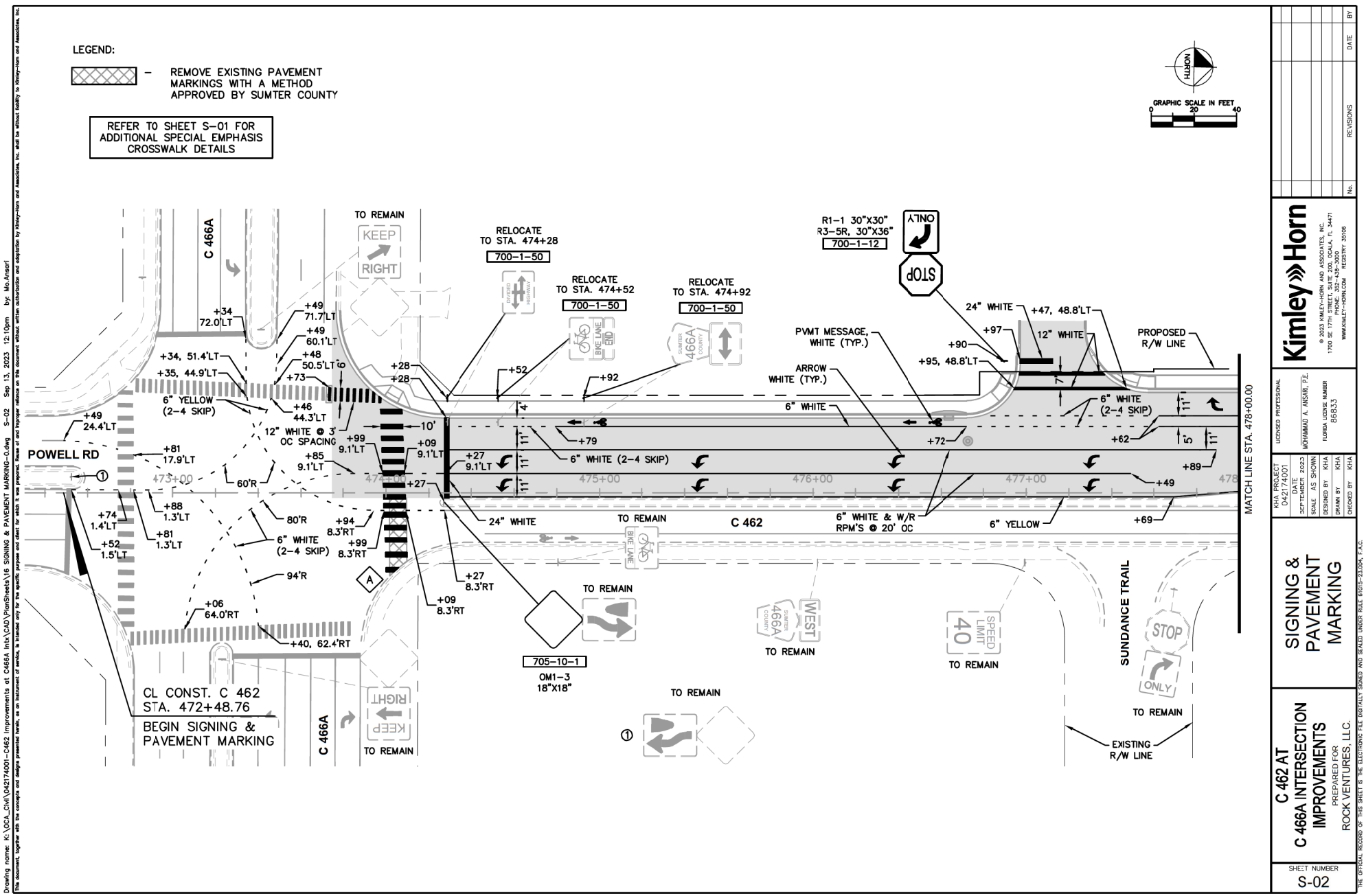
KHA PROJECT 042174001
DATE SEPTEMBER 2023
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA

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 Int\CAD\PlanSheets\01 COVER SHEET.dwg 1 Sep 13, 2023 12:06pm 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.



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: MoAnsari

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.

No.	REVISIONS	DATE	BY

Kimley»Horn

© 2023 KIMLEY-HORN AND ASSOCIATES, INC.

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

SIGNING & PAVEMENT MARKING

C 462 AT C 466A INTERSECTION IMPROVEMENTS

PREPARED FOR
ROCK VENTURES, LLC.

SHEET NUMBER
S-02

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



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:

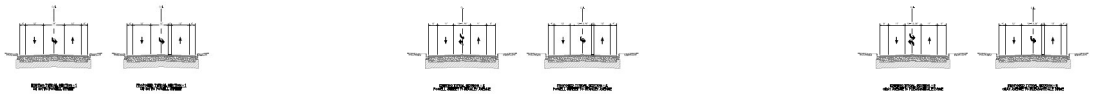
- Re-designation of the lanes on C 466A at US 301 to include a left-turn lane and a shared left/ through/right-turn lane. This would allow for the heavy left-turn movement to utilize both lanes and reduce queueing and congestion on C 466A.
- Extension of the left-turn lane on C 466A at US 301 to provide 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.

CLEVELAND AVENUE (C466A) IMPROVEMENTS







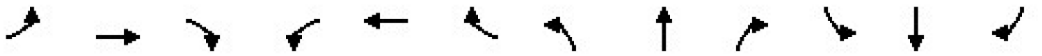
Appendix J:
2023 CMP Database

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

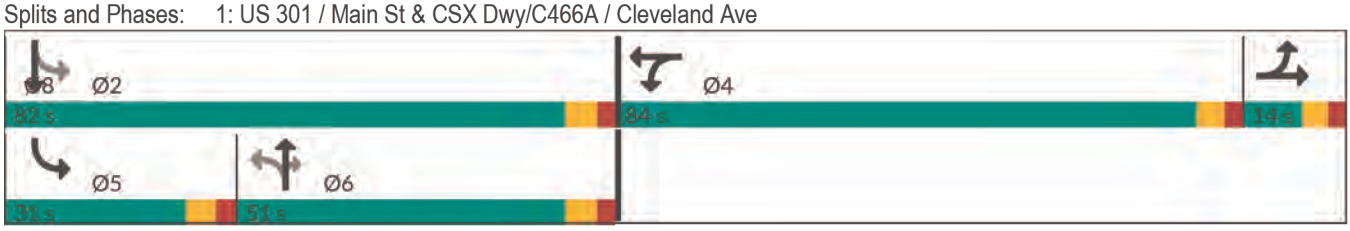


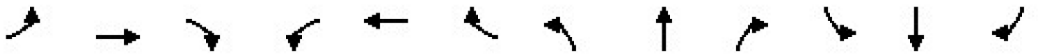
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	3	463	0	184	5	886	385	202	1297	1
Future Volume (vph)	1	0	3	463	0	184	5	886	385	202	1297	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	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.

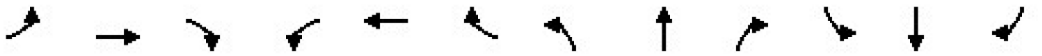
Intersection	
Int Delay, s/veh	1.5

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



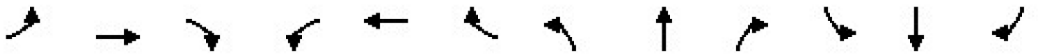
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	408	130	191	558	239	157	222	174	386	302	74
Future Volume (vph)	91	408	130	191	558	239	157	222	174	386	302	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	

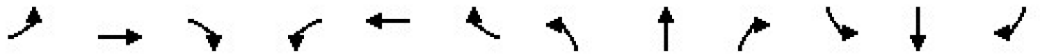
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	55.9	25.6	42.7	17.2	54.5	16.3	52.0
Change Period (Y+Rc), s	6.0	* 7.1	7.0	6.7	7.0	* 7.1	6.3	* 6.7
Max Green Setting (Gmax), s	11.0	* 46	20.0	36.0	14.0	* 43	11.9	* 45
Max Q Clear Time (g_c+I1), s	9.9	21.2	18.5	17.6	10.1	15.6	8.6	21.6
Green 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.

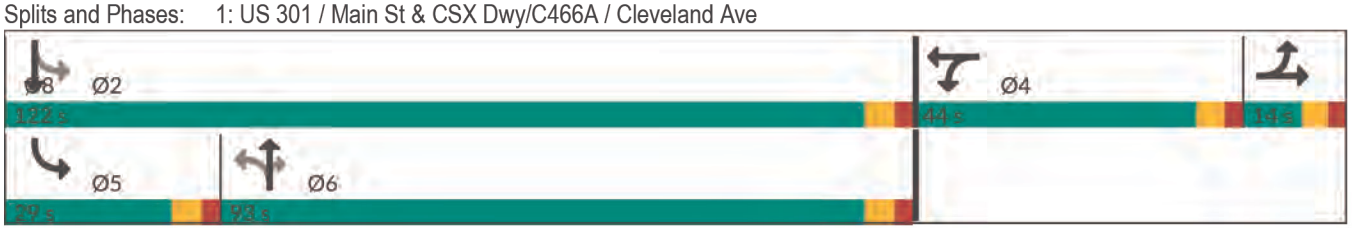


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	4	477	0	199	6	1151	427	236	957	1
Future Volume (vph)	1	0	4	477	0	199	6	1151	427	236	957	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	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.

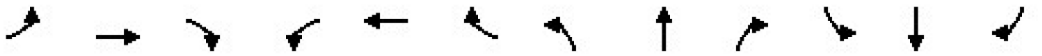
Intersection	
Int Delay, s/veh	4.9

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

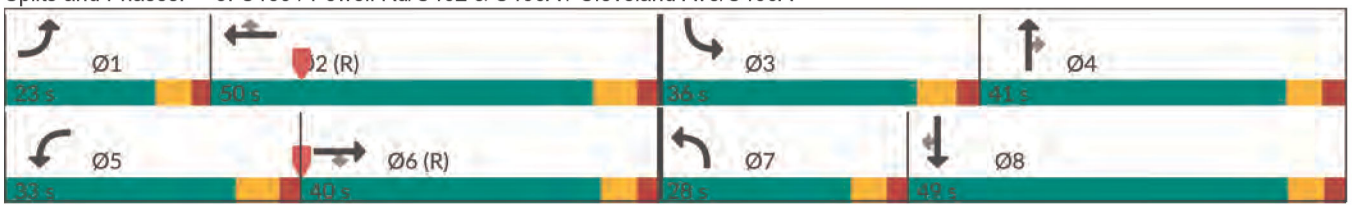


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	427	124	286	451	322	265	319	237	332	265	144
Future Volume (vph)	100	427	124	286	451	322	265	319	237	332	265	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	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	

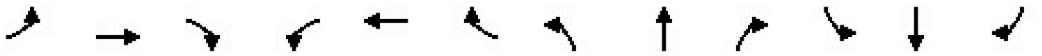
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 45.9		Intersection 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



HCM 7th Signalized Intersection Summary
3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A

07/11/2024



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

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **CP 2403-001 Wildwood Micro Hospital**

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

CASE NUMBER	CP 2403-001 Wildwood Micro-Hospital
ORDINANCE NUMBER	O2024-49
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	August 6, 2024

The applicant is seeking approval from the City of Wildwood City Commission for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Industrial (City) to Commercial (City) for the parcel listed above on 44.0 acres MOL. This request is accompanied by a rezoning request RZ 2403-001 (O2024-50).

ANALYSIS: The applicant is requesting a future land use of Commercial. The maximum development scenario is a hospital building consisting of 30 beds, which will be developed in two phases. Phase 1 will consist of 8 beds with 31,000 to 33,000 square feet of area with 132 parking spaces, depending on program elements. Phase 2 will consist of 22 beds with 32,000 to 37,000 square feet of area with 148 parking spaces. The hospital will have a total of 30 beds and approximately 70,000 square feet in area. The project's anticipated buildout date is 2027. The project will be developed as commercial with a Special Exception Use to allow for the hospital uses under the proposed zoning of C-3. The floor area ratio (FAR) in the commercial future land use will remain at 0.5, as it currently is in the industrial future land use.

The applicant has also provided a conceptual site plan depicting an area for future medical

office building development, which will need to be evaluated on all levels of services addressing transportation and water/wastewater needs at the time of development.

The applicant believes the proposed amendment should be granted based on the following criteria found in Land Development Regulation (LDR) §1.7(D).

(1) Justification of the proposed amendment has been adequately presented;
The applicant has submitted adequate justification to the City of Wildwood for the proposed request to change the future land use from Industrial (City) to Commercial (City). The applicant's request has been made to allow the site to be developed as a hospital/medical complex, which would not be permitted under the current designation.

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 areas 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. The proposed land use amendment is consistent with the proposed land use category on the JPA Map, as supported in the 2050 Comprehensive Plan. The requested amendment allows the site to be rezoned to a district that supports hospital/medical, office complex uses.

(2) The proposed amendment is not inconsistent with the goals, objectives and policies of the comprehensive plan;
The proposed amendment is not inconsistent with the goals, objectives and policies of the comprehensive plan, with the proposed land use change from Industrial (City) to Commercial (City). 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 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.

Additionally, the property is currently located within the Industrial Design District. With the amendment to the future land use and change in the zoning, the property will be required to adopt the Highway Design District; which has higher standards and requirements than the Industrial Design District; thus bringing a more attractive and aesthetically pleasing development to that area.

Comprehensive Plan 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 projected development where public infrastructure, services and utilities are planned to be extended by developers in the area.

(3) The proposed amendment should not be considered urban sprawl or exemplify an energy inefficient land use pattern;

According to Section 163.3177(6)(a)(9)(b), Florida Statute, the future land use element or plan amendment shall be determined to discourage the proliferation of urban sprawl if it incorporates a development pattern or urban form that achieves four or more of the following:

1. Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.
a. *The proposed development is located along the US 301 corridor, which exhibits a wide variety of commercial and industrial land uses. The future land use amendment and downzoning will allow for lesser intensive land uses than what is currently allowed at the site. 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. Most of the floodplain overlaps with the wetlands on site. The proposed site has approximately 8.48 acres of wetlands within its boundaries; therefore, there are some environmental constraints along the northwest, southwest and southeast portions of the parcel in that the site is highest in the center and lowest at its boundaries.*

The base flood elevation (BFE) will have to be established by the developer since the project area is greater than five (5) acres and all onsite soil types are within the poorly drained drainage class. The developer will be concentrating the development along the northeast boundary of the site and the retention pond is planned along the southeast of the parcel. The development is proposed to be completed in two phases, also including an area for future medical office building development.

Due to an abundance of suitable soils and upland habitats, a formal 100 % Gopher Tortoise survey of the site should be conducted prior to development. The development will be required to adhere to all site development requirements by the Southwest Florida Water Management District in accordance with the standards of the Florida Dept. of Environmental Protection (FDEP).

2. Promotes the efficient and cost-effective provision or extension of public infrastructure and services.
a. *The proposed development is located in an area where future public infrastructure and services will be constructed and extended in accordance with the City's Public Facilities Element, Capital Improvement, and Supply Facilities Work Plan.*

3. Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.
a. *The proposed development will provide connectivity consistent with the land development regulations.*

4. Promotes conservation of water and energy.
a. *The proposed development will require connection to City's facilities, underground utilities,*

and the buildings will need to adhere to the Florida Building Code.

5. Preserves agricultural areas and activities, including silviculture, and dormant, unique, and prime farmlands and soils.
a. *The proposed site has no agricultural operations nor do the adjacent properties, or even the immediate vicinity have agricultural operations or uses.*

6. Preserves open space and natural lands and provides for public open space and recreation needs.
a. *The proposed development will provide open space requirements of the City of Wildwood.*

b. In regard to Conservation (Goal 5 of the comprehensive plan), the applicant expressed that 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.

7. Creates a balance of land uses based upon demands of the residential population for the nonresidential needs of an area.
a. *The proposed development is commercial/institutional and would assist the city in meeting the nonresidential needs of the area.*

8. Provides uses, densities, and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl or if it provides for an innovative development pattern such as transit-oriented developments or new towns as defined in f.s. 163.3164.
a. *The proposed development is infill development and has been demonstrated above to not constitute urban sprawl:*

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.

(4) The proposed amendment will not have an adverse effect on environmentally sensitive systems;

Orlando Health Inc. retained the services of Austin Ecological Consultants, who conducted an ecological site investigation addressing the presence of onsite wetlands and state or federally listed species. On September 8, 2023, a field review of the subject property was conducted and revealed that in accordance with the Florida Land Use Cover and Forms Classification System (FLUCFCS), the site is mostly formed of Improved Pastures (Code 212), Live Oak (Code 427), Vegetated Non-Forested Wetlands (Code 640) and Gum Swamp (Code 613).

All five (5) onsite soil types are within the poorly drained drainage class. Most of the floodplain overlaps with the wetlands on site. There are approximately 11.56 acres of flood zone A on the site, of which approximately 8.48 acres are considered wetlands.

Due to an abundance of suitable soils and upland habitats, a formal 100 % Gopher Tortoise survey of the site should be conducted prior to development. The development will be required to adhere to all site development requirements by the Southwest Florida Water Management District in accordance with the standards of the Florida Dept. of Environmental Protection (FDEP).

The applicant stated that the proposed amendment will not have an adverse effect on environmentally sensitive systems as these will be isolated. Additionally, should protected species occur, appropriate regulatory permits will be secured prior to development.

(5) The proposed amendment will not adversely affect transportation, potable water, sewer, schools or other public facilities without providing remedies to correct the system or facility.

Transportation: 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 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.

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.

Level of Service Analysis

Facility	**Level of Service**	**Hospital (Phase I – 8 beds)**	**Hospital (Phase II – 22 beds)**	**Hospital (total – 30 beds)**
Sanitary Sewer	250 gallons per day	1,666 gallons per day	4,582 gallons per day	6,248 gallons per day
Potable Water	300 gallons per day	1,992 gallons per day	5,498 gallons per day	7,497 gallons 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 gallons per day for water and 250 average gallons per day for sewer. The number of ERCs will be determined by the engineer who designs the project.

**ERCs for Medical Office Buildings are based on number of doctors. This is not known at this time.

Schools:*The commercial development will not generate any school-age children.*

Table 1 – Maximum Intensity

Current FLU	**Max FAR**	**Max. Intensity**	**Proposed FLU**	**Max FAR**	**Max. Intensity**
IND	0.5	989,271 sq ft	COM	0.5	989,271 sq ft

Conclusion:
Staff recommends approval in that the proposal has been accounted within the infill development projects included in the wastewater capacity analysis.

The proposed land use amendment is consistent with objective 1.2 stating “the City shall strive to create a sustainable community by discouraging the proliferation of urban sprawl, promoting the efficient utilization of public infrastructure, services, and utilities, and implanting a compact land use pattern.” Objective 1.2 is being met specifically from Policy 1.2.7 and Policy 1.2.8, the City shall encourage all new development and redevelopment projects to cultivate a more sustainable land development pattern. This would include direct growth towards areas planned for urban development, thus preventing the spread of urban sprawl and maintaining compatibility with adjacent land uses through the use of design standards. The parcel is already within the City limits with similar Floor Area Ratio provisions.

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 for this particular parcel, it's recommended that the applicant enters into a Planned Development Agreement outlining proposed permitted uses and maximum buildout of the proposed development.

The Planning and Zoning Board/Special Magistrate recommends approval of Ordinance O2024-49 to be forwarded to the City Commission with the condition that the developer enters into a Developer's Agreement and Planned Development Agreement as necessary to narrow down the proposal. This is the first hearing of Ordinance O2024-49.

DATED: 8/6/2024



Wendy Then, AICP, CFM
Assistant Director Development Services

ORDINANCE NO. O2024-49

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A SMALL-SCALE FUTURE LAND USE MAP AMENDMENT TO THE ADOPTED COMPREHENSIVE PLAN AND FUTURE LAND USE MAP IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, AS AMENDED; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Wildwood, Florida, is proposing to amend the local Comprehensive Plan and Future Land Use Map of said City, to include a land use amendment described as follows, to-wit:

Parcel 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.

These properties are to be reclassified from Industrial (City) to Commercial (City).

AND WHEREAS, the City is proposing to amend the Future Land Use Map to include the future land use of property that shall pertain and be applicable to said amendment.

NOW, THEREFORE, BE IT ENACTED AND ORDAINED by the City Commission of the City of Wildwood, Florida, as follows:

SECTION 1. The adopted local Comprehensive Plan and Future Land Use Map for the City of Wildwood, Florida, are hereby amended to include the above-referenced property and proposed land use amendment as indicated above. The amendment to the Future Land Use Map of the local comprehensive plan is attached hereto as “Exhibit A” and incorporated herein by reference.

SECTION 2. All ordinances or parts of ordinances in conflict herewith, be, and the same are hereby repealed.

SECTION 3. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by a Court or competent jurisdiction, then said holding shall in no way effect the validity of the remaining portions of said Ordinance.

SECTION 4. This Ordinance shall take effect 31 days after its final reading by the City Commission of the City of Wildwood.

DONE AND ORDAINED this _____ day of _____, 2024, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION

CITY OF WILDWOOD, FLORIDA

_____
Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

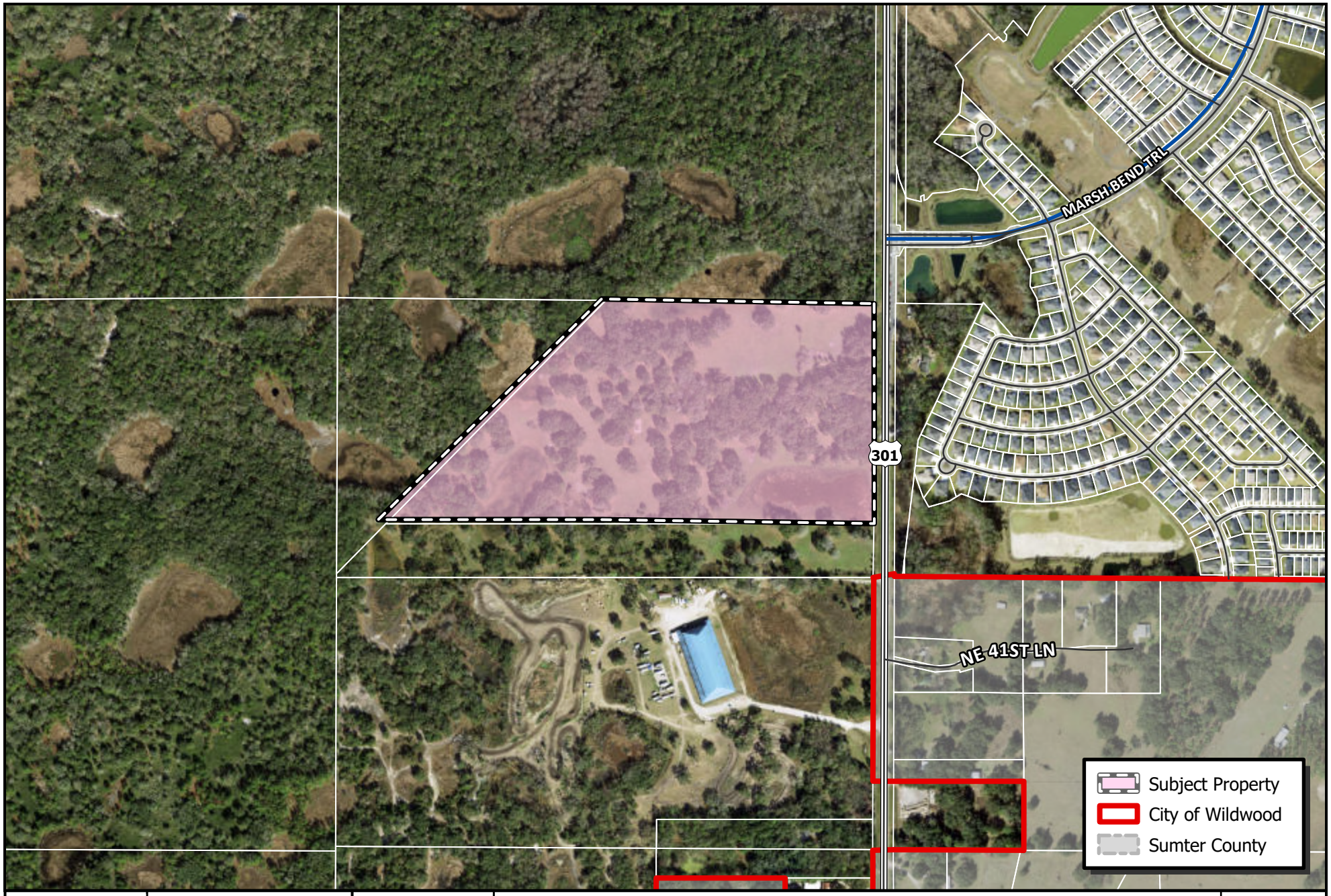
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

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

CP 2403-001

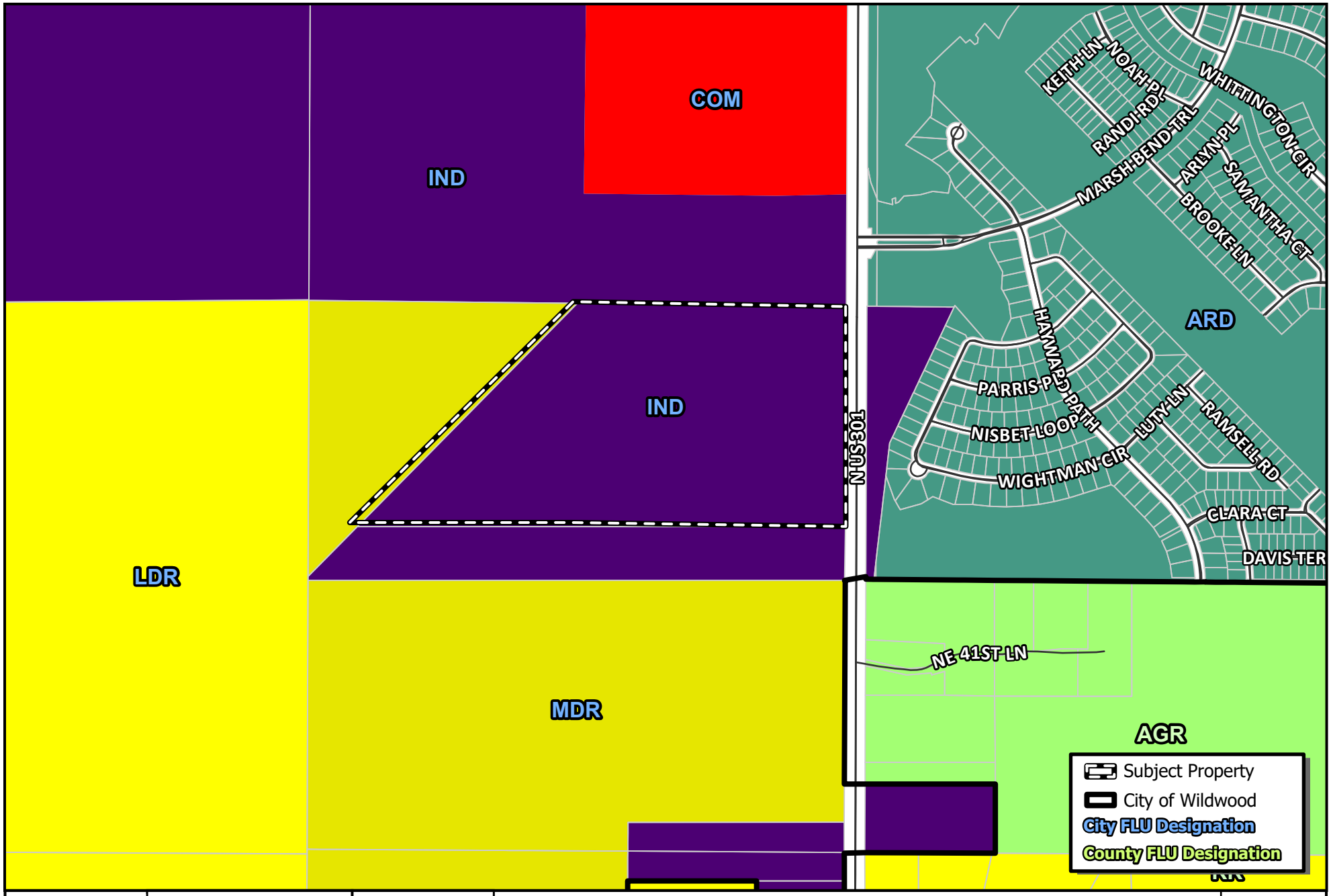
WILDWOOD MICRO-HOSPITAL

PARCEL G19-003

MAP 1B

LOCATION MAP

MAR 2024



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

CP 2403-001

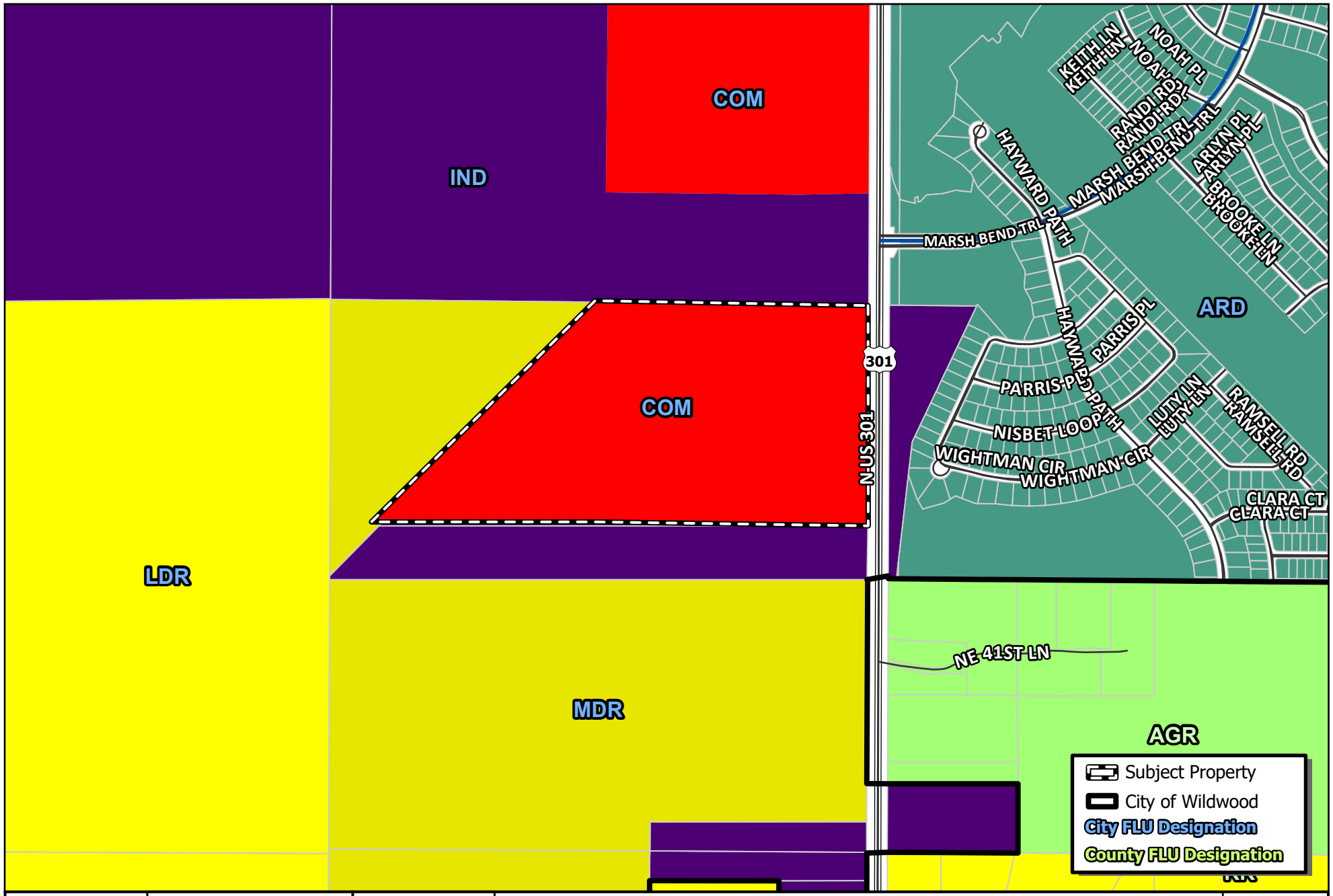
WILDWOOD MICRO-HOSPITAL

PARCEL G19-003

MAP 2A

EXISTING LAND USE

MAR 2024



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

CP 2403-001

WILDWOOD MICRO-HOSPITAL

PARCEL G19-003

MAP 2B

PROPOSED LAND USE

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: O2024-49

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.

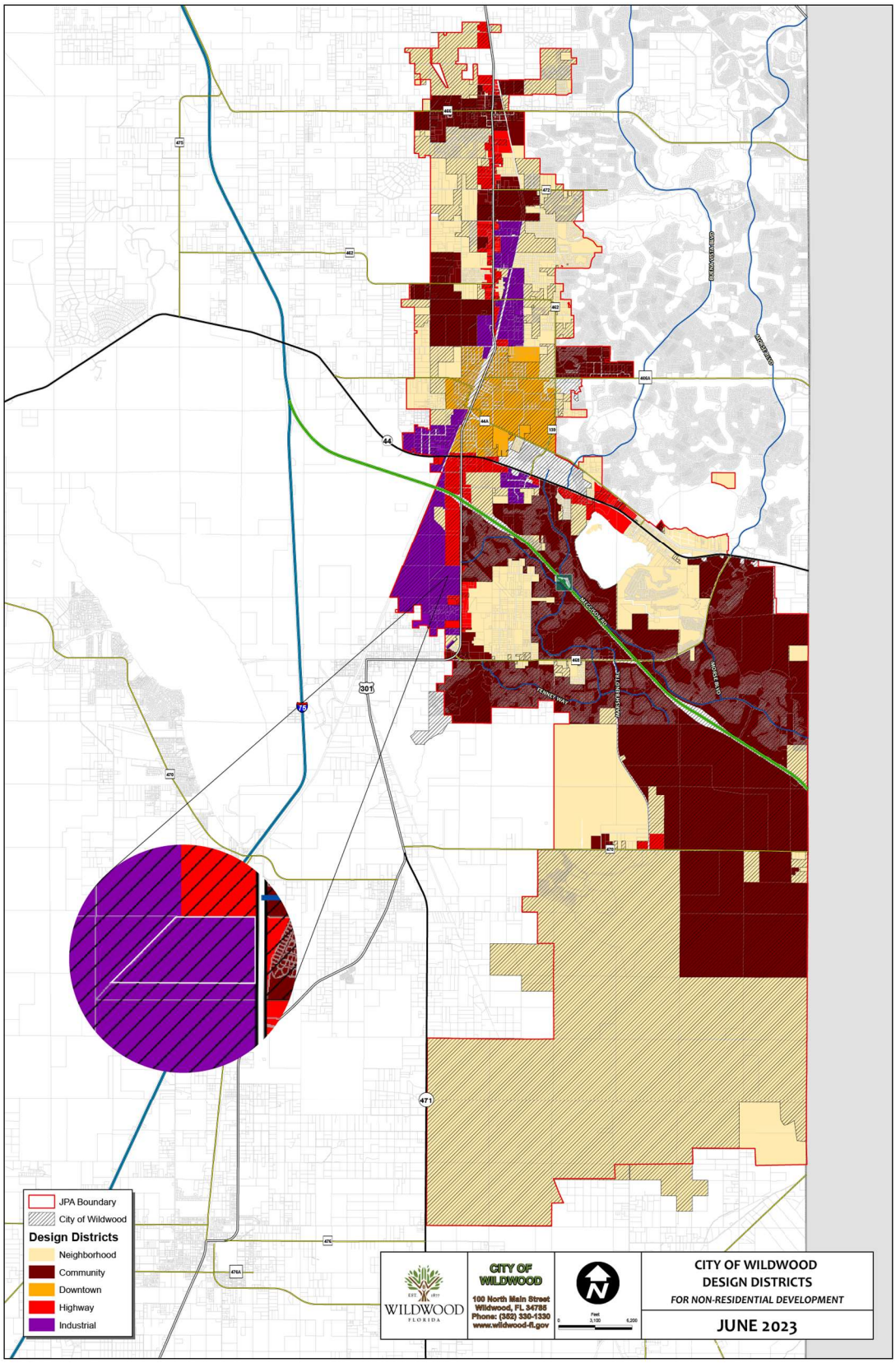
Design District

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
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

Print

Sumter County Traffic Impact Analysis (TIA) - Submission #1270594

Date Submitted: 6/29/2024

First Name*	Last Name*	Email Address*
Tarek	Hasan	TarekH@trafficmobility.com

Name of Project:*

Orlando Health - Wildwood Phase 1

Phone*	Parcel Number*
4075315332	G19-003

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.

Sumter County Traffic Impact Analysis (TIA) Acceptance. This acceptance does not override any additional/ further requirements by the Florida Department of Transportation.

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: 2024.07.17 12:17:21 -04'00'

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

Minor TIA Correspondence.pdf

Please submit your TIA

24009.02.01 Orlando Health - Wildwood v1.2 e-SS TIA 062824.pdf

Date of Methodology Acceptance by County

04/04/24

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

Orlando Health – Wildwood Phase 1
Project № 24009.02.01, v1.2
June 2024

Traffic Impact Analysis
City of Wildwood
Florida

Prepared for:

ORLANDO HEALTH®

Orlando Health Inc
1414 Kuhl Avenue, MP 71
Orlando, Florida 32801

Prepared by:

TMC Traffic & Mobility CONSULTANTS

3101 Maguire Boulevard, Suite 265
Orlando, Florida 32803
www.trafficmobility.com
(407) 531-5332

EXECUTIVE SUMMARY

Project Information

Name:	Orlando Health – Wildwood Phase 1
Location:	West of US 301 and across from Marsh Bend Trail
Jurisdiction	City of Wildwood, Florida
Description:	Hospital – 30 Beds

Findings

Trip Generation:	670 ADT / 54 AM Peak / 51 PM Peak
Adverse Impacts:	The transportation network is not projected to become adversely impacted due to the proposed development.

Recommendations

Access Improvements:	Construct a 405-foot southbound right turn deceleration lane at both project access driveways on US 301.

PROFESSIONAL ENGINEERING CERTIFICATION

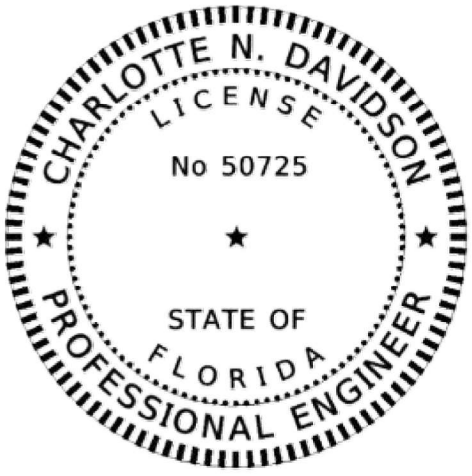
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Orlando Health – Wildwood Phase 1

LOCATION: City of Wildwood, Florida

CLIENT: Orlando Health Inc

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

Charlotte N Davidson

Digitally signed by Charlotte N Davidson
Date: 2024.06.28 16:04:56 -04'00'

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

TRAFFIC & MOBILITY CONSULTANTS LLC
3101 MAGUIRE BOULEVARD, SUITE 265
ORLANDO, FLORIDA 32803

CERTIFICATE OF AUTHORIZATION CA-30024

CHARLOTTE N. DAVIDSON, P.E. № 50725

TABLE OF CONTENTS

Page

EXECUTIVE SUMMARY

TABLE OF CONTENTS

1.0 INTRODUCTION 1

2.0 PROJECT TRAFFIC 3
2.1 Trip Generation 3
2.2 Trip Distribution 4

3.0 STUDY AREA 6
3.1 Study Roadways 6
3.2 Study Intersections 6

4.0 TRANSPORTATION IMPROVEMENTS 7

5.0 TRAFFIC PROJECTIONS 8
5.1 Projected Roadway Volumes 8
5.2 Projected Intersection Volumes 8

6.0 CAPACITY ANALYSIS 11
6.1 Roadway Segments 11
6.2 Intersections 13

7.0 ACCESS REVIEW 15

8.0 ALTERNATIVE TRANSPORTATION MODES 16
8.1 Sidewalks and Pedestrian Facilities 16
8.2 Bicycle Facilities 16
8.3 Transit Services 16

9.0 STUDY CONCLUSIONS 17

COMMENTS CORRESPONDENCE 19

APPENDICES
Appendix A Conceptual Site Plan
Appendix B Trip Generation Information
Appendix C Model Distribution Plot
Appendix D 2023 Sumter County CMP Database
Appendix E Planned & Programmed Improvements
Appendix F Historical Growth Trends
Appendix G Vested Trips
Appendix H Intersection Traffic Counts & Data
Appendix I Projected Intersection Volumes
Appendix J HCM Worksheets
Appendix K Turn Lane Warrants & Exhibit 212-1

LIST OF TABLES

Table 1 Trip Generation Summary 3
Table 2 Study Segments 6
Table 3 Study Intersections 6
Table 4 Planned and Programmed Improvements 7
Table 5 Segment Analysis 12
Table 6 Intersection Analysis 14

LIST OF FIGURES

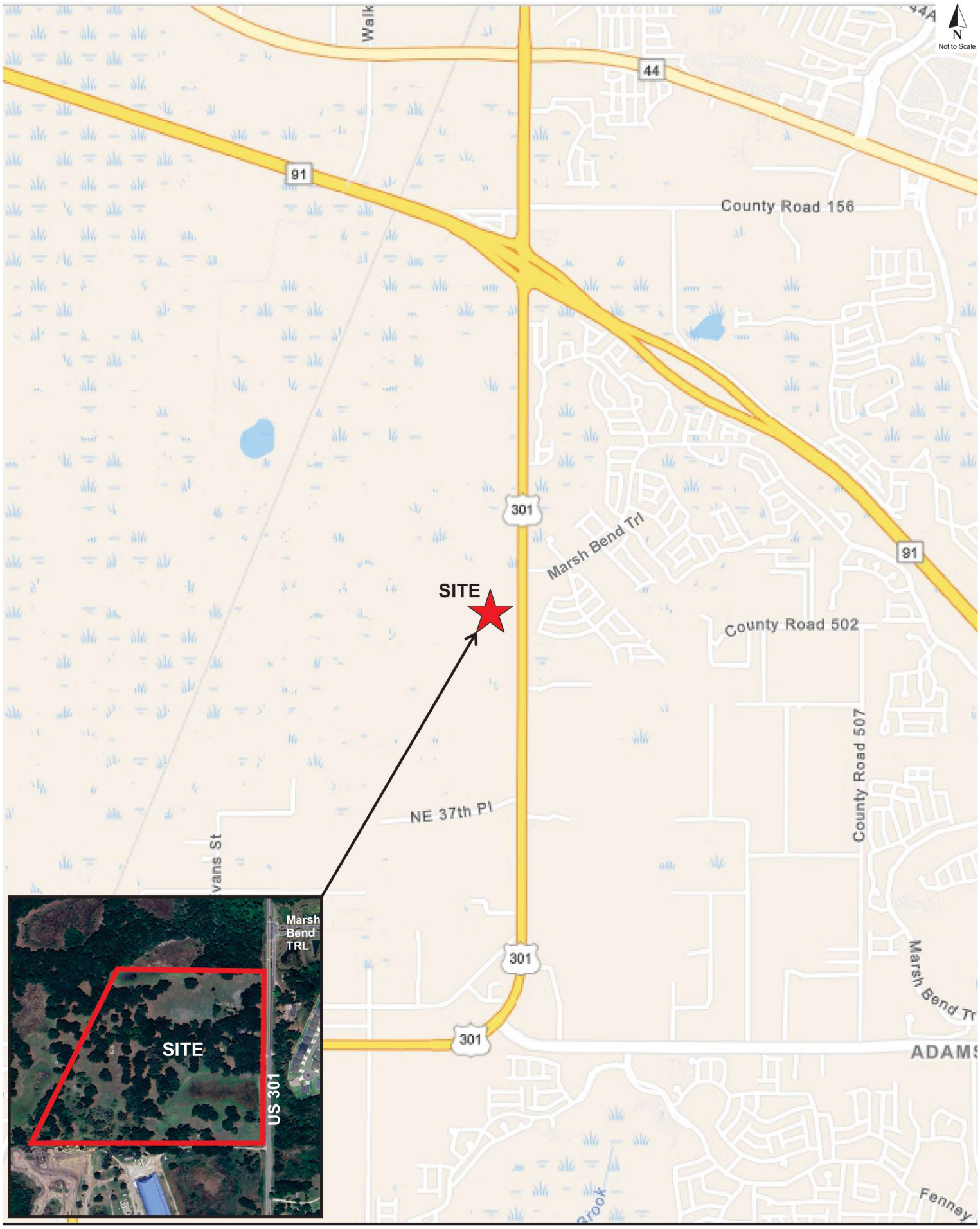
Figure 1 Site Location Map 2
Figure 2 Trip Distribution Pattern 5
Figure 3 AM Peak Intersection Volumes 9
Figure 4 PM Peak Intersection Volumes 10

1.0 INTRODUCTION

This Traffic Impact Analysis (TIA) was conducted to assess the impact of the proposed Orlando Health – Wildwood Phase 1 project. The proposed project is a hospital building consisting of 30 beds. The project's anticipated buildout date is 2027. This report addresses Sumter County comments dated May 24, 2024 and June 21, 2024. The County's comments along with the response to comments letter are included in the Comments Correspondence section.

The +/-44-acre site is located west of US 301 and across from Marsh Bend Trail in the City of Wildwood, Florida. Access to the site will be provided via one (1) right-in/right-out and one (1) full access driveway on US 301. **Figure 1** depicts the site location, and the surrounding transportation network. A conceptual site plan depicting the site layout, land uses, and access points is included in **Appendix A**.

The analysis was conducted in accordance with the *TIA Guidelines* by Sumter County. Information used in this analysis includes data collected by Traffic & Mobility Consultants, information provided by the project team, road segment data obtained from the *2023 Sumter County Congestion Management Process (CMP) Database,* and the other data and information obtained from the Institute of Transportation Engineers (ITE), and the Florida Department of Transportation (FDOT).


N
Not to Scale
44
91
County Road 156
301
Marsh Bend Trl
91
SITE
County Road 502
County Road 507
NE 37th Pl
Evans St
301
301
Marsh Bend Tr
ADAMS
Fenney
Marsh Bend TRL
SITE
US 301

2.0 PROJECT TRAFFIC

The project's traffic and travel characteristics determine the level of impact it will have on the surrounding transportation facilities. These characteristics include the project's trip generation, the distribution of those trips in the area, and their assignment to the roadway network.

2.1 Trip Generation

The trips generated by the proposed development were projected using data published in the ITE *Trip Generation Manual, 11th Edition*. Trip generation rates published for the land use were applied to the proposed development program to determine the total trips generated by the project. The trip generation calculations are summarized in **Table 1** and detailed information is included in **Appendix B.**

Table 1
Trip Generation Summary

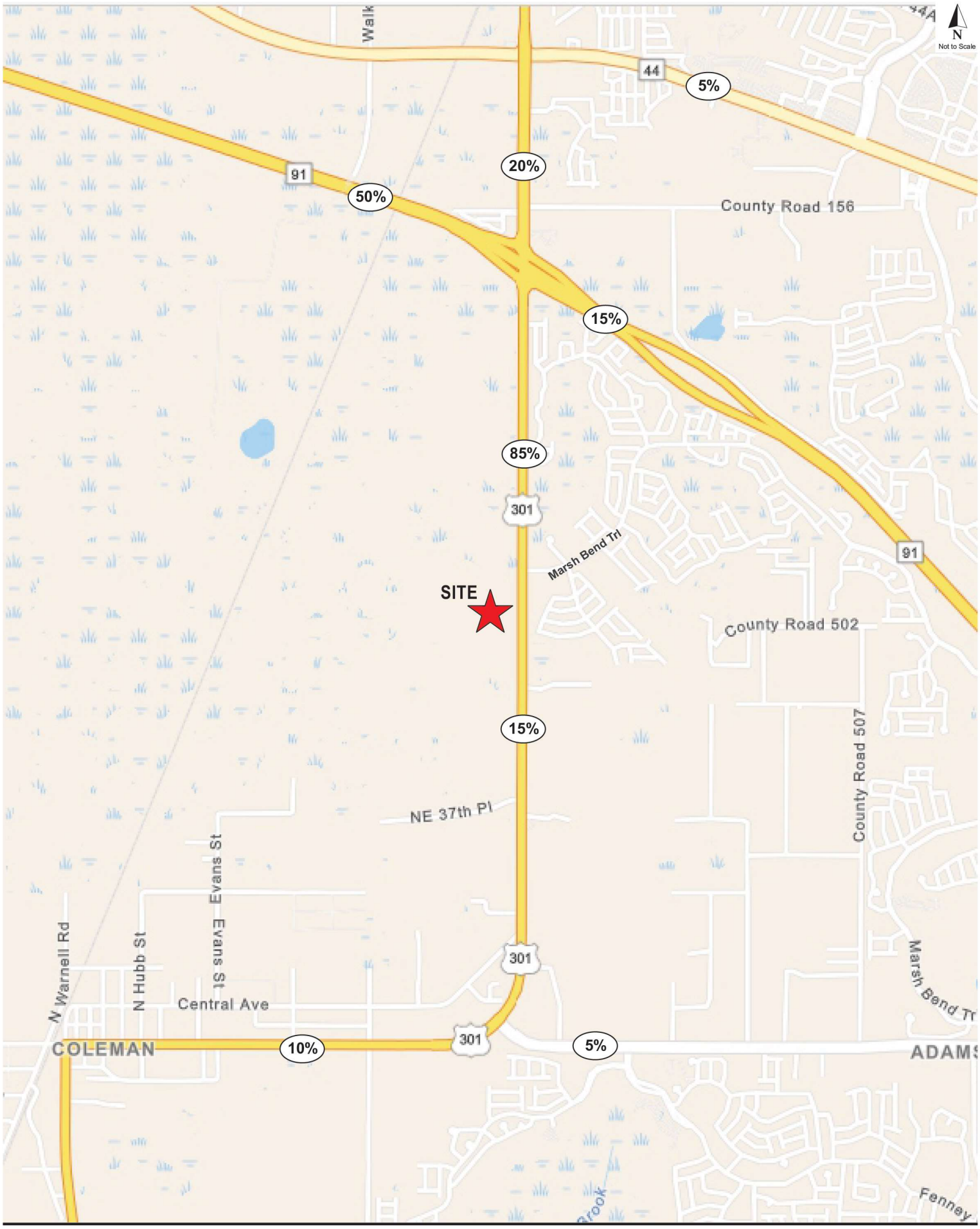
ITE			Daily		AM Peak Hour				PM Peak Hour			
Code	Land Use	Size	Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
610	Hospital	30 Beds	22.32	670	1.79	54	39	15	1.69	51	17	34

Trip generation analysis based on ITE Trip Generation Manual, 11th Edition

As the proposed development would generate greater than 50 but less than or equal to 1,000 average daily trips (ADT), a Minor TIA will be performed for this study which was also confirmed by Sumter County.

2.2 Trip Distribution

A preliminary trip distribution pattern was developed using the *Central Florida Regional Planning Model*, *version 7.0 (CFRPM v7.0)* based on the *Florida Standard Urban Transportation Model Structure (FSUTMS).* The adopted model was modified to include a project specific Traffic Analysis Zone with the corresponding socio-economic data to reflect the proposed development. A Select Zone Analysis was executed to obtain a model-generated trip distribution pattern on the surrounding transportation network. Minor manual adjustments were applied to the model generated distribution pattern to better reflect the local transportation network and prevailing travel patterns. The final trip distribution pattern is illustrated in **Figure 2** and the model output plots are included **Appendix C.**


N
Not to Scale
44
5%
91
20%
50%
County Road 156
15%
85%
301
Marsh Bend Trl
91
SITE
County Road 502
15%
County Road 507
NE 37th Pl
Evans St
Evans St
N Hubb St
N Warnell Rd
Central Ave
301
Marsh Bend Tr
COLEMAN
10%
301
5%
ADAMS
Fenney

3.0 STUDY AREA

3.1 Study Roadways

The study area was established in accordance with the requirements of the *TIA Guidelines* by Sumter County. In accordance with the requirements of a Minor TIA, the study area will encompass the roadway segments that abut the development. The project's study area determination is provided in **Table 2.** The roadway segment information and characteristics were obtained from *2023 Sumter County CMP Database*, which is included in **Appendix D.**

Table 2
Study Segments

Seg ID	Segment Information			Exist Lns	LOS Std	Peak Cap	Proj Dist	PM Peak			In Study?
	Roadway	From	To					NB/EB	SB/WB	Signif	
3253210	US 301/SR 35	Warm Springs Ave	SR 91/Florida's Turnpike	2	D	730	85%	29	14	4%	Y

2023 Sumter County CMP Database

3.2 Study Intersections

The study area encompasses all major intersections that are within 1,320 feet of the site access, along with three (3) intersections requested by Sumter County. Additionally, the site is proposed to be served by one (1) right-in/right-out and one (1) full access driveways on US 301. The study intersections and access points are presented in **Table 3**.

Table 3
Study Intersections

Int #	Intersection		Traffic Control	
	Major Road	Minor Road	Existing	Background/ Buildout
1	US 301	Marsh Bend Trail	Signal	Roundabout
2	US 301	Project Access Dwwy (North Approach)	Two-Way Stop	Two-Way Stop
3	US 301	Project Access Dwwy (South Approach)	Two-Way Stop	Two-Way Stop
4	US 301	Warm Springs Avenue	Two-Way Stop	Signal
5	US 301	Turnpike SB	Signal	Directional Diamond Interchange (DDI)
6	US 301	Turnpike NB	Signal	Directional Diamond Interchange (DDI)

4.0 TRANSPORTATION IMPROVEMENTS

Planned and programmed improvement data available from the *Sumter County Capital Improvement Program (CIP),* the *FDOT Work Program*, and the *LSMPO Transportation Improvement Program (TIP) were reviewed* for improvements in the study area. The improvements identified within the study area are summarized in **Table 4** and project details are included in **Appendix E**. The 4-lane widening of US 301 has been programmed for funding, but the funding has not been established for construction completion within the next three (3) years. Per Sumter County, the intersection of US 301 & Marash Bend Traill, US 301 & Warm Springs Avenue, and US 301 & Turnpike will be converted to roundabout, signalized and Directional Diamond Interchange (DDI), respectively in the buildout condition.

Table 4
Planned and Programmed Improvements

Roadway/Intersection	From	To	Improvement	Date	Source
US 301 (SR 35)	CR 521	SR 44	Roadway Resurfacing	2024	FDOT
US 301 (SR 35)	CR 525E	Florida's Turnpike	Widening to 4 Lanes	2029	FDOT
US 301 & Marsh Bend Trl	-	-	Roundabout	2029	FDOT
US 301 & Warm Springs Ave	-	-	Signal	2029	FDOT
US 301 & Turnpike	-	-	Directional Diamond Interchange (DDI)	2029	FDOT

5.0 TRAFFIC PROJECTIONS

5.1 Projected Roadway Volumes

Existing roadway information was obtained from the *2023 Sumter County CMP Database.* The information includes roadway segment data, existing traffic volumes, service volumes, adopted LOS standard, growth rates and context classification.

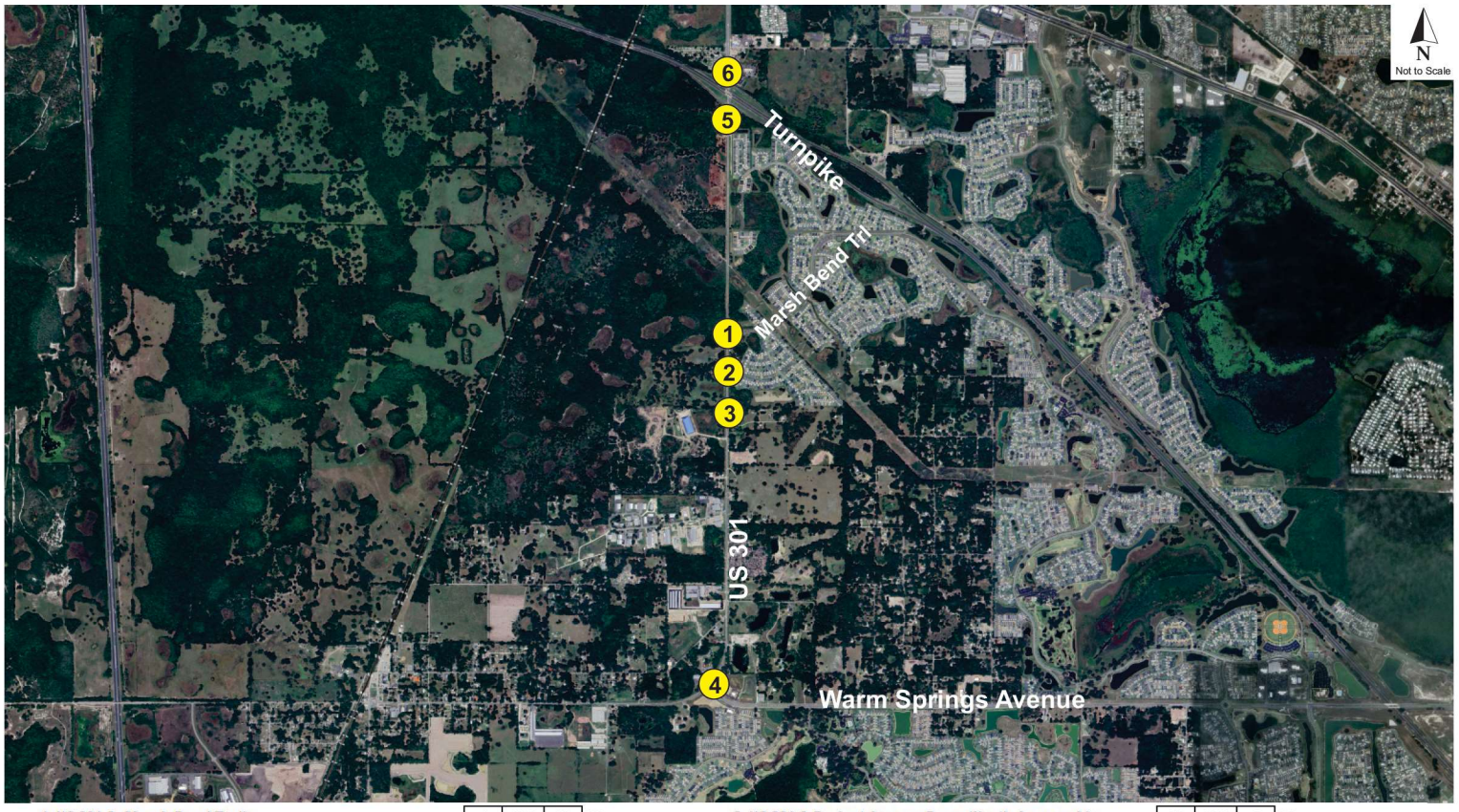
Projected background traffic in the buildout year 2027 was derived using the using the 5-year historical annual average daily traffic (AADT) of the closest count station on US 301, obtained from the FDOT Florida Traffic Online (FTO) website. The obtained growth rate was 5.41%; therefore, a 5.41% growth rate was applied to the existing counts. The growth rate calculations are included in **Appendix F.**

Vested trips for the approved New Horizon development were included in the analysis. Excerpts from the development are included in **Appendix G**. The total projected volumes on the roadway segments include background, vested traffic, and project trips, which are calculated based on the project's trip generation and distribution pattern.

5.2 Projected Intersection Volumes

Existing AM and PM peak hour turning movement volumes were obtained at the study intersections on July 13, 2023, except for the US 301 and Turnpike intersections where counts were collected on May 29, 2024. The counts were seasonally adjusted using the applicable seasonal factor obtained from the *FDOT Traffic Online* data. The raw turning movement volumes and supporting information are provided in **Appendix H**.

Projected background intersection volumes at the project buildout were calculated by assigning the project trips to the study intersections and adding those volumes to the background volumes and vested trips at the study intersections. Projected background traffic was estimated using the calculated growth rates as described in Section 5.1. The detailed intersection volume projections calculations are included in **Appendix I**. The resulting existing, background, and buildout volumes are illustrated in **Figure 3** and **Figure 4** for the AM and PM peak hour, respectively.



1. US 301 & Marsh Bend Trail

NB	L	
	T	805 + {145} + (13) = 963
	R	15
SB	L	75
	T	944 + {65} + (33) = 1042
	R	
EB	L	
	T	
	R	
WB	L	17
	T	
	R	139

	BO	BK	EX	
	0	1,042	75	BO
	0	1,009	75	BK
	0	776	62	EX
	0	1	1	
0	0	0	0	
0	0	0	0	
0	0	0	0	

	EX	BK	BO
1	114	139	139
0	0	0	0
1	14	17	17
	0	1	1
EX	0	662	12
BK	0	950	15
BO	0	963	15

2. US 301 & Project Access Dvwy (North Approach)

NB	L	
	T	820 + {145} + (13) = 978
	R	
SB	L	
	T	961 + {65} + (16) = 1042
	R	(17)
EB	L	
	T	
	R	(1)
WB	L	
	T	
	R	

	BO	BK	EX	LN
	17	1,042	0	BO
	0	1,026	0	BK
	0	790	0	EX
	0	1	0	LN
0	0	0	0	
0	0	0	0	
1	0	0	1	

	LN	EX	BK	BO
0	0	0	0	
0	0	0	0	
0	0	0	0	
	0	1	0	
LN	0	1	0	
EX	0	674	0	
BK	0	965	0	
BO	0	978	0	

3. US 301 & Project Access Dvwy (South Approach)

NB	L	(6)
	T	820 + {145} = 965
	R	
SB	L	
	T	961 + {65} + (1) = 1027
	R	(16)
EB	L	(13)
	T	
	R	(1)
WB	L	
	T	
	R	

	BO	BK	EX	
	16	1,027	0	BO
	0	1,026	0	BK
	0	790	0	EX
	0	1	0	
13	0	0	1	
0	0	0	0	
1	0	0	0	

	EX	BK	BO
0	0	0	0
0	0	0	0
0	0	0	0
	0	1	0
EX	0	674	0
BK	0	965	0
BO	6	965	0

4. US 301 & Warm Springs Avenue

NB	L	
	T	632 + {145} + (4) = 636
	R	164
SB	L	377 + (1) = 378
	T	472 + {65} + (1) = 473
	R	
EB	L	
	T	
	R	
WB	L	144
	T	
	R	364 + (2) = 366

	BO	BK	EX	LN
	0	473	378	BO
	0	472	377	BK
	0	335	310	EX
	0	1	1	LN
0	0	0	0	
0	0	0	0	
0	0	0	0	

	LN	EX	BK	BO
1	225	364	366	
0	0	0	0	
1	89	144	144	
	0	1	1	
LN	0	1	1	
EX	0	400	135	
BK	0	632	164	
BO	0	636	164	

5. US 301 & Turnpike SB

NB	L	
	T	1037 + {145} + (11) = 1048
	R	21 + (2) = 23
SB	L	311
	T	811 + {65} + (13) = 824
	R	
EB	L	45
	T	
	R	163 + (20) = 183
WB	L	
	T	
	R	

	BO	BK	EX	LN
	0	824	311	BO
	0	811	311	BK
	0	613	256	EX
	0	1	1	LN
45	45	39	0	
0	0	0	0	
183	163	142	1	

	LN	EX	BK	BO
0	0	0	0	
0	0	0	0	
0	0	0	0	
	0	1	0	
LN	0	1	0	
EX	0	733	17	
BK	0	1,037	21	
BO	0	1,048	23	

6. US 301 & Turnpike NB

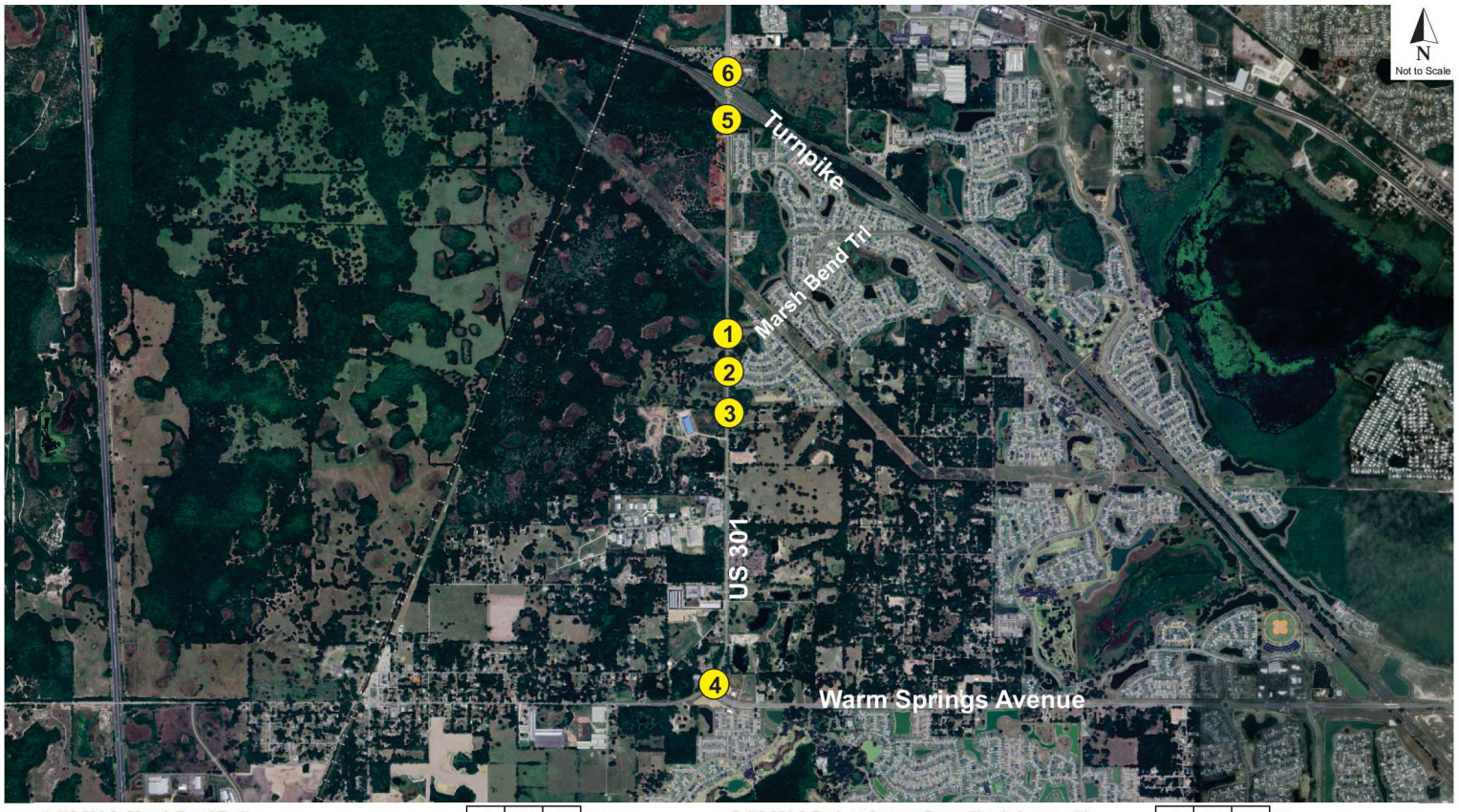
NB	L	112 + (8) = 120
	T	855 + {145} + (3) = 858
	R	
SB	L	
	T	1049 + {65} + (8) = 1057
	R	17
EB	L	
	T	
	R	
WB	L	36 + (5) = 41
	T	
	R	495

	BO	BK	EX	LN
	17	1,057	0	BO
	17	1,049	0	BK
	14	809	0	EX
	1	1	1	LN
0	0	0	0	
0	0	0	0	
0	0	0	0	

	LN	EX	BK	BO
1	448	495	495	
0	0	0	0	
0	33	36	41	
	1	1	0	
LN	1	1	0	
EX	92	584	0	
BK	112	855	0	
BO	120	858	0	

Legend: Background + {Vested} + (Project) = Total

1 Lanes by movement



1. US 301 & Marsh Bend Trail

NB	L	
	T	996 + {103} + (29) = 1128
	R	28
SB	L	217
	T	671 + {75} + (13) = 759
	R	
EB	L	
	T	
	R	
WB	L	43
	T	
	R	133

	BO	BK	EX
	0	759	217
	0	746	217
	0	552	178
	0	1	1

0	0	0	0	
0	0	0	0	
0	0	0	0	

1	109	133	133
0	0	0	0
1	35	43	43
	EX	BK	BO

	0	1	1
EX	0	819	24
BK	0	1,099	28
BO	0	1,128	28

2. US 301 & Project Access Dvwy (North Approach)

NB	L	
	T	1024 + {103} + (29) = 1156
	R	
SB	L	
	T	714 + {75} + (7) = 796
	R	(6)
EB	L	
	T	
	R	(2)
WB	L	
	T	
	R	

	BO	BK	EX	LN
	6	796	0	
	0	789	0	
	0	587	0	
	0	1	0	

0	0	0	0	
0	0	0	0	
2	0	0	1	

0	0	0	0	
0	0	0	0	
0	0	0	0	
LN	EX	BK	BO	

LN	0	1	0
EX	0	842	0
BK	0	1,127	0
BO	0	1,156	0

3. US 301 & Project Access Dvwy (South Approach)

NB	L	(4)
	T	1024 + {103} = 1127
	R	
SB	L	
	T	714 + {75} + (2) = 791
	R	(7)
EB	L	(29)
	T	
	R	(3)
WB	L	
	T	
	R	

	BO	BK	EX
	7	791	0
	0	789	0
	0	587	0
	0	1	0

29	0	0	1
0	0	0	0
3	0	0	0

0	0	0	0
0	0	0	0
0	0	0	0
	EX	BK	BO

	0	1	0
EX	0	842	0
BK	0	1,127	0
BO	4	1,127	0

4. US 301 & Warm Springs Avenue

NB	L	
	T	518 + {103} + (2) = 520
	R	156
SB	L	281 + (2) = 283
	T	479 + {75} + (3) = 482
	R	
EB	L	
	T	
	R	
WB	L	205
	T	
	R	514 + (2) = 516

	BO	BK	EX	LN
	0	482	283	
	0	479	281	
	0	332	231	
	0	1	1	

0	0	0	0	
0	0	0	0	
0	0	0	0	

1	318	514	516	
0	0	0	0	
1	127	205	205	
LN	EX	BK	BO	

LN	0	1	1
EX	0	341	128
BK	0	518	156
BO	0	520	156

5. US 301 & Turnpike SB

NB	L	
	T	1047 + {103} + (24) = 1071
	R	18 + (5) = 23
SB	L	518
	T	835 + {75} + (6) = 841
	R	
EB	L	22
	T	
	R	67 + (7) = 74
WB	L	
	T	
	R	

	BO	BK	EX	LN
	0	841	518	
	0	835	518	
	0	625	426	
	0	1	1	

22	22	19	0	
0	0	0	0	
74	67	58	1	

0	0	0	0	
0	0	0	0	
0	0	0	0	
LN	EX	BK	BO	

LN	0	1	0
EX	0	776	15
BK	0	1,047	18
BO	0	1,071	23

6. US 301 & Turnpike NB

NB	L	123 + (17) = 140
	T	796 + {103} + (7) = 803
	R	
SB	L	
	T	1293 + {75} + (3) = 1296
	R	34
EB	L	
	T	
	R	
WB	L	28 + (3) = 31
	T	
	R	406

	BO	BK	EX	LN
	34	1,296	0	
	34	1,293	0	
	28	1,001	0	
	1	1	1	

0	0	0	0	
0	0	0	0	
0	0	0	0	

1	367	406	406	
0	0	0	0	
0	25	28	31	
LN	EX	BK	BO	

LN	1	1	0
EX	101	570	0
BK	123	796	0
BO	140	803	0

Legend: Background + {Vested} + (Project) = Total

1 Lanes by movement

6.0 CAPACITY ANALYSIS

6.1 Roadway Segments

Projected roadway conditions were analyzed by comparing the projected traffic volumes on the study segments to their capacities. The total projected traffic volume is composed of background traffic and project trips. Additionally, vested trips were added to background traffic for all roadway segments. The project roadway segment capacity analysis results are shown in **Table 5.**

The results of the capacity analysis reveal that the roadway segment that abuts the development is projected to operate at below its adopted LOS in buildout of the development. A future roadway improvement is planned to widen US 301 to four (4) lanes between CR 525E and Florida's Turnpike. The additional capacity with the widening should address the impact of the projected traffic.

Table 5
Segment Analysis

Seg	Segment Information			Exist	Imp	LOS	Existing Peak	BK/BO Peak	2023 Existing Conditions PM Peak				2027 Bkg'd Conditions PM Peak				2027 Buildout Conditions PM Peak			
ID	Roadway	From	To	Lns	Lns	Std	Cap	Cap	NB/EB	SB/WB	V/C	LOS	NB/EB	SB/WB	V/C	LOS	NB/EB	SB/WB	V/C	LOS
3253210	US 301/SR 35	Warm Springs Ave	SR 91/Florida's Turnpike	2	4	D	730	730	689	605	0.94	D	838	736	1.15	E	970	825	1.33	E

6.2 Intersections

The study intersections were analyzed in accordance with the methods of the *Highway Capacity Manual* (HCM) as applied in the *Synchro* analytical tool. The detailed projected *HCM* analysis worksheets are included in **Appendix J**. The analysis results for existing and buildout conditions are summarized in **Table 6,** which reveals the following:

- The intersection of US 301 and Marsh Bend Trail is currently operating at adequate LOS. With the planned improvement of converting the intersection as roundabout, the intersection is projected to operate at adequate LOS in the background and buildout conditions.
- The project access driveways are projected to operate with an acceptable LOS.
- The US 301 and Warm Springs Avenue intersection is projected to operate at adequate overall LOS with the planned program of updating the existing TWSC intersection to signalized intersection in the background and buildout conditions.
- The intersections of US 301 and Turnpike is operating at its below LOS standard in existing condition. The intersections are being planned to be replaced by Directional Diamond Interchanges (DDI) in the buildout conditions and with the implementation of DDI, it is expected that the intersection would operate at adequate overall LOS.

Table 6
Intersection Analysis

Int #	Intersection		Control	Time Period	Scenario	EB		WB		NB		SB		Overall	
	Major Road	Minor Road				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	US 301	Marsh Bend Trail	Signal/ Roundabout*	AM	Existing	--	--	33.7	C	20.9	C	9.7	A	16.1	B
					Backg'd	--	--	12.3	B	9.5	A	8.6	A	9.3	A
					Buildout	--	--	12.6	B	9.6	A	8.9	A	9.4	A
				PM	Existing	--	--	53.2	D	28.7	C	17.1	B	25.7	C
					Backg'd	--	--	15.1	C	11.7	B	7.5	A	10.2	B
					Buildout	--	--	16.3	C	12.8	B	7.6	A	10.9	B
2	US 301	Project Access Dvwy (North Approach)	TWSC	AM	Buildout	19.6	C	--	--	--	--	--	--	--	--
				PM	Buildout	15.3	C	--	--	--	--	--	--	--	--
3	US 301	Project Access Dvwy (South Approach)	TWSC	AM	Buildout	28.0	D	--	--	10.9	B	--	--	--	--
				PM	Buildout	29.2	D	--	--	9.7	A	--	--	--	--
4	US 301	Warm Springs Avenue	TWSC/ Signal**	AM	Existing	--	--	25.2	D	--	--	10.8	B	--	--
					Backg'd	--	--	33.8	C	22.7	C	12.6	B	21.4	C
					Buildout	--	--	33.7	C	23.4	C	14.7	B	22.4	C
				PM	Existing	--	--	24.1	C	--	--	9.6	A	--	--
					Backg'd	--	--	66.0	E	19.5	B	10.8	B	31.9	C
					Buildout	--	--	86.9	F	18.2	B	9.7	B	37.2	C
5	US 301	Turnpike SB	Signal/ DDI***	AM	Existing	38.5	D	--	--	24.7	C	11.8	B	19.8	B
					Backg'd	--	--	--	--	--	--	--	--	4.6	A
					Buildout	--	--	--	--	--	--	--	--	4.7	A
				PM	Existing	52.7	D	--	--	72.4	E	101.4	F	87.5	F
					Backg'd	--	--	--	--	--	--	--	--	4.7	A
					Buildout	--	--	--	--	--	--	--	--	5.4	A
6	US 301	Turnpike NB	Signal/ DDI***	AM	Existing	--	--	>300	F	8.6	A	27.7	C	100.8	F
					Backg'd	--	--	--	--	--	--	--	--	4.6	A
					Buildout	--	--	--	--	--	--	--	--	4.7	A
				PM	Existing	--	--	206.7	F	9.1	A	45.7	D	76.9	E
					Backg'd	--	--	--	--	--	--	--	--	4.7	A
					Buildout	--	--	--	--	--	--	--	--	5.4	A

Average delay expressed in seconds/vehicle

**Roundabout for background/buildout conditions*

***Signalyzed for background/buildout conditions*

**** DDI for background/buildout conditions*

7.0 ACCESS REVIEW

The development's proposed access plan reflects one (1) right-in/right-out (north approach) and one (1) full access driveway (south approach) on US 301. US 301 is currently a 2-lane undivided roadway with a posted speed limit of 55 mph near the access driveway.

A review of warrants for turn lanes was conducted for the proposed access driveways in accordance with the *National Cooperative Highway Research Program (NCHRP) Report 457* methodology. The lane warrant analysis sheets are provided in **Appendix K**. The analysis reveals that the northbound left turn lane is not warranted at the south approach access driveway at US 301.

Southbound Right Turn Lanes at US 301

Based on *Exhibit 212-1* of the *FDOT Design Manual* and design speed of 60 mph, a 405-foot southbound right turn deceleration lane is recommended at both project access driveways on US 301.

8.0 ALTERNATIVE TRANSPORTATION MODES

A review of pedestrian, bicycle, and transit facilities was conducted. This review consists of a visual inventory of available facilities to determine the context of alternative transportation modes in the vicinity of the proposed development.

In the effort to ensure transportation network connectivity within the vicinity of the proposed development, this section evaluates alternative modes of transportation, emphasizing on the transit-network, pedestrian facilities, motorists/bicyclist facilities as well as the rail network.

8.1 Sidewalks and Pedestrian Facilities

A survey of existing sidewalks and pedestrian facilities was conducted using aerial photography and from information gathered during a field survey of the study area. US 301 is not equipped with sidewalks on either side of the road in the vicinity of the site.

8.2 Bicycle Facilities

The study area was reviewed using recent aerial photography to identify and verify bicycle facilities in the area. US 301 is not equipped with on-road bicycle lanes on either side of the road in the vicinity of the site.

8.3 Transit Services

Currently, this area is not served by fixed-route services. Sumter County Connection offers a door-to-door service within the County for medical appointments, grocery shopping, and miscellaneous errands. This service is intended primarily for mobility impaired individuals and senior citizens but is open to the public during all operating hours.

9.0 STUDY CONCLUSIONS

This traffic analysis was conducted to evaluate the impacts of Orlando Health – Wildwood Phase 1, a hospital building for 30 beds. The site is located west of US 301 and across from Marsh Bend Trail in the City of Wildwood, Florida. The project has an anticipated buildout of 2027.

The analysis included a determination of project trip generation, a review of existing and projected roadway and intersection capacity, and a review of the proposed site access plan, and a review of the alternative modes of transportation.

The results of the traffic analysis are summarized as follows:

Summary of Findings

- The proposed development is projected to generate 670 daily trips, of which 54 trips occur during the 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.
- 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 impacts of the projected traffic.
- A review of intersection analysis indicates that the intersection of US 301 and Marsh Bend Trail is currently operating at adequate LOS. With the planned improvement of converting the intersection as roundabout, the intersection is projected to operate at adequate LOS in the background and buildout conditions.
- The project access driveways are projected to operate with an acceptable LOS.
- The US 301 and Warm Springs Avenue intersection is projected to operate at adequate overall LOS with the planned program of updating the existing TWSC intersection to signalized in the background and buildout conditions.
- The intersections of US 301 and Turnpike is operating at below overall LOS standard in existing condition. With the plan of implementing DDI, it is expected that the intersection would operate at adequate LOS.

Summary of Recommendations

- The turn lane warrant analysis reveals that the northbound left turn lane at US 301 is not warranted at the south access driveway.
- Construct 405-foot southbound right turn deceleration lanes at both project access driveways on US 301.

COMMENTS CORRESPONDENCE

June 28, 2024

Mr. Matthew Tadlock
Engineer
Public Works/Board of Sumter County Commissioners
319 East Anderson Avenue
Bushnell, FL 33513
Email: Matthew.Tadlock@sumtercountyfl.gov

Re: Orlando Health – Wildwood Phase 1
Response to Traffic Impact Analysis Comments
TMC Project № 24009.02.01, v1.2
City of Wildwood, Florida

Dear Mr. Tadlock,

Please find below our responses to the review comments prepared by Sumter County dated June 21, 2024, regarding the above referenced Traffic Impact Analysis dated April 30, 2024. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. Additionally, a revised TIA is prepared reflecting the changes resulting from these comments.

1. **US 301 and Marsh Bend Trail intersection will be roundabout in the buildout scenario. US 301 and Warm Springs Avenue will be signalized in the buildout scenario.**

   TMC Response: Acknowledged. The mentioned intersections have been analyzed considering their corresponding control types in the project buildout condition.

2. **US 301 and Turnpike is currently signalized and will be converted to Directional Diamond Interchange (DDI) in the buildout scenario.**

   TMC Response: Acknowledged. The intersection of US 301 and Turnpike has been analyzed as signalized and DDI for the existing and background/buildout conditions, respectively.

3. **US 301 and Marsh Bend Trail- the roundabout is part of the US 301 widening project.**

   TMC Response: Acknowledged. The information is updated in the revised TIA.

END OF COMMENTS

We trust these responses and the revised TIA adequately address the review comments. We remain available to discuss this matter further or to answer any questions you may have.

Kind regards,

TRAFFIC & MOBILITY CONSULTANTS LLC



Charlotte Davidson, PE, PTP
Senior Transportation Engineer

3.0 STUDY AREA

3.1 Study Roadways

The study area was established in accordance with the requirements of the *TIA Guidelines* by Sumter County. In accordance with the requirements of a Minor TIA, the study area will encompass the roadway segments that abut the development. The project's study area determination is provided in **Table 2.** The roadway segment information and characteristics were obtained from *2023 Sumter County CMP Database*, which is included in **Appendix D.**

Table 2
Study Segments

Seg ID	Segment Information			Exist Lns	LOS Std	Peak Cap	Proj Dist	PM Peak			In Study?
	Roadway	From	To					NB/EB	SB/WB	Signif	
3253210	US 301/SR 35	Warm Springs Ave	SR 91/Florida's Turnpike	2	D	730	85%	29	14	4%	Y

2023 Sumter County CMP Database

3.2 Study Intersections

The study area encompasses all major intersections that are within 1,320 feet of the site access, along with three (3) intersections requested by Sumter County. Additionally, the site is proposed to be served by one (1) right-in/right-out and one (1) full access driveways on US 301. The study intersections and access points are presented in **Table 3**.

Table 3
Study Intersections

Int #	Intersection		Traffic Control
	Major Road	Minor Road	
1	US 301	Marsh Bend Trail	Signal
2	US 301	Project Access Dvwy (North Approach)	Two-Way Stop
3	US 301	Project Access Dvwy (South Approach)	Two-Way Stop
4	US 301	Warm Springs Avenue	Two-Way Stop
5	US 301	Turnpike SB	Two-Way Stop
6	US 301	Turnpike NB	Two-Way Stop

Will be a rounabout in buildout scenario.

Will be signalized in buildout scenario.

US 301 and Turnpike is currently signalized and I believe it will be a directional diamond interchange (DDI) in the buildout scenario.

4.0 TRANSPORTATION IMPROVEMENTS

Planned and programmed improvement data available from the *Sumter County Capital Improvement Program (CIP),* the *FDOT Work Program*, and the *LSMPO Transportation Improvement Program (TIP) were reviewed* for improvements in the study area. The improvements identified within the study area are summarized in **Table 4** and project details are included in **Appendix E**. The 4-lane widening of US 301 has been programmed for funding, but the funding has not been established for construction completion within the next three (3) years; therefore, this improvement was not considered for the buildout analysis. Per Sumter County, the intersection of US 301 and Marash Bend Traill will be converted to roundabout in the buildout condition.

Table 4
Planned and Programmed Improvements

Roadway/Intersection	From	To	Improvement	Date	Source
US 301 (SR 35)	CR 521	SR 44	Roadway Resurfacing	2024	FDOT
US 301 (SR 35)	CR 525E	Florida's Turnpike	Widening to 4 Lanes	2025	FDOT
US 301 & Marsh Bend Trl	-	-	Roundabout	2027	Sumter County



Table 6
Intersection Analysis

Int #	Intersection		Control	Time Period	Scenario	EB		WB		NB		SB		Overall	
	Major Road	Minor Road				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	US 301	Marsh Bend Trail	Signal/ Roundabout*	AM	Existing	--	--	33.7	C	20.9	C	9.7	A	16.1	B
					Backg'd	--	--	16.8	C	44.8	E	43.2	E	42.1	E
					Buildout	--	--	17.2	C	48.1	E	50.7	F	47.2	E
				PM	Existing	--	--	53.2	D	28.7	C	17.1	B	25.7	C
					Backg'd	--	--	22.3	C	136.1	F	26.0	D	80.4	F
					Buildout	--	--	23.7	C	149.5	F	27.4	D	88.3	F
		Project Access	TWSC	AM	Buildout	19.6	C	--	--	--	--	--	--	--	--
				PM	Buildout	15.3	C	--	--	--	--	--	--	--	--
		Approach)	TWSC	AM	Buildout	28.0	D	--	--	10.9	B	--	--	--	--
				PM	Buildout	29.2	D	--	--	9.7	A	--	--	--	--
4	US 301	Warm Springs Avenue	TWSC	AM	Existing	--	--	25.2	D	--	--	10.8	B	--	--
					Backg'd	--	--	172.4	F	--	--	15.2	C	--	--
					Buildout	--	--	176.2	F	--	--	15.3	C	--	--
				PM	Existing	--	--	24.1	C	--	--	9.6	A	--	--
					Backg'd	--	--	175.9	F	--	--	11.6	B	--	--
					Buildout	--	--	186.7	F	--	--	11.7	B	--	--
5	US 301	Turnpike SB	TWSC	AM	Existing	124.1	F	--	--	--	--	11.4	B	--	--
					Backg'd	127.4	F	--	--	--	--	16.4	C	--	--
					Buildout	129.4	F	--	--	--	--	16.6	C	--	--
				PM	Existing	188.1	F	--	--	--	--	16.1	C	--	--
					Backg'd	176.2	F	--	--	--	--	44.5	E	--	--
					Buildout	170.9	F	--	--	--	--	45.3	E	--	--
6	US 301	Turnpike NB	TWSC	AM	Existing	--	--	58.7	F	10.8	B	--	--	--	--
					Backg'd	--	--	264.4	F	12.7	B	--	--	--	--
					Buildout	--	--	272.1	F	12.9	B	--	--	--	--
				PM	Existing	--	--	32.9	D	11.8	B	--	--	--	--
					Backg'd	--	--	121.8	F	14.8	B	--	--	--	--
					Buildout	--	--	128.1	F	14.8	B	--	--	--	--

Average delay expressed in seconds/vehicle

**Roundabout for background/buildout conditions*

Will be signalized in buildout.

Already signalized.

June 4, 2024

Mr. Matthew Tadlock
Engineer
Public Works/Board of Sumter County Commissioners
319 East Anderson Avenue
Bushnell, FL 33513
Email: Matthew.Tadlock@sumtercountyfl.gov

Re: Orlando Health – Wildwood Phase 1
Response to Traffic Impact Analysis Comments
TMC Project № 24009.02.01
City of Wildwood, Florida

Dear Mr. Tadlock,

Please find below our responses to the review comments prepared by Sumter County dated May 24, 2024, regarding the above referenced Traffic Impact Analysis dated April 30, 2024. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. Additionally, a revised Methodology is provided under cover reflecting the changes resulting from these comments.

1. **Include the intersections of US 301 and the Turnpike as well as US 301 and Warm Springs Avenue in your analysis as they are major intersections that are part of the impacted roadway.**

   TMC Response: Acknowledged. The mentioned intersections have been analyzed in the revised TIA report.

2. **US 301 and Marsh Bend Trail will be converted to a roundabout in the buildout condition through the US 301 widening project that was identified in Table 4 in the analysis.**

   TMC Response: Acknowledged. The intersection of US 301 and Marsh Bend Trail has been analyzed as roundabout in the buildout condition.

END OF COMMENTS

We trust these responses and the revised Methodology adequately address the review comments. We remain available to discuss this matter further or to answer any questions you may have.

Kind regards,

TRAFFIC & MOBILITY CONSULTANTS LLC



Charlotte Davidson, PE, PTP
Senior Transportation Engineer

RE: Online Form Submittal: Sumter County Traffic Impact Analysis (TIA)

Tadlock, Matthew <Matthew.Tadlock@sumtercountyfl.gov>

Fri 5/24/2024 3:39 PM

To:Tarek Hasan <TarekH@trafficmobility.com>
Cc:Melanie Strickland <mstrickland@wildwood-fl.gov>;Wendy Then <wthen@wildwood-fl.gov>;'Amanda Bondi' <abondi@wildwood-fl.gov>

Tarek,

Please address the following Traffic Impact Analysis (TIA) comments and resubmit for an additional review for the development identified as "Orlando Health – Wildwood" located at parcel G19-003:

- Include the intersections of US 301 and the Turnpike as well as US 301 and Warm Springs Avenue in your analysis as they are major intersections that are part of the impacted roadway.
- US 301 and Marsh Bend Trail will be converted to a roundabout in the buildout condition through the US 301 widening project that was identified in Table 4 in the analysis.

Please let me know if you have any questions.

Thanks,

Matthew Tadlock
Engineer
Public Works
Board of Sumter County Commissioners
Tel: 352-689-4400
Fax: 352-689-4401
www.sumtercountyfl.gov

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Tuesday, April 30, 2024 1:41 PM
To: Tadlock, Matthew <Matthew.Tadlock@sumtercountyfl.gov>; mstrickland@wildwood-fl.gov; wthen@wildwood-fl.gov; abondi@wildwood-fl.gov
Subject: Online Form Submittal: Sumter County Traffic Impact Analysis (TIA)

Sumter County Traffic Impact Analysis (TIA)

First Name	Tarek
Last Name	Hasan
Email Address	TarekH@trafficmobility.com
Name of Project:	Orlando Health - Wildwood

Phone	4075315332
Parcel Number	G19-003

Sumter County Traffic Impact Analysis (TIA)

In accordance with the Interlocal Service Boundary and Joint Planning Agreement between the City of Bushnell, City of Center Hill, City of Coleman, City of Webster, and the City of Wildwood, within the municipal service area, the Cities and County agree that County will review all traffic impact studies for development accessing the City or County road networks.

Purpose and Applicability

The purpose of the TIA is to identify the potential traffic impacts of new development on the transportation system and to develop mitigation strategies to offset those impacts according to the methodologies and provisions as described herein. These guidelines apply to all new development within Sumter County, including its municipalities, submitting building and site plans for review. The TIA requirement applies to previously approved developments that are over five years old, changing land uses within the site plan, or extending the build-out date from a previously approved TIA. Unless otherwise required by the County Administrator or designee, a TIA, as it relates to a substandard roadway section, shall not be required for any single development generating less than 50 average daily trips, as per the Trip Generation Manual, latest edition, as published by the Institute of Transportation Engineers (ITE). The following thresholds will determine the level of study that will need to be performed depending on the number of trips a development produces:

1. Applicants proposing developments that generate 50 but less than or equal to 1,000 average daily trips (ADT), according to the ITE Trip Generation Manual, current edition, must perform a Minor TIA.
2. A Major TIA shall be required for all proposed developments generating more than 1,000 ADT, as per the ITE Trip Generation Manual, current edition..

For purposes of this section, a "single development" shall include any development, parcel of land, lot, and tract, and contiguous or nearby developments, parcels, lots, or tracts that are:

1. Developed by the same or a related development or landowner;
2. Developed as part of the same zoning plan, preliminary plan, preliminary site plan, plat, or other unified or common plan of development.

These guidelines are in addition to the requirements of the access management regulations. In the event of any conflict between these guidelines and such regulations, the more stringent requirements shall apply.

Methodology Statement

Before conducting a Major TIA, a methodology statement shall be prepared by the applicant, the applicant's representative, or the applicant's engineer/consultant and submitted for review and approval by the County. Before conducting a Minor TIA, the applicant, the applicant's representative, or the applicant's engineer/consultant shall seek confirmation from County staff on the need for a methodology statement. The purpose of the methodology statement is to establish agreed-upon methodologies and assumptions before the start of the TIA. A methodology statement shall be prepared using the guidelines provided in the following paragraphs. The methodology statement will be first reviewed by County staff, if necessary, through a methodology meeting with the applicant and or the applicant's consultant. The applicant's consultant will then revise the statement based upon agreed-upon methodologies. The applicant shall ensure the consultant does not prepare a TIA without a methodology statement approved by the appropriate County representative.

Sumter County 2023 County Annual Traffic Reports Summary Table	Click here to view the table.
Exemption	*Field not completed.*
Please submit your Methodology Statement	Minor TIA Correspondence.pdf
Please submit your TIA	24009.02.01 Orlando Health - Wildwood TIA e-SS 042624.pdf
Date of Methodology Acceptance by County	04/04/24
Applicable Jurisdiction	City of Wildwood
Link	FDOT Systems Implementation Office
Link	FDOT Roadway Design - Florida Greenbook
Link	Lake-Sumter MPO
Link	FDOT Traffic Information

Email not displaying correctly? View it in your browser.

Disclaimer

APPENDICES

Appendix A
Conceptual Site Plan



ORLANDO HEALTH®

CONCEPTUAL SITE PLAN SKETCH

CRITICAL ACCESS HOSPITAL - WILDWOOD, FL
MARCH 5, 2024

Gresham Smith

Revision		
No.	Date	Description

A1

Appendix B
Trip Generation Information

Hospital
(610)

Vehicle Trip Ends vs: **Beds**
On a: **Weekday**

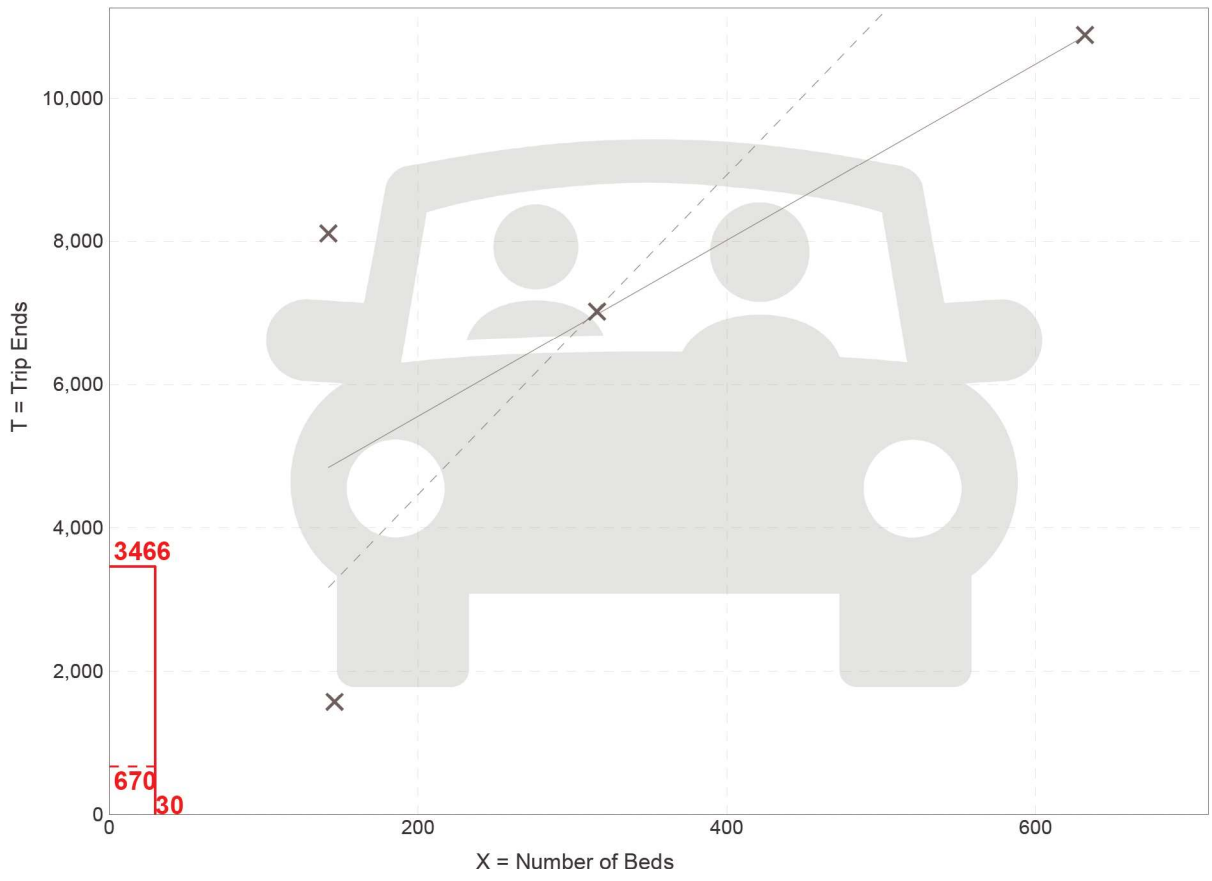
Setting/Location: **General Urban/Suburban**
Number of Studies: 4
Avg. Num. of Beds: 309
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
22.32	10.77 - 57.13	14.98

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: T = 12.30(X) + 3096.68

R^2= 0.53

Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

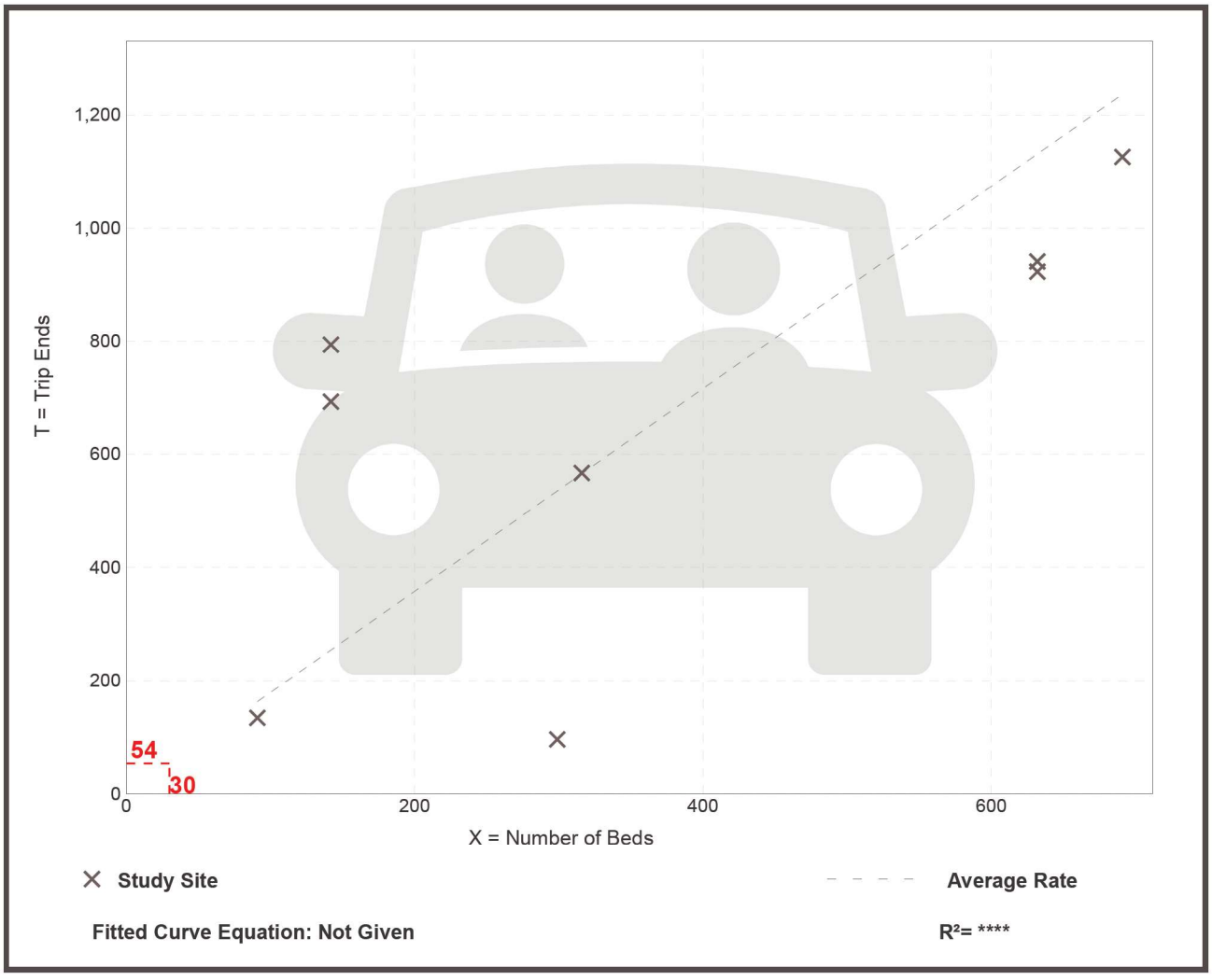
Hospital
(610)

Vehicle Trip Ends vs:	**Beds**
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:	8
Avg. Num. of Beds:	368
Directional Distribution:	72% entering, 28% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
1.79	0.32 - 5.59	1.28

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

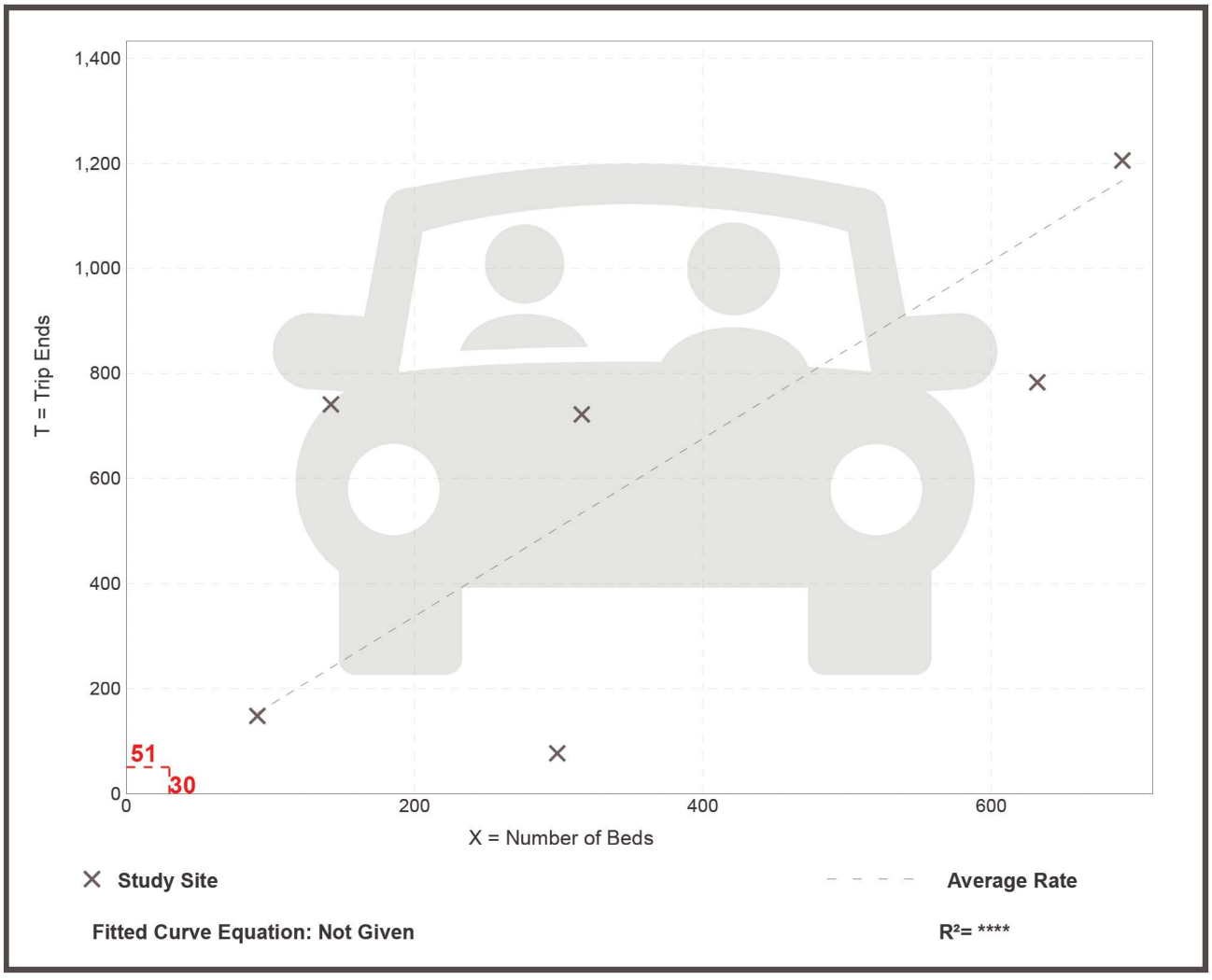
Hospital
(610)

Vehicle Trip Ends vs:	**Beds**
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:	6
Avg. Num. of Beds:	362
Directional Distribution:	33% entering, 67% exiting

Vehicle Trip Generation per Bed

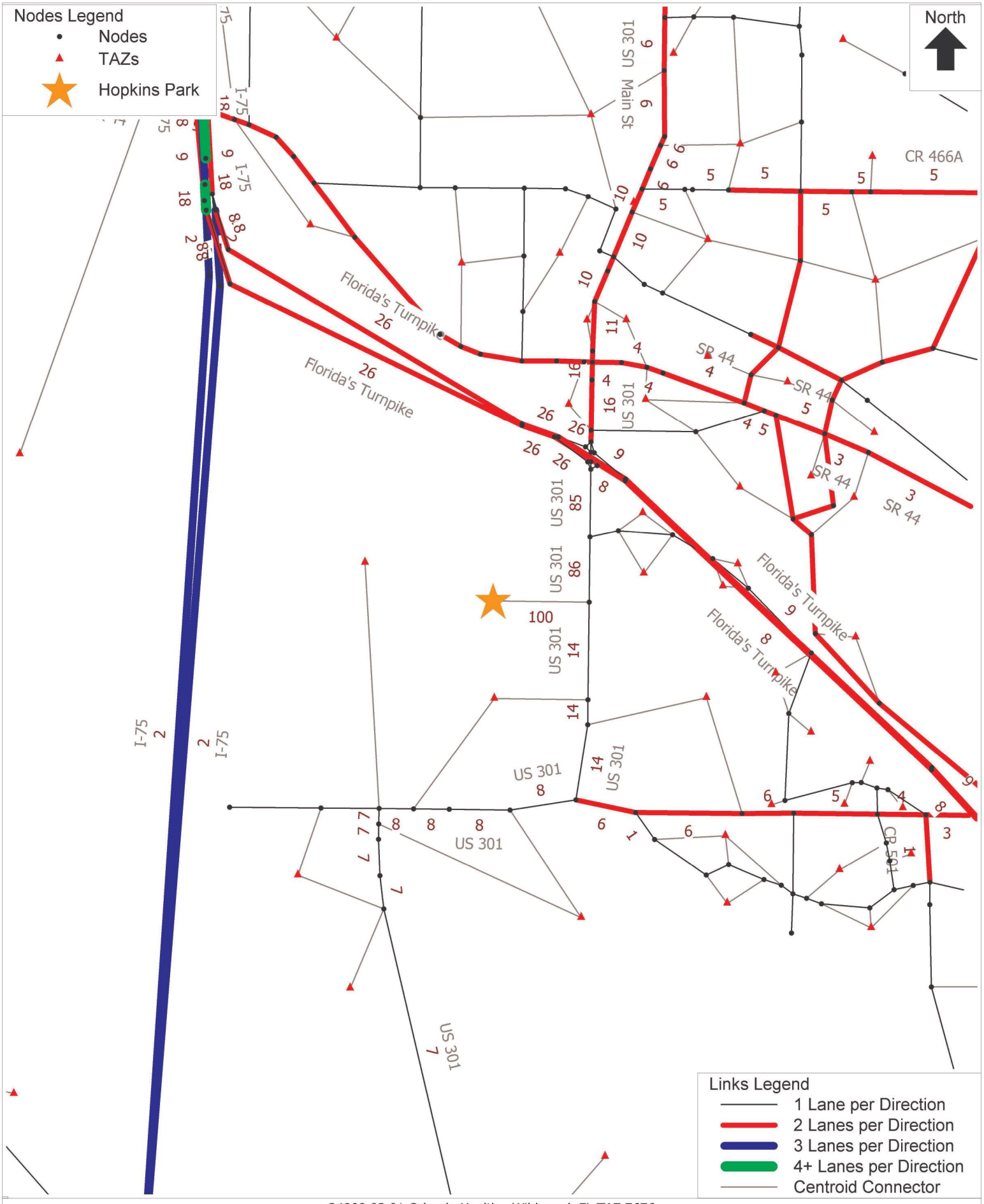
Average Rate	Range of Rates	Standard Deviation
1.69	0.26 - 5.22	1.20

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

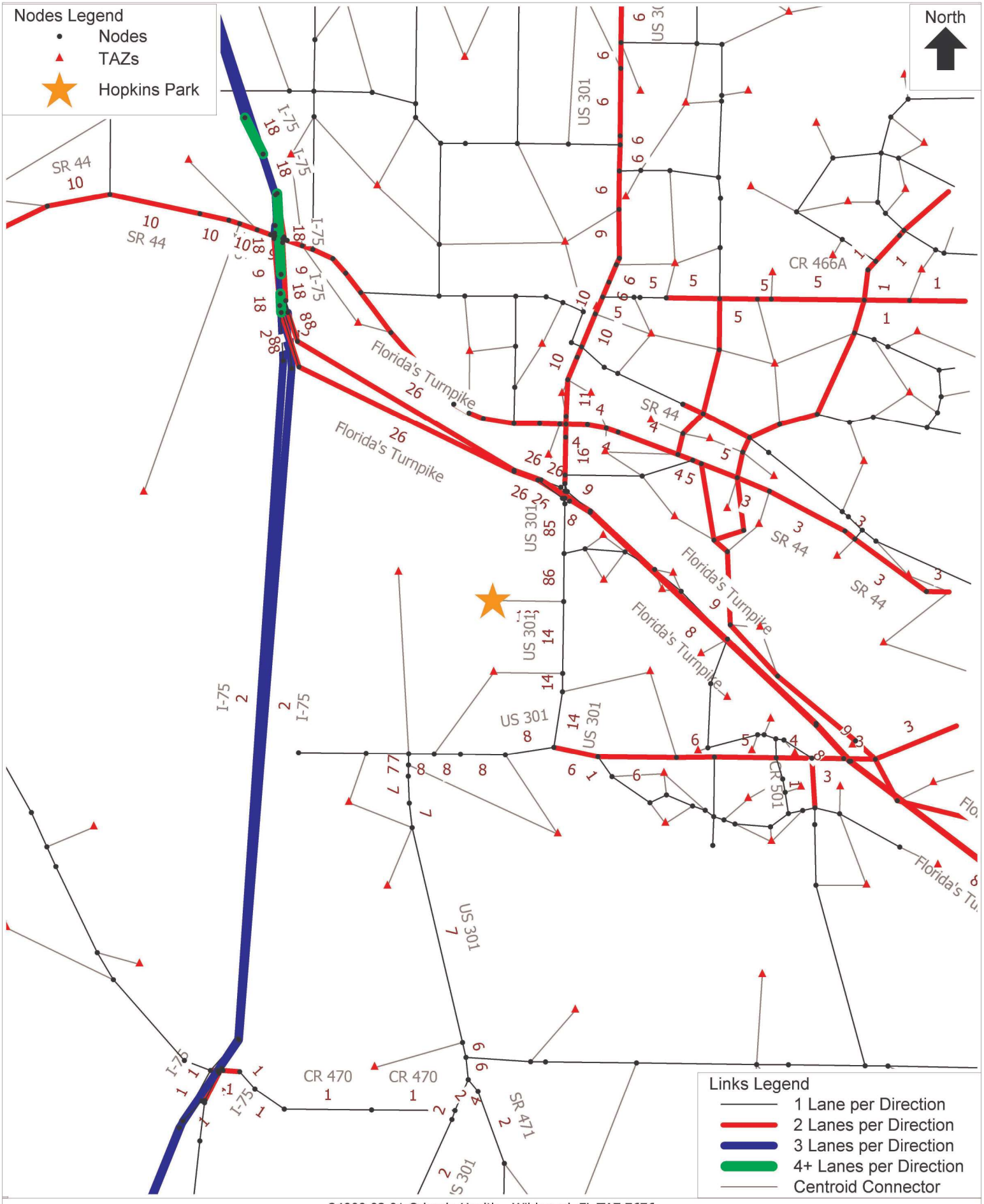
Appendix C
Model Distribution Plot



24009.02.01 Orlando Health - Wildwood, FL TAZ 7676
Project Distribution
C:\FSUTMS\D5\CFRPM7\Base\CF_2025\P24009\OUTPUT\HWYLOAD_SL_AllDay_A25.NET Mon 08 Apr 2024

cube

(Licensed to)



24009.02.01 Orlando Health - Wildwood, FL TAZ 7676
Project Distribution
C:\FSUTMS\D5\CFRPM7\Base\CF_2025\P24009\OUTPUT\HWYLOAD_SL_AllDay_A25.NET Mon 08 Apr 2024

cube

(Licensed to)

Appendix D
2023 Sumter County CMP Database

Sumter County CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH	ROAD NAME	FROM	TO	LANES (EB/SB)	LANES (WB/NB)	URB/RU RURAL	DIVIDED/ UNDIVIDED	CONTEXT CLASSIFICATION	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 ADOT	2022 DAILY VOL	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR DIRECTIONAL VOLUME	2022 PEAK HOUR LOS	2022 PEAK HOUR V/C	PEAK HOUR TWO-WAY DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR TWO-WAY VOL	2022 PEAK HOUR TWO-WAY V/C	2022 PEAK HOUR TRUCK %	ARTERIAL RATE	DAILY SERVICE VOLUME 2045	2045 ADOT	2045 DAILY VOL	2045 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2045 PEAK HOUR DIRECTIONAL VOLUME	2045 PEAK HOUR LOS	2045 PEAK HOUR V/C	PEAK HOUR TWO-WAY DIRECTIONAL SERVICE VOLUME	2045 PEAK HOUR TWO-WAY VOLUME	2045 PEAK HOUR TWO-WAY V/C
4020	127		SUMTER	30	1.07	ST. CHARLES	BUENA VISTA BLVD	AMARANTH TERR	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	4,362	0.22	C	894	249	197	0.27	C	1,818	466	C	0.34	1.00%	20,160	4,836	0.24	C	999	282	227	0.28	C	1,818	534	C	0.38
4010	176		SUMTER	30	0.68	ST. CHARLES	AMARANTH TERR	BAILEY TRL	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	8,470	0.42	C	999	422	409	0.42	C	1,818	827	C	0.46	1.00%	20,160	8,892	0.44	C	999	444	428	0.44	C	1,818	1,443	C	0.79
4020	178		SUMTER	30	0.63	ST. CHARLES	BAILEY TRL	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	13,040	0.65	C	999	651	594	0.59	C	1,818	1,162	C	0.64	2.70%	20,160	14,594	0.74	C	999	531	534	0.53	C	1,818	1,530	D	0.92
4025	183		SUMTER	35	0.16	TRAVERO GROVE RUN	DIVIDING CREEK PATH	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	19,126	5,230	0.30	C	795	182	182	0.23	C	1,454	344	C	0.24	1.00%	19,126	5,316	0.31	C	795	191	178	0.24	C	1,454	850	C	0.58
4040	11		SUMTER	30	0.71	BUTTONWOOD RUN	WICKING PATH	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,128	5,687	0.35	C	795	246	260	0.34	C	1,454	514	C	0.35	2.00%	16,128	6,279	0.39	C	795	272	296	0.37	C	1,454	1,071	C	0.74
4060	146		SUMTER	30	0.67	PENNECAMP DR	MEADOWLARK AVE	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,128	4,811	0.30	C	795	188	213	0.27	C	1,454	411	C	0.28	1.00%	16,128	5,734	0.36	C	795	235	253	0.32	C	1,454	1,224	C	0.84
4060	181		SUMTER	30	0.67	STILLWATER TRL	MORSE BLVD	LOCKHART AVE	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,128	6,932	0.37	C	795	280	286	0.36	C	1,454	566	C	0.39	3.74%	16,128	7,293	0.45	C	795	337	344	0.43	C	1,454	1,136	C	0.78
4070	2020-010		SUMTER	30	1.08	STILLWATER TRL	LOCKHART AVE	ODELL CIRCLE	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,128	5,760	0.36	C	795	344	193	0.43	C	1,454	526	C	0.33	1.00%	16,128	5,744	0.19	C	795	191	193	0.24	C	1,454	783	C	0.54
4030	139		SUMTER	30	1.18	HILLSBOROUGH TRL	BUENA VISTA BLVD	ANNA MARIA AVE	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	11,496	0.57	C	999	460	459	0.41	C	1,818	839	C	0.44	1.00%	20,160	12,082	0.60	C	999	420	450	0.43	C	1,818	1,419	C	0.78
4025	135		SUMTER	30	1.24	HILLSBOROUGH TRL	ANNA MARIA AVE	MORSE BLVD	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	5,850	0.29	C	999	310	265	0.30	C	1,818	595	C	0.32	2.00%	20,160	7,370	0.39	C	999	352	294	0.35	C	1,818	1,181	C	0.65
4003	1		SUMTER	30	0.63	ANNA MARIA AVE	HILLSBOROUGH TRL	PINELLAS PL	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,128	5,963	0.37	C	795	165	173	0.24	C	1,454	345	C	0.26	2.00%	16,128	6,315	0.37	C	795	215	193	0.27	C	1,454	1,016	C	0.70
4075	89		SUMTER	30	0.63	CHARLOTTE DR	HILLSBOROUGH TRL	PINELLAS PL	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,128	3,845	0.23	C	795	159	162	0.20	C	1,454	341	C	0.23	1.00%	16,128	3,736	0.23	C	795	167	167	0.21	C	1,454	766	C	0.53
4060	149		SUMTER	35	0.50	PINELLAS PL	BUENA VISTA BLVD	ANNA MARIA AVE	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	5,030	0.40	C	999	423	421	0.42	C	1,818	844	C	0.46	2.00%	20,160	10,217	0.51	C	999	479	475	0.48	C	1,818	1,478	C	0.81
4065	150		SUMTER	35	1.02	PINELLAS PL	ANNA MARIA AVE	MORSE BLVD	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	12,743	0.63	C	999	463	576	0.58	C	1,818	1,058	C	0.58	1.00%	20,160	12,943	0.64	C	999	524	605	0.61	C	1,818	2,160	D	1.19
4040	182		SUMTER	35	1.04	TALLEY RIDGE DR	BUENA VISTA BLVD	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,128	3,817	0.24	C	795	186	160	0.24	C	1,454	376	C	0.26	1.00%	16,128	4,012	0.25	C	795	185	200	0.25	C	1,454	994	C	0.68
4010	182	ADJACENT	SUMTER	35	0.64	SOUTHERN TRACE	SOUTHERN TRACE	TALLEY RIDGE BLVD	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,128	3,677	0.23	C	795	185	150	0.24	C	1,454	376	C	0.26	1.00%	16,128	4,012	0.25	C	795	185	200	0.25	C	1,454	994	C	0.68
4015	172		SUMTER	35	0.63	SOUTHERN TRACE	CR 466	BUENA VISTA BLVD	2	3	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,128	6,769	0.42	C	795	299	227	0.37	C	1,454	526	C	0.36	1.00%	16,128	7,103	0.29	C	1,352	314	239	0.24	C	2,419	1,646	C	0.68
4020	147		SUMTER	35	0.79	PAMI DR	BELLHEDRE BLVD	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,920	4,239	0.25	C	842	244	246	0.31	C	1,706	540	C	0.37	1.00%	16,920	4,455	0.22	C	842	229	259	0.32	C	1,706	1,372	D	0.72
4040	2020-003		SUMTER	35	0.53	TWIGHERRON RUN	BUTTONWOOD RUN	PENNECAMP DR	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,128	1,489	0.09	C	795	69	69	0.09	C	1,454	126	C	0.09	1.00%	16,128	2,106	0.13	C	795	98	98	0.12	C	1,454	883	C	0.61
4060	2		SUMTER	35	0.63	BAILEY TRL	BUENA VISTA BLVD N	SUNSET RIDGE DR	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	7,792	0.39	C	999	536	533	0.54	C	1,818	1,068	C	0.59	1.00%	20,160	8,106	0.40	C	999	553	568	0.56	C	1,818	1,562	C	0.86
4070	3		SUMTER	30	0.39	BAILEY TRL	SUNSET RIDGE DR	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	5,007	0.40	C	999	481	481	0.48	C	1,818	862	C	0.53	1.00%	20,160	5,466	0.47	C	999	526	539	0.51	C	1,818	1,665	D	0.93
3520	4		SUMTER	30	0.33	BAILEY TRL	ST. CHARLES PL	BASSWOOD CRT	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	3,277	0.16	C	999	206	179	0.20	C	1,818	383	C	0.21	1.00%	20,160	4,275	0.20	C	999	244	188	0.24	C	1,818	1,213	C	0.67
3520	5		SUMTER	30	0.33	BAILEY TRL	BASSWOOD CRT	BUENA VISTA BLVD S	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	4,730	0.23	C	999	277	269	0.28	C	1,818	543	C	0.30	1.00%	20,160	4,971	0.25	C	999	291	282	0.28	C	1,818	1,230	C	0.71
9365	162	-	SUMTER	35	1.03	CR 209	CR 232	CR 462 E	2	2	URBAN	UNDIVIDED	C2	COUNTY	WILDWOOD	D	14,000	709	0.06	B	730	48	44	0.07	B	1,330	92	B	0.07	1.70%	14,000	828	0.06	B	730	62	48	0.07	B	1,330	782	D	0.59
4300	164	-	SUMTER	35	0.53	CR 209	CR 44	CR 462	2	2	RURAL	UNDIVIDED	C2C	COUNTY	WILDWOOD	D	16,530	630	0.04	B	902	43	27	0.04	B	1,750	79	C	0.04	0.70%	16,530	1,009	0.06	B	902	65	41	0.07	B	1,750	1,029	D	0.59
12000	164	-	SUMTER	55	0.76	WOODRIDGE DR	CR 103	CR 101	2	2	RURAL	UNDIVIDED	C3C	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,530	3,940	0.20	C	902	201	267	0.31	C	1,750	559	C	0.32	1.00%	16,530	4,036	0.21	C	902	316	281	0.33	C	1,755	1,279	D	0.73
505316	180122	POST	SUMTER	60	2.73	US 301/SR 35	CR 476	CR 470	2	2	RURAL	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	D	16,530	5,190	0.31	C	902	264	226	0.41	C	1,750	489	C	0.63	1.00%	16,530	5,433	0.33	C	902	277	238	0.44	C	1,755	1,504	D	0.86
5224000	99	-	SUMTER	35	1.40	CR 155	US 301/SR 35	SR 44	2	2	URBAN	UNDIVIDED	C3C	COUNTY	WILDWOOD	D	15,634	2,001	0.13	C	770	95	80	0.10	C	1,454	135	C	0.10	2.70%	15,634	2,292	0.15	C	770	63	92	0.12	C	1,454	833	C	0.57
5224000	113	-	SUMTER	35	0.53	CR 673	SR 50/470	CR 675	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,200	3,686	0.45	C	630	111	86	0.26	B	765	197	B	0.26	3.20%	16,200	5,352	0.33	C	630	173	139	0.40	B	765	602	C	0.77
5224000	96	-	SUMTER	30	1.37	CR 121	CR 462	CR 114	2	2	URBAN	UNDIVIDED	C2R	COUNTY	WILDWOOD	D	16,128	4,516	0.28	C	795	238	147	0.30	C	1,454	366	C	0.26	0.20%	16,128	5,633	0.35	C	795	307	190	0.38	C	1,454	1,156	C	0.79
5240000	120	-	SUMTER	55	0.66	CR 121	SR 44	CR 121	2	2	RURAL	UNDIVIDED	C3C	COUNTY	WILDWOOD	D	16,530	2,010	0.12	C	902	52	7	0.02	B	1,750	77	B	0.02	0.20%	16,530	2,299	0.14	C	902	63	9	0.03	B	1,755	464	D	0.27
5231000	131	110020	FDOT	35	0.53	CR 728	CR 468	LAKE COUNTY BOUNDARY	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,000	638	0.04	B	730	26	22	0.04	B	1,330	92	B	0.04	1.00%	14,000	649	0.05	B	730	29	23	0.04	B	1,330	769	C	0.57
5240100	155	-	SUMTER	45	1.05	CR 220	SR 44	CR 462	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,530	4,203	0.25	C	730	185	185	0.25	C	1,330	374	C	0.28	1.00%	16,530	5,141	0.31	C	730	237	236	0.32	C	1,330	1,054	C	0.79
5240100	106	-	SUMTER	45	2.26	CR 220	CR 462	CR 466	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,000	3,619	0.26	B	730	174	202	0.28	B	1,330	376	B	0.28	1.00%	14,000	3,994	0.27	B	730	183	212	0.29	B	1,330	913	D	0.69
5240000	90	-	SUMTER	45	0.29	CR 462	WOODRIDGE DR	CR 466	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,000	1,526	0.11	B	730	180	164	0.24	B	1,330	294	C	0.24	1.00%	14,000	1,685	0.12	B	730	190	165	0.25	B	1,330	1,029	C	0.89
5240102	101	-	SUMTER	35	1.26	CR 209	CR 216	CR 466	2	2	URBAN	UNDIVIDED	C2	COUNTY	WILDWOOD	D	14,000	1,666	0.12	B	730	76	54	0.11	B	1,330	132	B	0.10	0.00%	14,000	2,112	0.15	B	730	100	69	0.14	B	1,330	930	D	0.82
5240104	160	-	SUMTER	35	1.22	CR 209	CR 462 E	CR 214	2	2	URBAN	UNDIVIDED	C2	COUNTY	WILDWOOD	D	14,000	2,432	0.17	B	730	142	86	0.19	B	1,330	228	B	0.17	1.00%	14,000	3,219	0.23	B	730	141	118	0.26	B	1,330	911	D	0.68
5240110	103	-	SUMTER	35	1.26	CR 209	CR 202	CR 462	2	2	URBAN	UNDIVIDED	C2	COUNTY	WILDWOOD	D	14,000	1,289	0.09	B	730	142	86	0.19	B	1,330	228	B	0.17	1.00%	14,000	1,533	0.09	B	730	149	92	0.20	B	1,330	870	D	0.66
5240112	166	-	SUMTER	35	1.03	CR 209	CR 204	SE 177TH PL	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,200	1,347	0.13	B	430	42	32	0.12	B	765	34	B	0.12	1.00%	8,200	1,555	0.13	B	430	45	34	0.13	B	765	472	C	0.51
5240400	74	-	SUMTER	35	1.01	CR 209	US 301/SR 35	CR 103	2	2	RURAL	UNDIVIDED	C3	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,200	4,031	0.49	B	430	143	335	0.55	B	765	375	B	0.49	3.50%	8,200	4,775	0.58	C	430	166	279	0.65	C	765	656	C	0.79
5253110	35337	35337	FDOT	60	0.01	US 301/SR 35	HERNANDO COUNTY BOUNDARY	CR 470	2	2	RURAL	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	D	8,200	4,770	0.58	C	430	219	203	0.65	C	765	472	C	0.62	1.00%	8,200	5,013	0.61	C	430	230	262	0.61	C	765	651	C	0.85
5253110	180242	180242	FDOT	30	0.18	US 301/SR 35 (NOBLE AVE)	CR 48 (FLORIDA ST)	CR 470 (NOBLE AVE)	2	2	URBAN	UNDIVIDED	C2T	STATE	UNINCORPORATED SUMTER COUNTY	D	13,940	3,810	0.35	C	670	195	169	0.34	C	1,646	501	C	0.34	1.00%	13,940	4,034	0.36	C	670	220	174	0.36	C	1,648	781	C	0.75
5263130	180117	180117	FDOT	30	0.13	US 301/SR 35 (NOBLE AVE)	SR 48 (MAIN ST)	CR 48 (FLORIDA ST)	2	2	URBAN	UNDIVIDED	C2T	STATE	RUSHMELL	D	14,400	7,940	0.62	C	762	397	326	0.61	C	1,968	716	C	0.62	1.00%	14,400	7,926	0.66	C	762	427	348	0.64	C	1,968	1,199	D	0.86
5274140	180112	180112	FDOT	45	0.63	CR 470	CR 475	CR 470 (SEMINOLE AVE)	2	2	RURAL	UNDIVIDED	C2C	STATE	RUSHMELL	D	16,530	6,180	0.44	C	902	376	268	0.43	C	1,750	686	C	0.44	1.00%	16,530	6,443	0.46	C	902	402	283	0.45	C	1,755	1,553	D	0.89
5263160	180117	180117	FDOT	45	0.63	US 301/SR 35	CR 470 (SEMINOLE AVE)	SR 48 (MAIN ST)	4	4	URBAN	UNDIVIDED	C2C	STATE	RUSHMELL	D	37,400	7,940	0.27	C	1,369	397	329	0.26	C	2,468	716	C	0.29	1.00%	37,400	7,926	0.29	C	1,368	427	346	0.30	C	2,468	1,756	C	0.72
5253170	180089	180089	FDOT	45	0.29	US 301/SR 35	WOODRIDGE DR	CR 466	4	4	URBAN	DIVIDED	C2C	STATE	UNINCORPORATED SUMTER COUNTY	D	33,530	14,400	0.59	C	1,626	1,166	984	0.24	C	2,961	734	C	0.28	1.00%	33,530	15,560	0.64	C	1,626	1,255	983	0.28	C	2,961	3,268	C	0.89
5253160	180083	180083	FDOT	45	0.11	US 301/SR 35	SR 471	CR 470 E (W)	2	3	URBAN	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	D	14,400	17,560	1.20	E	730	501	797	1.23	E	1,330	1,668	E	1.25	5.50%	14,000	22,392	1.64	E	730	1,178	1,362	1.61	E	1,330	1,569	E	1.43
5253170	180241	180241	FDOT	45	0.26	US 301/SR 35	CR 462 E	CR 470 E (W)	4	4	URBAN	DIVIDED	C2C	STATE	WILDWOOD	D	34,000	8,120	0.30	C	1,370	262	268	0.33	C	1,330	970	C	0.33	1.00%	34,000	9,219	0.34	C	1,370	304	308	0.37	C	1,330	1,514	D	0.91
5263190	185		SUMTER	40	1.73	CR 525 E	US 301	W WARM SPRINGS AVE	2	4	URBAN	UNDIVIDED	C3C	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,000	4,128	0.29	B	730	167	204	0.28	B	1,330	372	B	0.28	3.00%	16,700	4,785	0.29	B	2,910	194	237	0.08	B	5,290	3,184	C	0.59
5253300	180241 / 185077	185041 / 185077	FDOT	55	2.73	US 301/SR 35 (WARM SPRINGS AV	CR 514 (WARM SPRING AVE)	W WARM SPRINGS AVENUE	2	4	URBAN	UNDIVIDED	C3R	STATE	SUMTER	D	17,530	14,200	0.70	D	890	495	457	0.56	C	1,610	952	C	0.61	1.00%	17,530	15,962	0.80	C	890	619	570	0.70	C	1,480	920	D	0.69
5263150	185077	185077	FDOT	55	2.73	US 301/SR 35	WARM SPRINGS AVE	SR 50 (FLORIDA TURNPIKE	2	4	URBAN	UNDIVIDED	C2	STATE	WILDWOOD	D	16,950	16,122	1.11	E	730	688	634	0.94	D	1,150	1,294	D	0.91	1.00%	16,700	17,782	0.93	D	2,910	722	636	0.25	D	5,290	3,624	C	0.69
5263220	185077 / 185084	185077 / 185084	FDOT	45	1.19	US 301/SR 35 (MAIN ST)	SR 50 (FLORIDA TURNPIKE	CR 104 (OLD CLAY DRAIN RD)	2	4	URBAN	DIVIDED	C2C	STATE	SUMTER	D	21,700	16,300	0.85	D	1,370	920	930	0.75	D	1,550	1,450	D	0.76	1.00%	21,700	18,000	0.94	D	1,370	963	762	0.56	D	1,550	1,563	F	1.00
5253330	185084	185035	FDOT	45	0.51	US 301/SR 35 (MAIN ST)	SR 104 (OLD CLAY DRAIN RD)	SR 44	4	4	URBAN	DIVIDED	C2C	STATE	WILDWOOD	D	38,430	16,720	0.49	C	1,921	910	775	0.48	C	3,468	1,465	C	0.49	1.00%	38,430	19,676	0.51	C	1,921	966	815	0.50	C	3,468	2,687	C	0.63
5263240	185078	185078	FDOT	45	0.79	US 301/SR 35 (MAIN ST)	SR 44	CR 44A	4	4	URBAN	DIVIDED	C2C	STATE	WILDWOOD	D	37,300	22,000	0.82	C	1,900	1,108	984	0.58	C	1,610	1,552	C	0.60	1.00%	37,300	23,962	0.92	C	1,900	1,156	962	0.51	C	1,610	3,049	D	0.89
5253260	185035	185035	FDOT	35	0.04	US 301/SR 35 (MAIN ST)	CR 44A	CR 462A (OLEVIEW AND AVE)	4	4	URBAN	DIVIDED	D4	STATE	WILDWOOD	D	37,300	27,000	0.72	D	1,880	1,337	1,139	0.71	D	3,413	2,476	D	0.73	5.00%	37,300	35,941	0.96	D	1,880	1,747	1,469	0.93	D	3,413	3,627	E	1.06
5253270	185052	185052	FDOT	45	0.28	US 301/SR 35	CR 462 W	CR 470 W	4	4	URBAN	DIVIDED	C2C	STATE	WILDWOOD	D	38,430	24,200	0.87	C	1,910	1,248	1,155	0.66	C	3,290	2,212	C	0.67	1.00%	38,430	25,441	0.91	C	1,910	1,270	1,206	0.68	C	3,290	3,882	D	0.94
5253280	180053 / 185096	180053 / 185096	FDOT	55	1.01	US 301/SR 35	CR 222	CR 462 N	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	38,600	26,625	0.73	C	1,810	1,348	1,142	0.63	C	3,290	2,290	C	0.70	2.20%	38,600	29,562	0.82	C	1,810	1,283	1,276	0.71	C	3,290	3,283	D	0.94
5252290	185056	185056	FDOT	45	0.61	US 301/SR 35	CR 222	CR 462	4	4	URBAN	DIVIDED	C2C	STATE	WILDWOOD	D	38,600	26,300	0.72	C	1,810	1,259	1,059	0.71	C	3,290	2,307	C	0.72	1.00%	38,600	27,042	0.76	C	1,810	1,316	1,145	0.74	C	3,290	3,153	D	0.96
5264160	119		SUMTER	35	0.51	CR 721	SR 471	CR 727	2	2	URBAN	UNDIVIDED	C3	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,000	663	0.06	B	730	43	33	0.06	B	1,330	76	B	0.06	1.00%	14,000	804	0.06	B	730	45	35	0.06	B	1,330	775	C	0.58
5259300	37		WILDWOOD	55	0.47	CR 121	CR 44A	CR 462A	2	2	RURAL	UNDIVIDED	C3C	COUNTY	WILDWOOD	D	14,307	17,248	1.21	C	1,750	742	632	0.43	B	1,750	1,210	C	0.69	1.00%	14,307	20,585	0.24	C	1,750	1,779	1,501	0.86	C	1,755	2,468	D	1.41
5259300	124		SUMTER	40	0.46	CR 747	CR 470 E	CR 739	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,200	750	0.10	B	430	34	41	0.10	B	765	75	B	0.10	1.00%	8,200	832	0.10	B	430	36	43	0.10	B	765	466	C	0.63
5259120	123		SUMTER	40	2.01	CR 747	CR 739	CR 48	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	C	14,000	1,283	0.16	B	730	120	74	0.16	B	1,330	194	B	0.15	1.00%	14,000	1,449	0.18	B	730	135	79	0.17	B	1,330	852	D	0.64
5259060	112	-	SUMTER	40	1.00	CR 747	CR 48	CR 48	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	C	14,000	1,283	0.16	B	730	120	74	0.16	B	1,330	194	B	0.15	1.00%	14,000	1,449	0.18	B	730	135	79	0.17	B	1,330	852	D	0.64
5169000	164		SUMTER	35	0.56	BUENA VISTA BLVD	BELLHEDRE BLVD	CR 472 (RAINEY TRL)	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,670	20,075	0.60	C	1,665	863	863	0.61	C	3,034	1,896	C	0.62	1.00%	33,670	21,103	0.63	C	1,665	886	886	0.64	C	3,034	2,661	C	0.84
5169000	111		SUMTER	35	0.49	CR 472 (RAINEY TRL)	CR 48	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,530	3,877	0.23	C	902	196	214	0.30	C	1,750	452	C	0.30	1.00%	16,530	4,152	0.25	C	902	216	232	0.32	C	1,755	1,220	D	0.70
5424100	66		SUMTER	35

Appendix E
Planned & Programmed Improvements

Marsh Bend Trail at U.S. 301 – with new roundabout



U.S. 301 (S.R. 35) Project Schedule



*FDOT has chosen to construct this project under a Design-Build project to increase coordination and collaboration between the contractor, FDOT and local agencies. The design-build approach allows some construction to begin during right of way acquisition and enables design adjustments by the contractor as needed.

Contact Information

Derek Dean, P.E.
FDOT Project Manager
719 S Woodland Blvd, Deland, FL 32720
Derek.Dean@dot.state.fl.us
(386) 943-5161
cflroads.com/project/430132-1
cflroads.com/project/430132-2

MOVING FLORIDA FORWARD
Infrastructure Initiative

FDOT

U.S. 301 IMPROVEMENTS

U.S. 301 (S.R. 35) Improvements
from C.R. 470 to Florida's Turnpike (S.R. 91)

Financial Project Identification (FPID)
Nos.: 430132-1 and 430132-2

FDOT

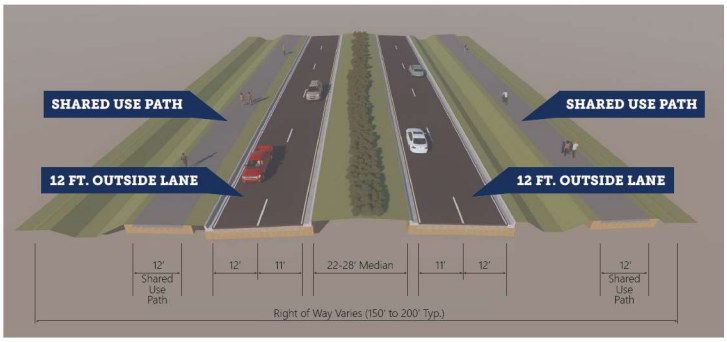
The Florida Department of Transportation (FDOT) is improving State Road (S.R.) 35 (U.S. 301) from County Road (C.R.) 470 to Florida's Turnpike in Sumter County. FDOT plans to widen this portion of U.S. 301 to provide two travel lanes in each direction, separated by a raised median. The project is divided into two segments: Segment 1, Project Number (FPID) 430132-1, from C.R. 525E to Florida's Turnpike, includes a new alignment that re-routes through traffic around the City of Coleman. Segment 2, Project Number (FPID) 430132-2, includes project improvements between C.R. 470 and C.R. 525E. The Moving Florida Forward Infrastructure Initiative allowed FDOT to advance the much-needed S.R.35 (U.S. 301) improvements, with construction beginning in spring 2025.

430132-1
1.6 MILES
OF NEW ALIGNMENT
2.6 MILES
OF WIDENING/RECONSTRUCTION

430132-2
2.4 MILES
OF WIDENING/RECONSTRUCTION

Proposed U.S. 301 (S.R. 35) Typical Section

Four Lane Urban Typical (Full Reconstruction)



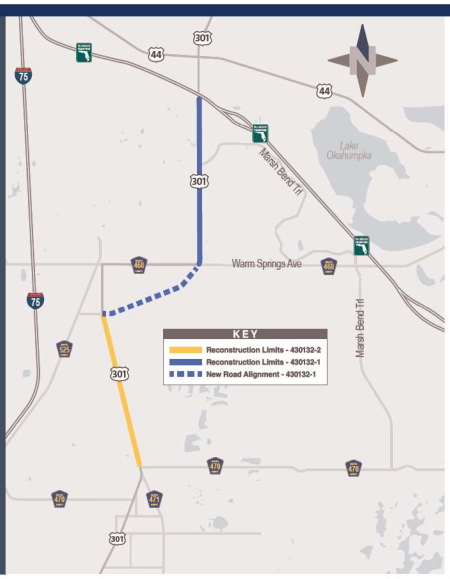
Existing Right of Way Varies 90' Minimum

Project Purpose and Need:

Address **traffic growth** and **congestion.**

Accommodate **high volume** of existing and future **truck traffic.**

Support **social and economic opportunities** for this **fast-growing** region.



C.R. 525 (Coleman Connector) at U.S. 301 – with new traffic signal



A.M. peak delays reduced by **83%**

P.M. peak delays reduced by **94.5%**

C.R. 468/Warm Springs Avenue at U.S. 301 – with new traffic signal



98-99% Reduction in A.M/P.M. peak delays.

Intersection Improvement Details

During the Project Development and Environment (PD&E) Study, roundabouts were proposed for both the County Road (C.R.) 525E and Warm Springs Avenue (C.R. 468) intersections. After conducting traffic analysis on both intersections, the design was changed for both intersections. The project team determined a traditional signalized intersection was the best option for safety and operations at the C.R. 525E intersection. At Warm Springs Avenue, the new design proposes an offset signalized intersection.

Truck traffic through Coleman is currently: 12-16% each day

By 2042 a new alignment is expected to see 20% truck traffic each day

Project Benefits:

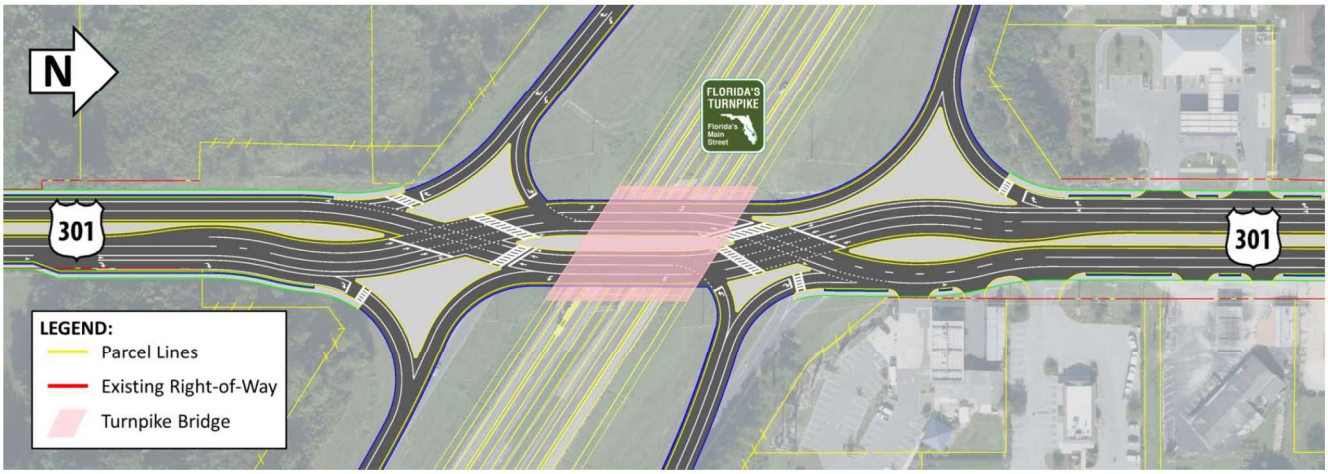
Reroutes traffic, including big trucks, around the City of Coleman to support a **more pedestrian friendly** environment within the city.

New **shared-use paths** increase multimodal connectivity within the region.

The proposed design is expected to **safely accommodate anticipated traffic volumes** through the year 2045.

The **speed limit will be reduced to 40 mph** along the entire corridor to help encourage safer driving speeds.

Figure 4-24 | Diverging Diamond Interchange Configuration



ROADWAY RESURFACING

U.S. 301 (S.R. 35) from C.R. 521 to S.R. 44

Sumter County

Financial Project Identification (FPID) No.: 445190-1

CONTRACTOR
C.W. Roberts Contracting, Inc.

PROJECT COST
$5.6 Million

PROJECT START
September 2023

ESTIMATED COMPLETION
Spring 2024

PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT) will repave U.S. 301 (State Road (S.R.) 35) from County Road (C.R.) 521 to S.R. 44 between the cities of Coleman and Wildwood to extend the life of the existing roadway.

Planned safety enhancements include adding asphalt to several locations where side roads and driveways remain unpaved. Shoulder widening will take place on C.R. 471 through the Florida Turnpike interchange at U.S. 301. The project will also add 800 feet of sidewalk on the west side of U.S. 301 between Spring Lake Road and S.R. 44 to fill gaps and improve safety for pedestrians and bicyclists.

Additional work includes modifying signing and pavement markings, realigning the S.R. 91 exit ramp to U.S. 301, installing signalization at southbound and northbound Florida Turnpike exit ramps to U.S. 301, and installing roadway lighting at the ramp terminals.

WHAT TO EXPECT

During construction, motorists should expect lane closures and detours on weekdays and weekends. Electronic message boards and other signage will be used to direct traffic through the work zone. Uneven pavement is a common condition with projects that require temporary asphalt pavement or resurfacing, as the contractor must put down different layers of asphalt during various phases of construction. Motorists are asked to exercise caution and reduce their speed while driving through the work zone. The construction schedule may change due to weather or other unexpected conditions. For the most current project details and lane closure information, please visit FDOT's Central Florida Roads website, www.cflroads.com.

FOR QUESTIONS, CONCERNS, OR PROJECT UPDATES
Send a request to:

Matt Young
Community Outreach Coordinator
352-326-7744
matta.young@dot.state.fl.us

SEE REVERSE SIDE FOR PROJECT LOCATION MAP

Scan the QR code using your mobile device to view more information about this project.

FDOT

Follow us on social media

CFLRoads.com **Facebook.com/MyFDOTCFL** **@MyFDOT_CFL** **@MyFDOT_CFL**

ROADWAY RESURFACING

U.S. 301 (S.R. 35) from C.R. 521 to S.R. 44

Sumter County

Financial Project Identification (FPID) No.: 445190-1



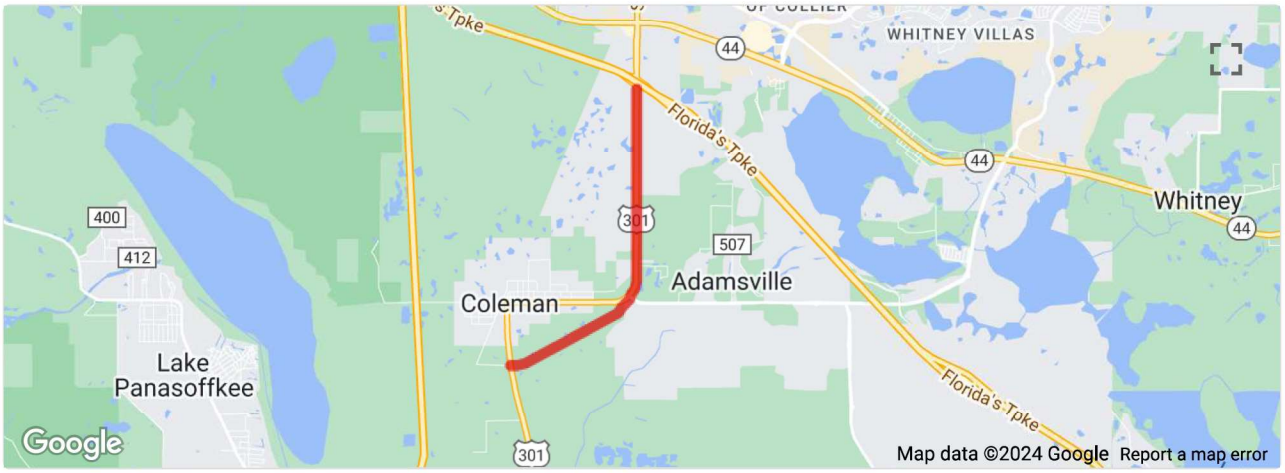
Scan the QR code using your mobile device to view more information about this project.

FDOT

Follow us on social media

CFLRoads.com Facebook.com/MyFDOTCFL @MyFDOT_CFL @MyFDOT_CFL

430132-1 SR 35 (US 301) from CR 525E to Florida's Turnpike



Project Details

Work Type: Widening

Phase: Design

Length: 4.674 miles

City: Wildwood

County: Sumter

Road: US 301

Design Cost: $8.3 Million (includes 430132-2)

Letting: 06/03/2025

Estimated Costs

ROW Cost: $58.3 Million (includes 430132-2)

Construction Cost: $88.2 Million

About

This project proposes to widen about 4.7 miles of U.S. 301 (State Road (S.R.) 35) from County Road (C.R.) 525E to Florida's Turnpike in Sumter County. The improvements follow the recommendations of the Project Development and Environment (PD&E) Study completed in 2019.

The purpose of this project is to help accommodate traffic growth and alleviate congestion. Proposed improvements include widening U.S. 301 within the project limits to provide two lanes in each direction separated by a raised median. Safer accommodations for both bicycles and pedestrians will be included by adding a 12-foot-wide shared-use path on both sides of U.S. 301. Additionally, a portion of U.S. 301 will be realigned to avoid impacts within the city of Coleman. The project also includes coordination with a planned turnpike project to build a new interchange.

The project has funding for right of way acquisition and construction.

Send a comment or ask a question about this project

Contact Information

Design Project Manager
Derek Dean
(386) 943-5161
Derek.Dean@dot.state.fl.us

Design Firm
DRMP, Inc. (Dyer Riddle Mills and Precourt, Inc.)

Last Updated

12/13/2023

1 Top 20

Project Description: **ROLLING ACRES ROAD FROM S OF CR466 TO N OF US27/US441**
FM# 4396651
Funding Source(s): Federal, Local

Work Description: **ADD LANES & RECONSTRUCT**
CMP Status: **Extremely Congested (2026)**
LRTP Page: Pg. 4-10

Phase	<2024	2024	2025	2026	2027	2028	>2028	Amount Funded
PDE	$ -	$ -	$ -	$ 900,000	$ -	$ -	$ -	$ 900,000
PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
DSB	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LAR	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
RRU	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CST	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total	**$ -**	**$ -**	**$ -**	**$ 900,000**	**$ -**	**$ -**	**$ -**	**$ 900,000**

Responsible Agency: LAKE COUNTY BOCC
County: LAKE
Total Project Cost: $ 900,000

2 Top 20

Project Description: **SR 35 (US 301) FROM CR 525E TO FLORIDA'S TURNPIKE**
FM# 4301321
Funding Source(s): Federal, Local, State 100%

Work Description: **ADD LANES & RECONSTRUCT**
CMP Status: **Extremely Congested (2021)**
LRTP Page: Pg. 4-15

Phase	<2024	2024	2025	2026	2027	2028	>2028	Amount Funded
PDE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	$ 1,171,389	$ -	$ 882,500	$ 660,000	$ -	$ -	$ -	$ 2,713,889
DSB	$ -	$ -	$ 71,104,081	$ -	$ -	$ -	$ -	$ 71,104,081
ROW	$ 1,100,000	$ 51,700,000	$ -	$ -	$ -	$ -	$ -	$ 52,800,000
LAR	$ -	$ -	$ -	$ 6,100,000	$ -	$ -	$ -	$ 6,100,000
RRU	$ -	$ -	$ 1,795,955	$ -	$ -	$ -	$ -	$ 1,795,955
CST	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total	**$ 2,271,389**	**$ 51,700,000**	**$ 73,782,536**	**$ 6,760,000**	**$ -**	**$ -**	**$ -**	**$ 134,513,925**

Responsible Agency: FDOT
County: SUMTER
Total Project Cost: $ 134,513,925

Date Approved: -

Date Amended: -

3	Project Description:	SR 35 (US 301) FROM CR 470 TO CR 525E	FM#	Funding Source(s):	Federal, State 100%
	Work Description:	ADD LANES & RECONSTRUCT	4301322		
	CMP Status:	-	LRTP Page:	Pg. 4-26	

Phase	<2024	2024	2025	2026	2027	2028	>2028	Amount Funded
PDE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	$ -	$ -	$ -	$ 5,492,500	$ -	$ -	$ -	$ 5,492,500
DSB	$ -	$ -	$ -	$ 49,042,733	$ -	$ -	$ -	$ 49,042,733
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LAR	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
RRU	$ -	$ -	$ -	$ 2,507,000	$ -	$ -	$ -	$ 2,507,000
CST	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total	**$ -**	**$ -**	**$ -**	**$ 57,042,233**	**$ -**	**$ -**	**$ -**	**$ 57,042,233**

Responsible Agency: FDOT | County: SUMTER | **Total Project Cost: $ 57,042,233**

4	Top 20	Project Description:	MARSH BEND TRAIL/CR 501 FROM NORTH OF CR 470 TO SOUTH OF CORBIN TRAIL	FM#	Funding Source(s):	Local, State 100%
		Work Description:	WIDEN/RESURFACE EXIST LANES	4479311		
		CMP Status:	-	LRTP Page:	Pg. 4-11	

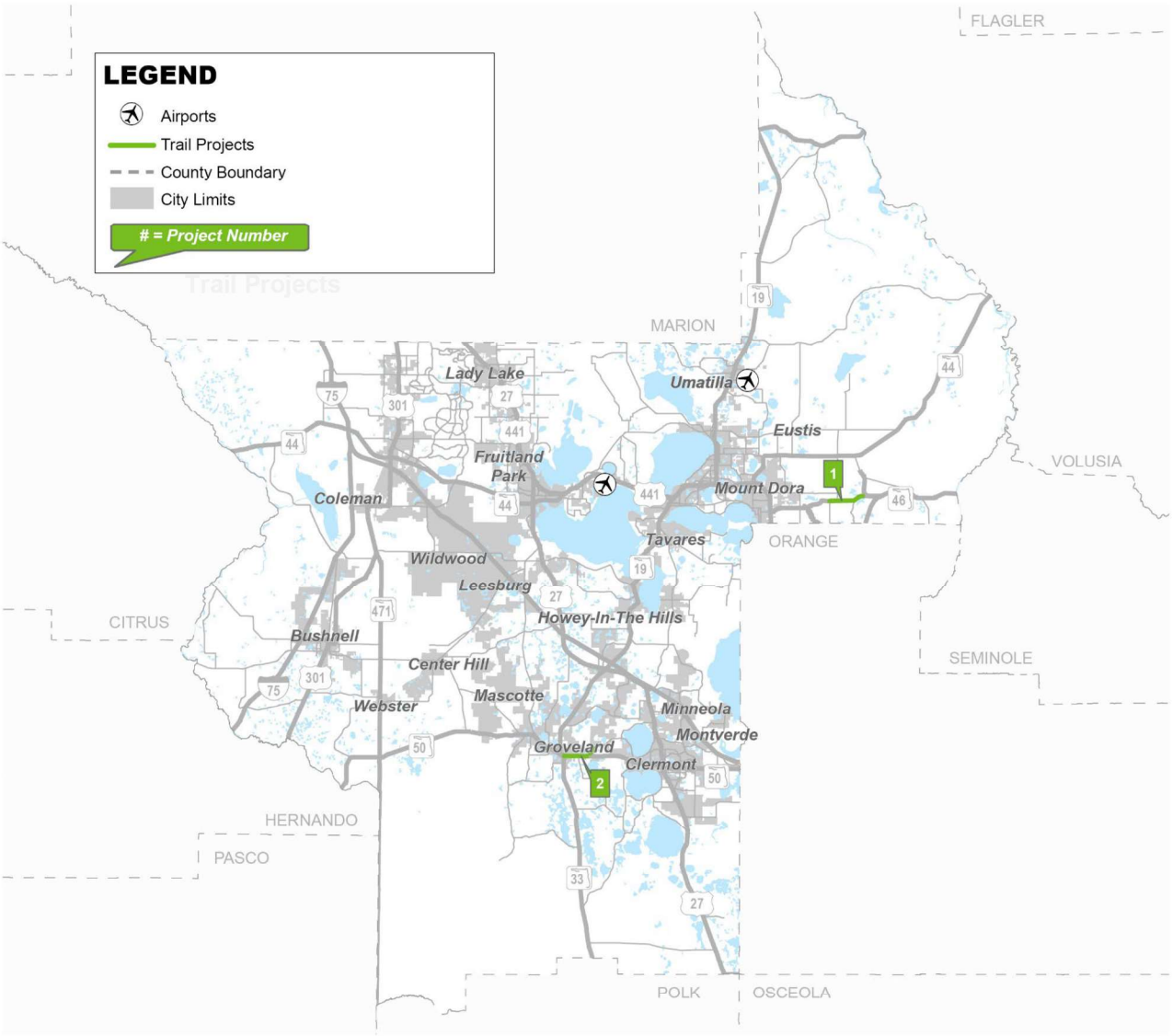
Phase	<2024	2024	2025	2026	2027	2028	>2028	Amount Funded
PDE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
DSB	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LAR	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
RRU	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CST	$ -	$ 1,905,400	$ -	$ -	$ -	$ -	$ -	$ 1,905,400
Total	**$ -**	**$ 1,905,400**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,905,400**

Responsible Agency: NOT AVAILABLE | County: SUMTER | **Total Project Cost: $ 1,905,400**

Date Approved: -

Date Amended: -

TRAIL PROJECTS



1

Project Description: **LAKE-WEKIVA TRAIL FROM SR 46 TO HOJIN STREET** | FM# | Funding Source(s): Federal

Work Description: **BIKE PATH/TRAIL** | 4309753

CMP Status: - | LRTP Page: Pg. 2-3

Phase	<2024	2024	2025	2026	2027	2028	>2028		Amount Funded
PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -
PDE	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -
CST	$ -	$ -	$ 4,064,188	$ -	$ -	$ -	$ -		$ 4,064,188
RRU	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -
Total	**$ -**	**$ -**	**$ 4,064,188**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 4,064,188**

Responsible Agency: LAKE COUNTY BOCC | County: LAKE | **Total Project Cost: $ 4,064,188**

2

Priority

Project Description: **SOUTH LAKE TRAIL PH IIIB FROM 2ND ST TO SILVER EAGLE RD** | FM# | Funding Source(s): Federal, State 100%

Work Description: **BIKE PATH/TRAIL** | 4225703

CMP Status: - | LRTP Page: Pg. 2-3

Phase	<2024	2024	2025	2026	2027	2028	>2028		Amount Funded
PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -
PDE	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -
CST	$ -	$ -	$ -	$ 2,515,477	$ -	$ -	$ -		$ 2,515,477
RRU	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -
ROW	$ 5,530,130	$ 298,900	$ 322,797	$ -	$ -	$ -	$ -		$ 6,151,827
Total	**$ 5,530,130**	**$ 298,900**	**$ 322,797**	**$ 2,515,477**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 8,667,304**

Responsible Agency: FDOT | County: LAKE | **Total Project Cost: $ 8,667,304**

Date Approved: -

Date Amended: -

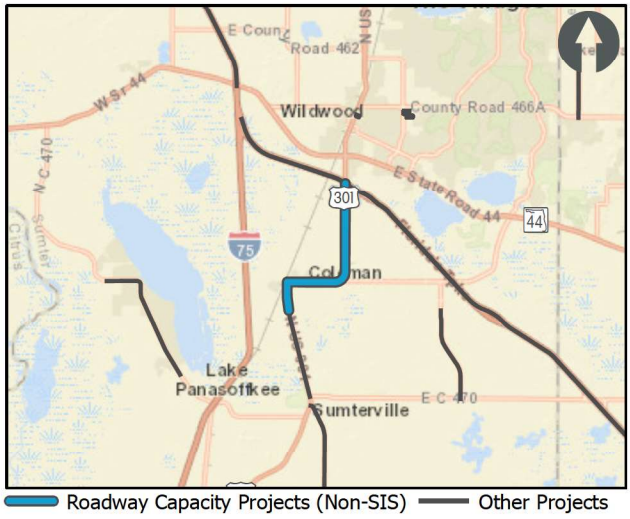
Lake-Sumter MPO - Draft
5-Year Transportation Improvement Program (TIP)
FY 2024 - 2028

FM #: 4301321

TIP Information

SIS Project: Non-SIS

http://maps.google.com/maps?q=28.8030909008207,-82.0456854679773



FM Number:	4301321
Project Name:	SR 35 (US 301)
Project Segment:	From CR 525E To Florida's Turnpike
From:	CR 525E
To:	Florida's Turnpike
Begin Milepost:	14.662
End Milepost:	22.364
Work Program Category:	Highways
County:	Sumter County
LRTP Page:	Pg. 4-15
Project Length:	4.674 Miles
Amended:	N/A - Amendment Packet: N/A
Work Description:	Add Lanes and Reconstruct
Responsible Agency:	FDOT
Project Description:	SR 35 (US 301) From CR 525E To Florida's Turnpike

Historical Cost: $10,748,504 TIP Cost: $132,242,536 Future Cost: $0 Total Cost: $142,991,040

Cost by Year and Phase

PHASE	FUND CODE	FUNDING SOURCE	HISTORIC COST	2024	2025	2026	2027	2028	FUTURE COST	TOTAL
Design and Build	ART	State 100%	$0.00	$0.00	$63,456,643.00	$0.00	$0.00	$0.00	$0.00	$63,456,643.00
Design and Build	DDR	State 100%	$0.00	$0.00	$2,659,841.00	$0.00	$0.00	$0.00	$0.00	$2,659,841.00
Design and Build	DIH	State 100%	$0.00	$0.00	$708,860.00	$0.00	$0.00	$0.00	$0.00	$708,860.00
Design and Build	SA	Federal	$0.00	$0.00	$958,672.00	$0.00	$0.00	$0.00	$0.00	$958,672.00
Design and Build	SL	Federal	$0.00	$0.00	$1,249,158.00	$0.00	$0.00	$0.00	$0.00	$1,249,158.00
Design and Build	SM	Federal	$0.00	$0.00	$599,764.00	$0.00	$0.00	$0.00	$0.00	$599,764.00
Design and Build	SN	Federal	$0.00	$0.00	$1,471,143.00	$0.00	$0.00	$0.00	$0.00	$1,471,143.00
Local Agency Reimbursement	ACSL	Federal	$0.00	$0.00	$0.00	$3,701,294.00	$0.00	$0.00	$0.00	$3,701,294.00
Local Agency Reimbursement	ACSN	Federal	$0.00	$0.00	$0.00	$2,398,706.00	$0.00	$0.00	$0.00	$2,398,706.00
Project Development and Environmental	ACSL	Federal	$48,272.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$48,272.00
Project Development and Environmental	DIH	State 100%	$177,176.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$177,176.00
Project Development and Environmental	SL	Federal	$200,432.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$200,432.00
Project Development and Environmental	SN	Federal	$1,724,880.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$1,724,880.00
Preliminary Engineering	DDR	State 100%	$805,160.00	$0.00	$792,500.00	$0.00	$0.00	$0.00	$0.00	$1,597,660.00
Preliminary Engineering	DIH	State 100%	$366,229.00	$0.00	$90,000.00	$660,000.00	$0.00	$0.00	$0.00	$1,116,229.00
Preliminary Engineering	DS	State 100%	$220,649.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$220,649.00
Preliminary Engineering	LFR	Local	$6,100,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$6,100,000.00
Railroad and Utilities	DDR	State 100%	$0.00	$0.00	$1,795,955.00	$0.00	$0.00	$0.00	$0.00	$1,795,955.00
Railroad and Utilities	DS	State 100%	$5,706.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$5,706.00
Right of Way	ART	State 100%	$0.00	$45,700,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$45,700,000.00
Right of Way	DIH	State 100%	$100,000.00	$300,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$400,000.00
Right of Way	LF	Local	$1,000,000.00	$5,700,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$6,700,000.00

Appendix F
Historical Growth Trends

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

SITE: 0077 - ON US-301, 1.56 MI. N OF CR-468 (RV)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	15200 C	N 7900	S 7300	9.50	54.00	12.30
2021	16600 S	N 8100	S 8500	9.50	53.00	11.90
2020	16200 F	N 7900	S 8300	9.50	54.70	16.00
2019	17000 C	N 8300	S 8700	9.50	53.30	10.50
2018	14200 C	N 7100	S 7100	9.50	53.70	11.90
2017	11500 F	N 5800	S 5700	9.50	53.50	14.70
2016	10700 C	N 5400	S 5300	9.00	53.10	11.90
2015	9600 C	N 4900	S 4700	9.00	54.70	12.20
2014	9200 C	N 4700	S 4500	9.00	55.10	10.90
2013	9300 C	N 4700	S 4600	9.00	56.40	12.80
2012	9200 C	N 4600	S 4600	9.00	56.30	11.90
2011	8800 C	N 4400	S 4400	9.00	51.30	11.80
2010	9000 C	N 4500	S 4500	9.85	55.51	11.20
2009	8800 C	N 4400	S 4400	9.88	55.48	11.10
2008	9900 C	N 5300	S 4600	10.19	54.63	12.60
2007	9700 C	N 4600	S 5100	10.14	54.93	11.10

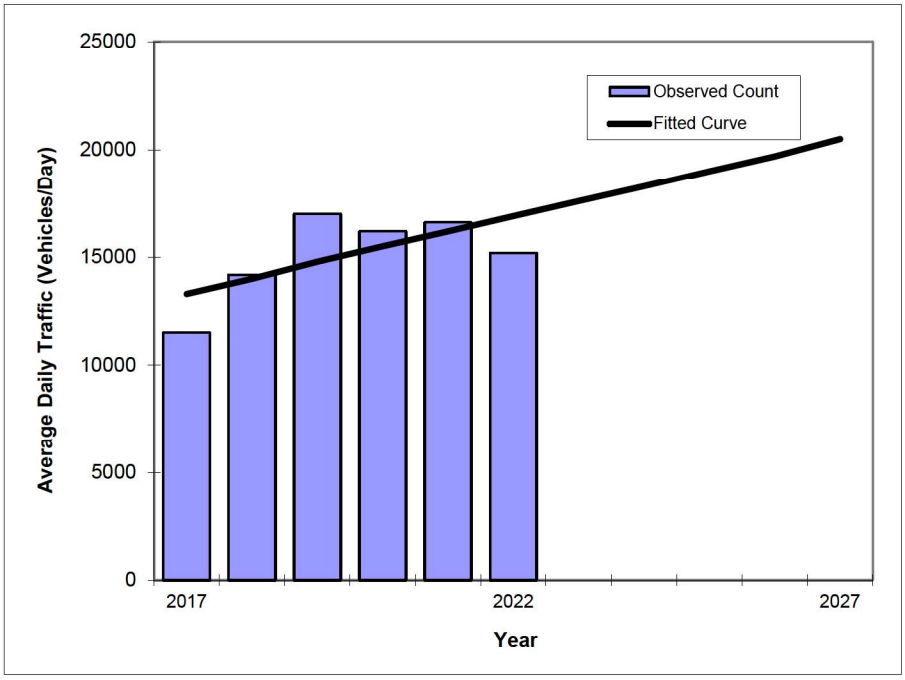
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2.0

US 301 -- 0.113 MI SW OF CR-470 TO THE WEST

PIN#	180077
Location	1

County:	Sumter (18)
Station #:	0
Highway:	US 301

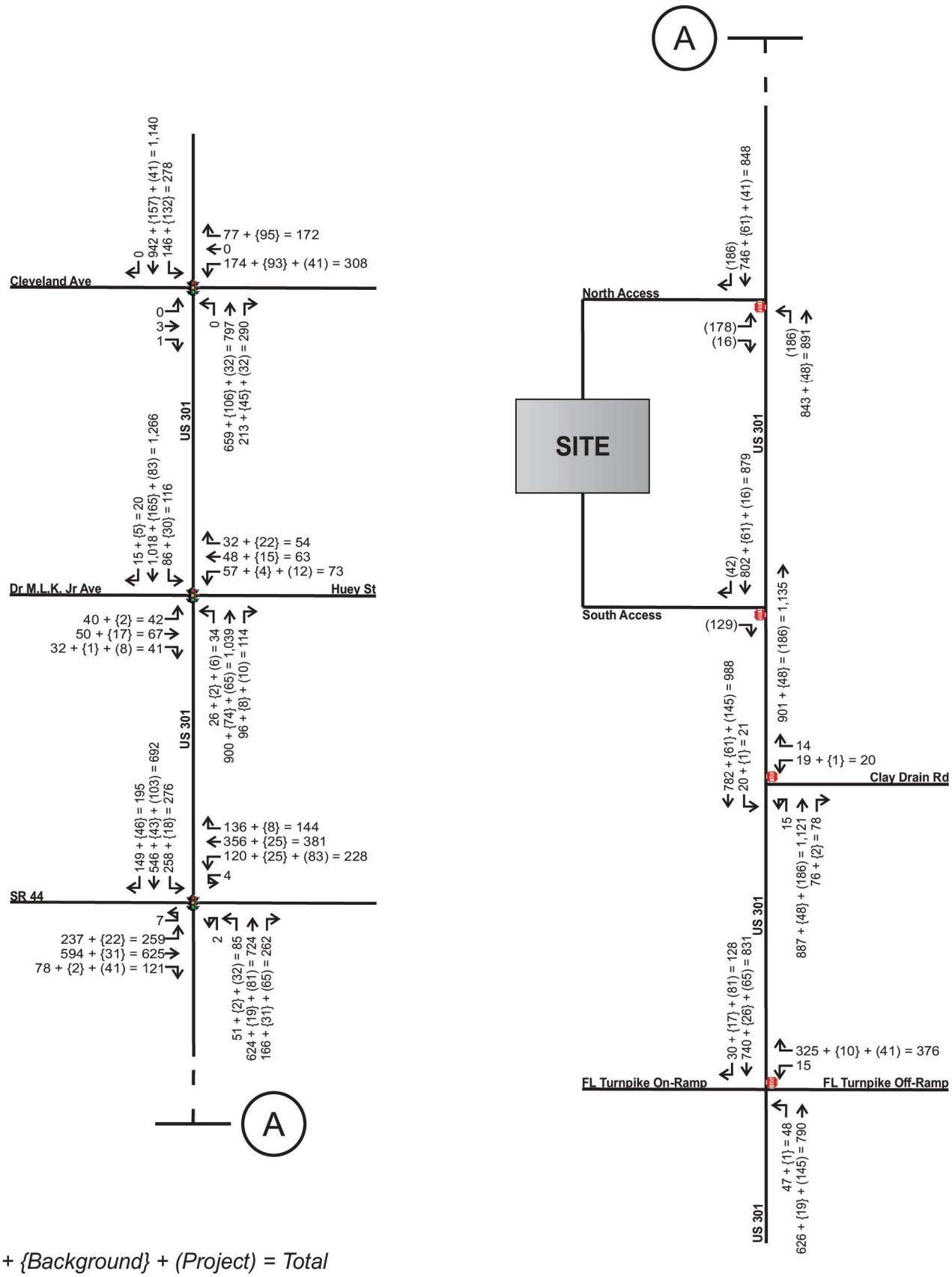


Year	Traffic (ADT/AADT) Count*	Trend**
2017	11500	13300
2018	14200	14000
2019	17000	14800
2020	16200	15500
2021	16600	16200
2022	15200	16900
2024 Opening Year Trend		
2024	N/A	18300
2025 Mid-Year Trend		
2025	N/A	19000
2027 Design Year Trend		
2027	N/A	20500
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

**** Annual Trend Increase:**	711
Trend R-squared:	42.48%
Trend Annual Historic Growth Rate:	5.41%
Trend Growth Rate (2022 to Design Year):	4.26%
Printed:	22-Apr-24
Straight Line Growth Option	

Appendix G
Vested Trips

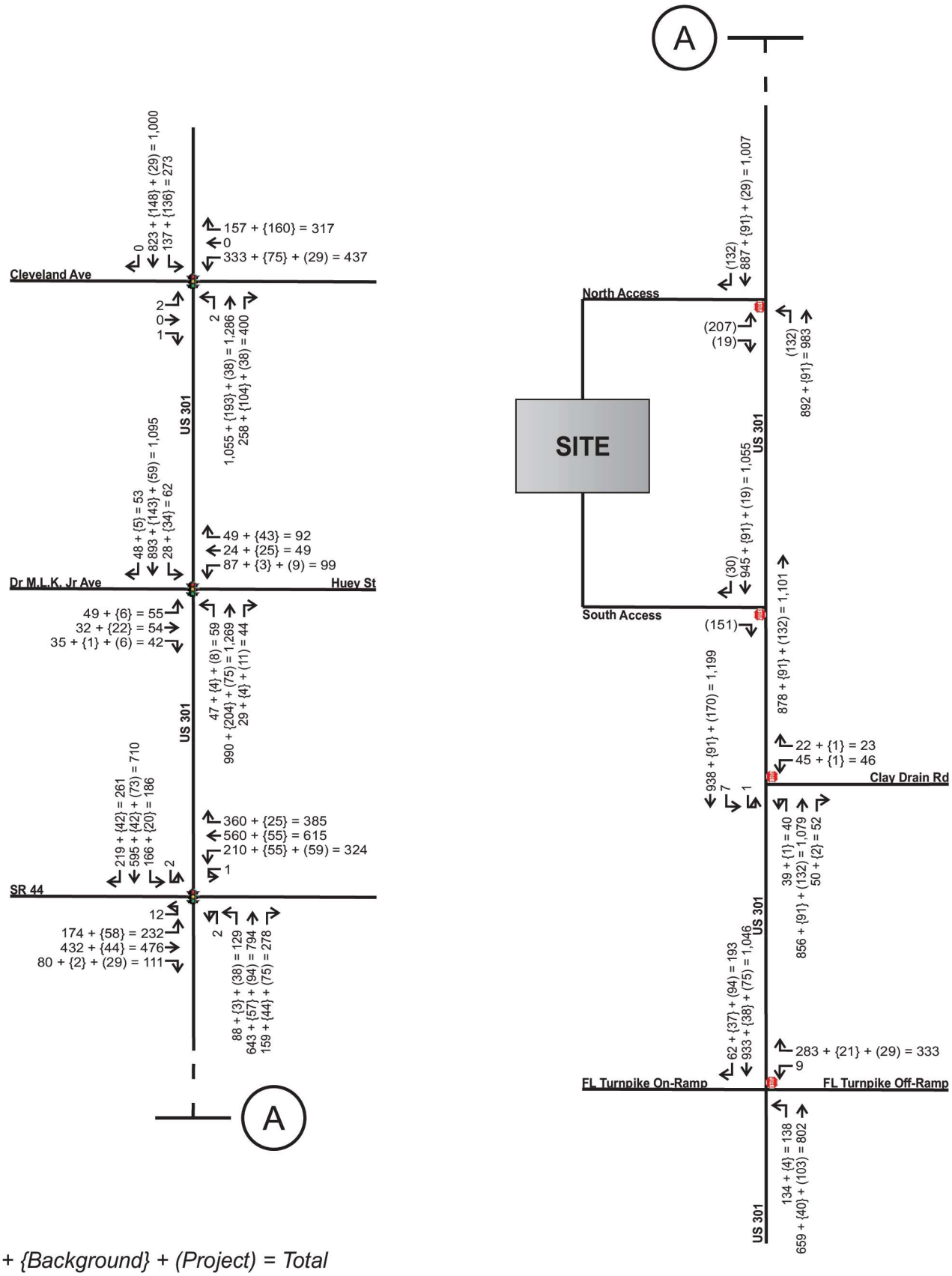


Legend:
Existing + {Background} + (Project) = Total

TMC Traffic & Mobility Consultants

Projected AM Peak Intersection Volumes
New Horizon Plaza
21170.1, v1.1

Figure **5**



Legend:
Existing + {Background} + (Project) = Total

Projected PM Peak Intersection Volumes
New Horizon Plaza
21170.1, v1.1

Figure 6

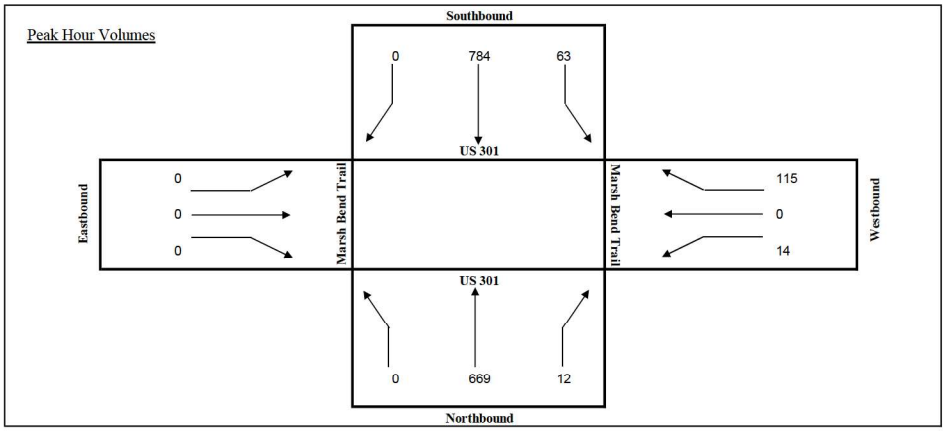
Appendix H
Intersection Traffic Counts & Data

TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 301
Intersection (E/W): Marsh Bend Trail
Date: 7/13/2023

		US 301 NB			US 301 SB			Marsh Bend Trail EB			Marsh Bend Trail WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	150	5	9	207	0	0	0	0	2	0	17	390
7:15 AM	7:30 AM	0	151	4	22	215	0	0	0	0	2	0	25	419
7:30 AM	7:45 AM	0	199	3	12	181	0	0	0	0	3	0	31	429
7:45 AM	8:00 AM	0	169	0	20	181	0	0	0	0	7	0	42	419
8:00 AM	8:15 AM	0	165	5	18	157	0	0	0	0	3	0	36	384
8:15 AM	8:30 AM	0	160	4	23	144	0	0	0	0	5	0	49	385
8:30 AM	8:45 AM	0	151	9	19	165	0	0	0	0	3	0	27	374
8:45 AM	9:00 AM	0	164	10	21	146	0	0	0	0	3	0	36	380
Total for:	7:00 AM	8:00 AM	0	669	12	63	784	0	0	0	0	14	0	115	1657
Total for:	8:00 AM	9:00 AM	0	640	28	81	612	0	0	0	0	14	0	148	1523
Tota Peak Hour:	7:00 AM	8:00 AM	0	669	12	63	784	0	0	0	0	14	0	115	1657
Overall PHF:	0.97														

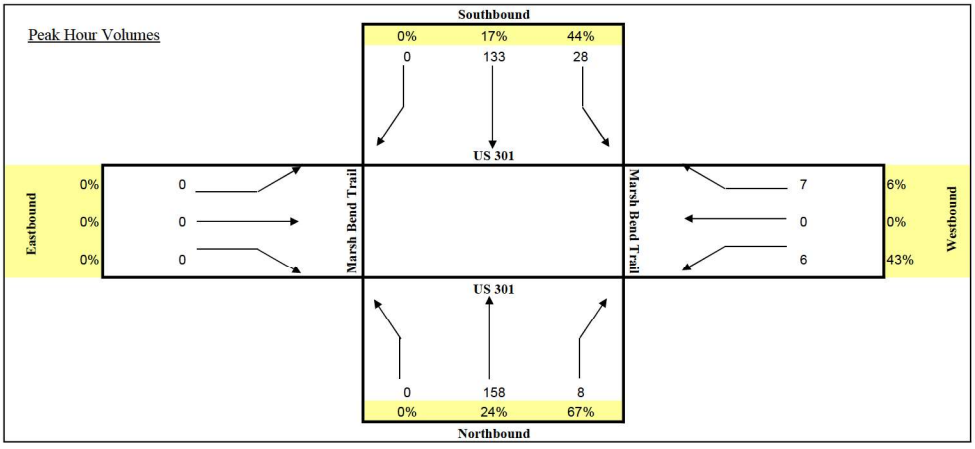


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 301
Intersection (E/W): Marsh Bend Trail
Date: 7/13/2023

		US 301 NB			US 301 SB			Marsh Bend Trail EB			Marsh Bend Trail WB			
Start	End	R	T	L	R	T	L	R	T	L	R	T	L	TOTAL
7:00 AM	7:15 AM	0	26	4	3	36	0	0	0	0	0	0	0	69
7:15 AM	7:30 AM	0	38	2	6	38	0	0	0	0	1	0	0	85
7:30 AM	7:45 AM	0	46	2	7	33	0	0	0	0	1	0	1	90
7:45 AM	8:00 AM	0	33	0	11	33	0	0	0	0	2	0	4	83
8:00 AM	8:15 AM	0	41	4	4	29	0	0	0	0	2	0	2	82
8:15 AM	8:30 AM	0	34	0	6	36	0	0	0	0	0	0	4	80
8:30 AM	8:45 AM	0	35	5	8	42	0	0	0	0	1	0	3	94
8:45 AM	9:00 AM	0	38	5	5	23	0	0	0	0	0	0	1	72
Total for:	7:00 AM	8:00 AM	0	143	8	27	140	0	0	0	0	4	0	5	327
Total for:	8:00 AM	9:00 AM	0	148	14	23	130	0	0	0	0	3	0	10	328
Tota Peak Hour:	7:15 AM	8:15 AM	0	158	8	28	133	0	0	0	0	6	0	7	340
Overall PHF:	0.94														

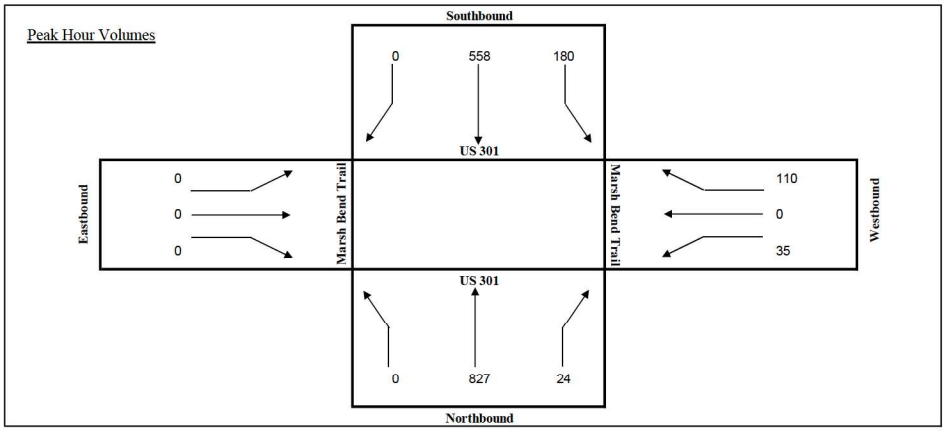


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 301
Intersection (E/W): Marsh Bend Trail
Date: 7/13/2023

		US 301 NB			US 301 SB			Marsh Bend Trail EB			Marsh Bend Trail WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	0	193	9	40	139	0	0	0	0	6	0	35	422
4:15 PM	4:30 PM	0	186	6	42	134	0	0	0	0	4	0	29	401
4:30 PM	4:45 PM	0	180	5	43	155	0	0	0	0	5	0	26	414
4:45 PM	5:00 PM	0	166	7	50	153	0	0	0	0	11	0	33	420
5:00 PM	5:15 PM	0	250	6	52	144	0	0	0	0	5	0	26	483
5:15 PM	5:30 PM	0	193	6	48	134	0	0	0	0	9	0	26	416
5:30 PM	5:45 PM	0	218	5	30	127	0	0	0	0	10	0	25	415
5:45 PM	6:00 PM	0	160	5	32	112	0	0	0	0	8	0	32	349
Total for:	4:00 PM	5:00 PM	0	725	27	175	581	0	0	0	0	26	0	123	1657
Total for:	5:00 PM	6:00 PM	0	821	22	162	517	0	0	0	0	32	0	109	1663
Tota Peak Hour:	4:45 PM	5:45 PM	0	827	24	180	558	0	0	0	0	35	0	110	1734
Overall PHF:	0.90														

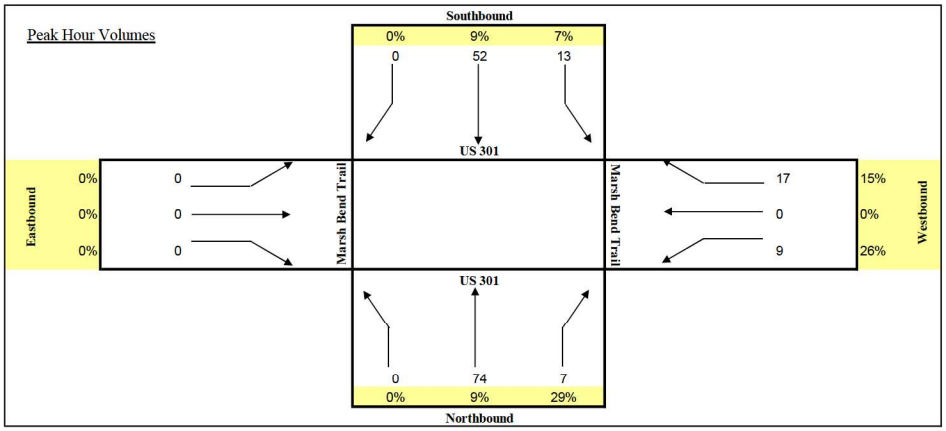


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 301
Intersection (E/W): Marsh Bend Trail
Date: 7/13/2023

		US 301 NB			US 301 SB			Marsh Bend Trail EB			Marsh Bend Trail WB			
Start	End	R	T	L	R	T	L	R	T	L	R	T	L	TOTAL
4:00 PM	4:15 PM	0	22	4	2	15	0	0	0	0	1	0	3	47
4:15 PM	4:30 PM	0	17	0	4	12	0	0	0	0	2	0	5	40
4:30 PM	4:45 PM	0	21	2	4	17	0	0	0	0	2	0	5	51
4:45 PM	5:00 PM	0	14	1	3	8	0	0	0	0	4	0	4	34
5:00 PM	5:15 PM	0	31	1	2	9	0	0	0	0	2	0	2	47
5:15 PM	5:30 PM	0	21	0	1	10	0	0	0	0	2	0	2	36
5:30 PM	5:45 PM	0	19	0	0	8	0	0	0	0	4	0	1	32
5:45 PM	6:00 PM	0	8	0	2	5	0	0	0	0	2	0	4	21
Total for:	4:00 PM	5:00 PM	0	74	7	13	52	0	0	0	0	9	0	17	172
Total for:	5:00 PM	6:00 PM	0	79	1	5	32	0	0	0	0	10	0	9	136
Tota Peak Hour:	4:00 PM	5:00 PM	0	74	7	13	52	0	0	0	0	9	0	17	172
Overall PHF:	0.84														

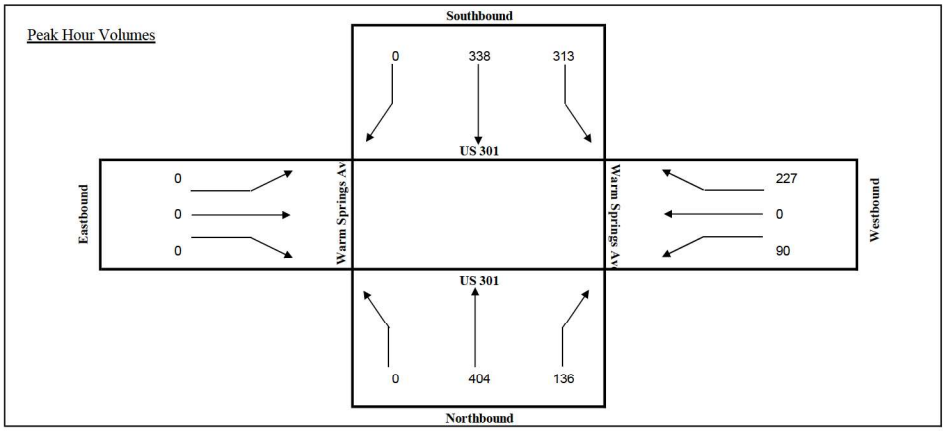


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 301
Intersection (E/W): Warm Springs Ave
Date: 7/13/2023

		US 301 NB			US 301 SB			Warm Springs Ave EB			Warm Springs Ave WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	75	24	77	80	0	0	0	0	20	0	45	321
7:15 AM	7:30 AM	0	101	26	101	98	0	0	0	0	26	0	44	396
7:30 AM	7:45 AM	0	106	35	95	79	0	0	0	0	27	0	66	408
7:45 AM	8:00 AM	0	96	41	67	85	0	0	0	0	11	0	52	352
8:00 AM	8:15 AM	0	101	34	50	76	0	0	0	0	26	0	65	352
8:15 AM	8:30 AM	0	68	27	43	62	0	0	0	0	29	0	59	288
8:30 AM	8:45 AM	0	69	25	56	78	0	0	0	0	25	0	48	301
8:45 AM	9:00 AM	0	82	14	44	58	0	0	0	0	25	0	63	286
Total for:	7:00 AM	8:00 AM	0	378	126	340	342	0	0	0	0	84	0	207	1477
Total for:	8:00 AM	9:00 AM	0	320	100	193	274	0	0	0	0	105	0	235	1227
Tota Peak Hour:	7:15 AM	8:15 AM	0	404	136	313	338	0	0	0	0	90	0	227	1508
Overall PHF:	0.92														

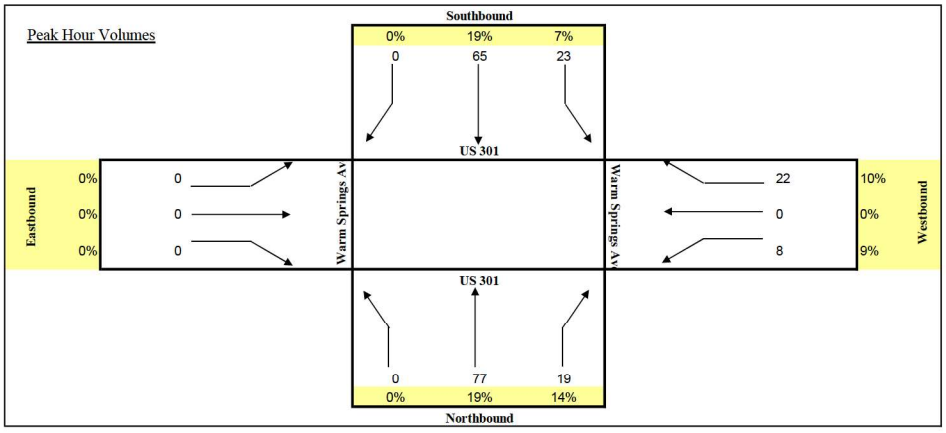


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 301
Intersection (E/W): Warm Springs Ave
Date: 7/13/2023

		US 301 NB			US 301 SB			Warm Springs Ave EB			Warm Springs Ave WB			
Start	End	R	T	L	R	T	L	R	T	L	R	T	L	TOTAL
7:00 AM	7:15 AM	0	10	2	9	14	0	0	0	0	2	0	4	41
7:15 AM	7:30 AM	0	15	6	10	16	0	0	0	0	3	0	7	57
7:30 AM	7:45 AM	0	22	4	7	17	0	0	0	0	2	0	7	59
7:45 AM	8:00 AM	0	16	5	6	18	0	0	0	0	1	0	5	51
8:00 AM	8:15 AM	0	24	4	0	14	0	0	0	0	2	0	3	47
8:15 AM	8:30 AM	0	17	7	5	14	0	0	0	0	3	0	9	55
8:30 AM	8:45 AM	0	23	6	6	16	0	0	0	0	6	0	2	59
8:45 AM	9:00 AM	0	25	0	1	14	0	0	0	0	2	0	2	44
Total for:	7:00 AM	8:00 AM	0	63	17	32	65	0	0	0	0	8	0	23	208
Total for:	8:00 AM	9:00 AM	0	89	17	12	58	0	0	0	0	13	0	16	205
Tota Peak Hour:	7:15 AM	8:15 AM	0	77	19	23	65	0	0	0	0	8	0	22	214
Overall PHF:	0.91														

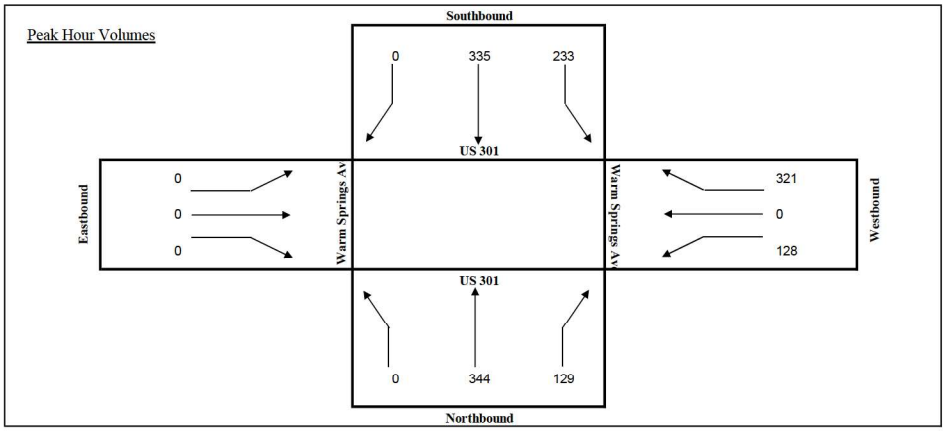


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 301
Intersection (E/W): Warm Springs Ave
Date: 7/13/2023

		US 301 NB			US 301 SB			Warm Springs Ave EB			Warm Springs Ave WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	0	99	32	51	75	0	0	0	0	33	0	70	360
4:15 PM	4:30 PM	0	90	22	48	88	0	0	0	0	27	0	94	369
4:30 PM	4:45 PM	0	81	32	59	76	0	0	0	0	34	0	73	355
4:45 PM	5:00 PM	0	65	34	50	80	0	0	0	0	39	0	83	351
5:00 PM	5:15 PM	0	108	41	76	91	0	0	0	0	28	0	71	415
5:15 PM	5:30 PM	0	88	28	38	87	0	0	0	0	39	0	79	359
5:30 PM	5:45 PM	0	98	26	51	72	0	0	0	0	23	0	89	359
5:45 PM	6:00 PM	0	81	27	49	71	0	0	0	0	19	0	75	322
Total for:	4:00 PM	5:00 PM	0	335	120	208	319	0	0	0	0	133	0	320	1435
Total for:	5:00 PM	6:00 PM	0	375	122	214	321	0	0	0	0	109	0	314	1455
Tota Peak Hour:	4:15 PM	5:15 PM	0	344	129	233	335	0	0	0	0	128	0	321	1490
Overall PHF:	0.90														

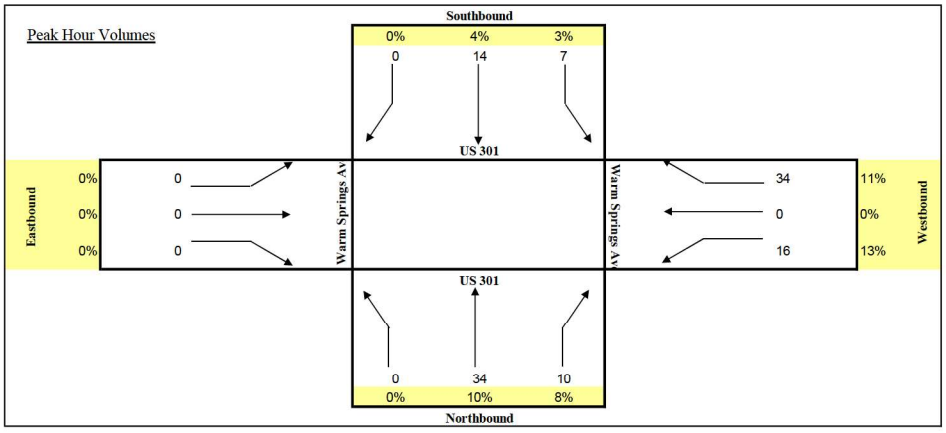


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 301
Intersection (E/W): Warm Springs Ave
Date: 7/13/2023

		US 301 NB			US 301 SB			Warm Springs Ave EB			Warm Springs Ave WB			
Start	End	R	T	L	R	T	L	R	T	L	R	T	L	TOTAL
4:00 PM	4:15 PM	0	9	1	0	10	0	0	0	0	3	0	3	26
4:15 PM	4:30 PM	0	10	2	1	5	0	0	0	0	0	0	6	24
4:30 PM	4:45 PM	0	9	3	2	5	0	0	0	0	3	0	5	27
4:45 PM	5:00 PM	0	9	2	1	2	0	0	0	0	6	0	8	28
5:00 PM	5:15 PM	0	7	4	3	4	0	0	0	0	3	0	11	32
5:15 PM	5:30 PM	0	9	1	1	3	0	0	0	0	4	0	10	28
5:30 PM	5:45 PM	0	5	0	3	2	0	0	0	0	1	0	6	17
5:45 PM	6:00 PM	0	3	2	1	4	0	0	0	0	2	0	3	15
Total for:	4:00 PM	5:00 PM	0	37	8	4	22	0	0	0	0	12	0	22	105
Total for:	5:00 PM	6:00 PM	0	24	7	8	13	0	0	0	0	10	0	30	92
Tota Peak Hour:	4:30 PM	5:30 PM	0	34	10	7	14	0	0	0	0	16	0	34	115
Overall PHF:	0.90														

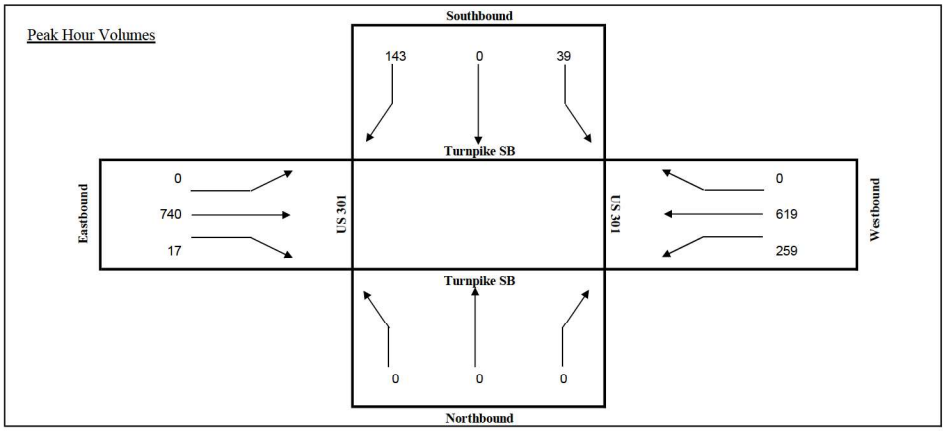


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Turnpike SB
Intersection (E/W): US 301
Date: 5/29/2024

		Turnpike SB NB			Turnpike SB SB			US 301 EB			US 301 WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	0	0	7	0	29	0	174	6	58	161	0	435
7:15 AM	7:30 AM	0	0	0	9	0	42	0	183	4	64	159	0	461
7:30 AM	7:45 AM	0	0	0	9	0	38	0	180	7	67	151	0	452
7:45 AM	8:00 AM	0	0	0	14	0	34	0	203	0	70	148	0	469
8:00 AM	8:15 AM	0	0	0	5	0	28	0	205	6	54	126	0	424
8:15 AM	8:30 AM	0	0	0	5	0	12	0	163	3	62	137	0	382
8:30 AM	8:45 AM	0	0	0	12	0	20	0	168	4	76	129	0	409
8:45 AM	9:00 AM	0	0	0	8	0	18	0	203	4	52	143	0	428
Total for:	7:00 AM	8:00 AM	0	0	0	39	0	143	0	740	17	259	619	0	1817
Total for:	8:00 AM	9:00 AM	0	0	0	30	0	78	0	739	17	244	535	0	1643
Tota Peak Hour:	7:00 AM	8:00 AM	0	0	0	39	0	143	0	740	17	259	619	0	1817
Overall PHF:	0.97														

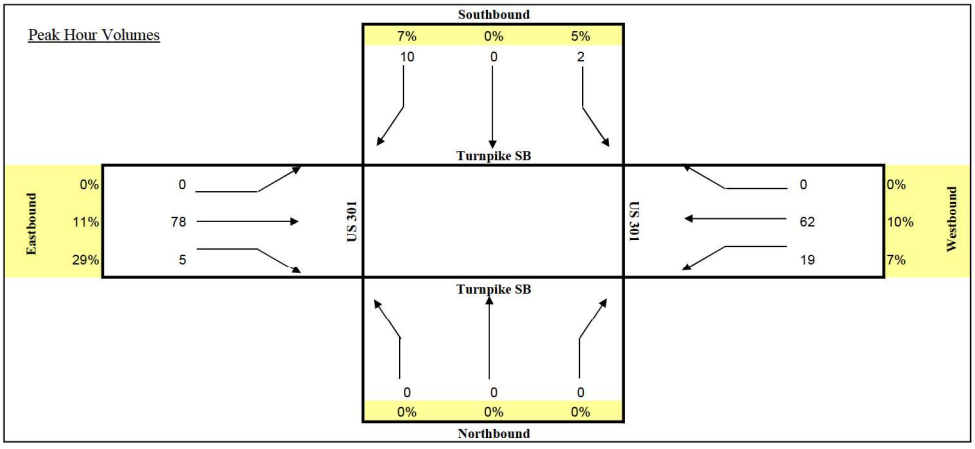


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Turnpike SB
Intersection (E/W): US 301
Date: 5/29/2024

		Turnpike SB NB			Turnpike SB SB			US 301 EB			US 301 WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	0	0	0	0	6	0	11	3	11	18	0	49
7:15 AM	7:30 AM	0	0	0	3	0	2	0	17	2	5	12	0	41
7:30 AM	7:45 AM	0	0	0	1	0	1	0	13	5	9	7	0	36
7:45 AM	8:00 AM	0	0	0	0	0	4	0	20	0	3	14	0	41
8:00 AM	8:15 AM	0	0	0	0	0	0	0	20	1	4	15	0	40
8:15 AM	8:30 AM	0	0	0	2	0	3	0	26	1	6	12	0	50
8:30 AM	8:45 AM	0	0	0	0	0	4	0	18	2	3	13	0	40
8:45 AM	9:00 AM	0	0	0	0	0	3	0	14	1	6	22	0	46
Total for:	7:00 AM	8:00 AM	0	0	0	4	0	13	0	61	10	28	51	0	167
Total for:	8:00 AM	9:00 AM	0	0	0	2	0	10	0	78	5	19	62	0	176
Tota Peak Hour:	8:00 AM	9:00 AM	0	0	0	2	0	10	0	78	5	19	62	0	176
Overall PHF:	0.88														

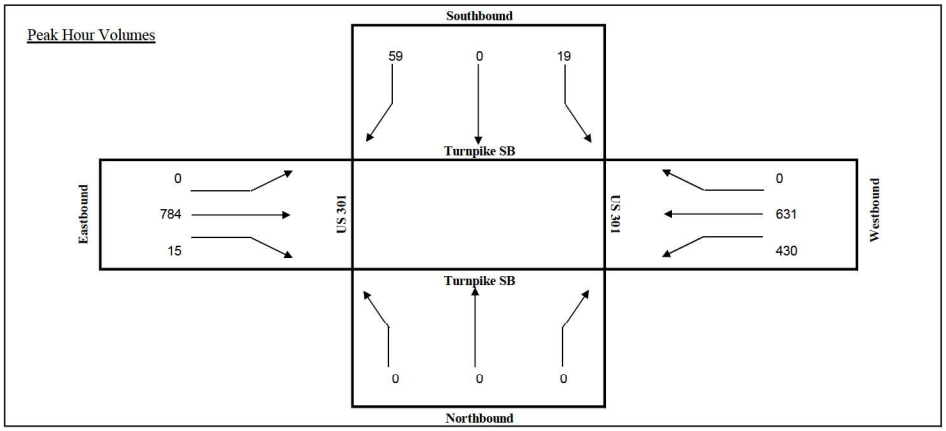


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Turnpike SB
Intersection (E/W): US 301
Date: 5/29/2024

		Turnpike SB NB			Turnpike SB SB			US 301 EB			US 301 WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	0	0	0	4	0	19	0	192	5	87	146	0	453
4:15 PM	4:30 PM	0	0	0	10	0	11	0	203	3	78	151	0	456
4:30 PM	4:45 PM	0	0	0	7	0	13	0	179	5	80	137	0	421
4:45 PM	5:00 PM	0	0	0	6	0	13	0	174	5	114	167	0	479
5:00 PM	5:15 PM	0	0	0	3	0	15	0	215	4	101	152	0	490
5:15 PM	5:30 PM	0	0	0	7	0	19	0	201	3	129	160	0	519
5:30 PM	5:45 PM	0	0	0	3	0	12	0	194	3	86	152	0	450
5:45 PM	6:00 PM	0	0	0	6	0	12	0	215	3	94	109	0	439
Total for:	4:00 PM	5:00 PM	0	0	0	27	0	56	0	748	18	359	601	0	1809
Total for:	5:00 PM	6:00 PM	0	0	0	19	0	58	0	825	13	410	573	0	1898
Tota Peak Hour:	4:45 PM	5:45 PM	0	0	0	19	0	59	0	784	15	430	631	0	1938
Overall PHF:	0.93														

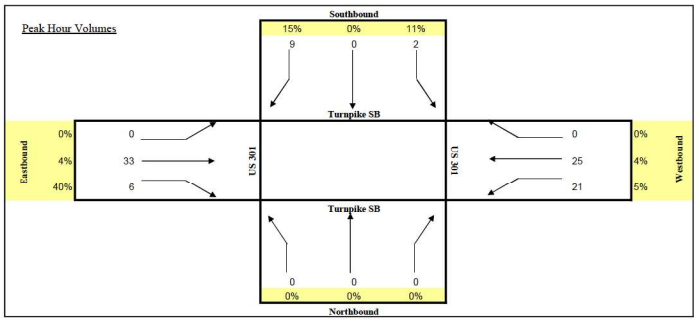


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Turnpike SB
Intersection (E/W): US 301
Date: 2/29/2024

		Turnpike SB NB			Turnpike SB SB			US 301 EB			US 301 WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	0	0	0	1	0	3	0	5	3	1	11	0	24
4:15 PM	4:30 PM	0	0	0	0	0	4	0	9	0	7	1	0	21
4:30 PM	4:45 PM	0	0	0	1	0	1	0	10	2	8	9	0	31
4:45 PM	5:00 PM	0	0	0	0	0	1	0	9	1	5	4	0	20
5:00 PM	5:15 PM	0	0	0	0	0	1	0	7	0	7	2	0	17
5:15 PM	5:30 PM	0	0	0	0	0	0	0	6	1	8	2	0	17
5:30 PM	5:45 PM	0	0	0	0	0	0	0	5	0	4	3	0	12
5:45 PM	6:00 PM	0	0	0	1	0	0	0	7	1	6	3	0	18
Total for:	4:00 PM	5:00 PM	0	0	0	2	0	9	0	33	6	21	25	0	96
Total for:	5:00 PM	6:00 PM	0	0	0	1	0	1	0	25	2	25	10	0	64
Tota Peak Hour:	4:00 PM	5:00 PM	0	0	0	2	0	9	0	33	6	21	25	0	96
Overall PHF:	0.77														

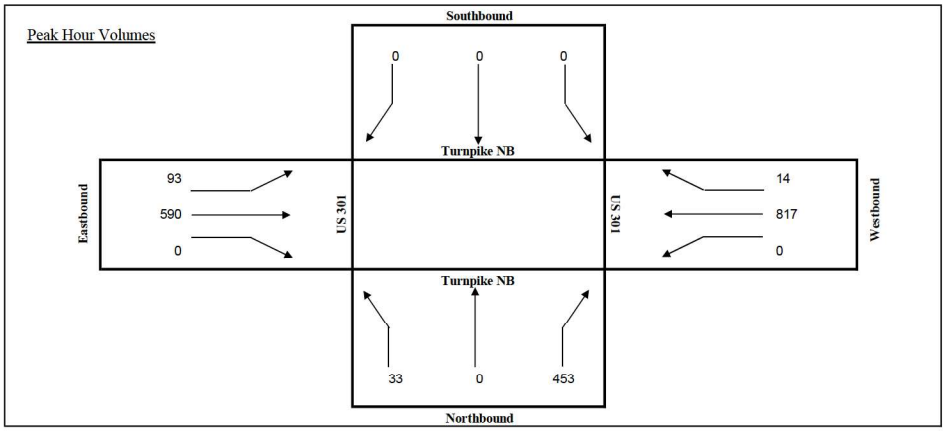


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Turnpike NB
Intersection (E/W): US 301
Date: 5/29/2024

		Turnpike NB			Turnpike NB			US 301			US 301			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	8	0	75	0	0	0	12	136	0	0	216	4	451
7:15 AM	7:30 AM	6	0	57	0	0	0	18	159	0	0	230	5	475
7:30 AM	7:45 AM	5	0	88	0	0	0	20	141	0	0	202	4	460
7:45 AM	8:00 AM	10	1	84	0	0	0	20	150	0	0	222	4	491
8:00 AM	8:15 AM	7	0	128	0	0	0	20	160	0	0	192	5	512
8:15 AM	8:30 AM	3	0	129	0	0	0	32	119	0	0	195	3	481
8:30 AM	8:45 AM	12	0	109	0	0	0	22	149	0	0	209	2	503
8:45 AM	9:00 AM	11	0	87	0	0	0	19	162	0	0	221	4	504
Total for:	7:00 AM	8:00 AM	29	1	304	0	0	0	70	586	0	0	870	17	1877
Total for:	8:00 AM	9:00 AM	33	0	453	0	0	0	93	590	0	0	817	14	2000
Tota Peak Hour:	8:00 AM	9:00 AM	33	0	453	0	0	0	93	590	0	0	817	14	2000
Overall PHF:	0.98														

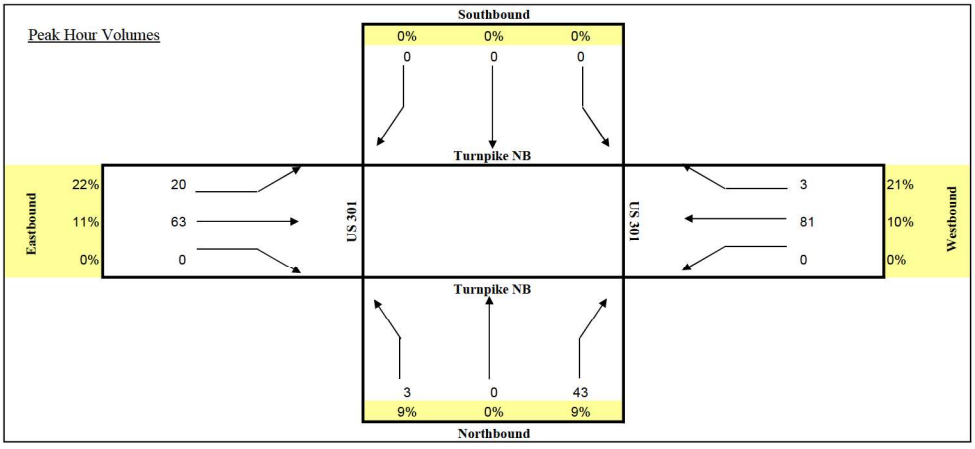


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Turnpike NB
Intersection (E/W): US 301
Date: 5/29/2024

		Turnpike NB			Turnpike NB			US 301			US 301			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	3	0	5	0	0	0	0	11	0	0	25	0	44
7:15 AM	7:30 AM	3	0	4	0	0	0	6	14	0	0	16	0	43
7:30 AM	7:45 AM	2	0	3	0	0	0	7	8	0	0	14	1	35
7:45 AM	8:00 AM	3	1	8	0	0	0	6	12	0	0	14	0	44
8:00 AM	8:15 AM	1	0	13	0	0	0	4	21	0	0	18	1	58
8:15 AM	8:30 AM	1	0	18	0	0	0	6	17	0	0	21	2	65
8:30 AM	8:45 AM	0	0	7	0	0	0	3	15	0	0	14	0	39
8:45 AM	9:00 AM	1	0	5	0	0	0	7	10	0	0	28	0	51
Total for:	7:00 AM	8:00 AM	11	1	20	0	0	0	19	45	0	0	69	1	166
Total for:	8:00 AM	9:00 AM	3	0	43	0	0	0	20	63	0	0	81	3	213
Tota Peak Hour:	8:00 AM	9:00 AM	3	0	43	0	0	0	20	63	0	0	81	3	213
Overall PHF:	0.82														

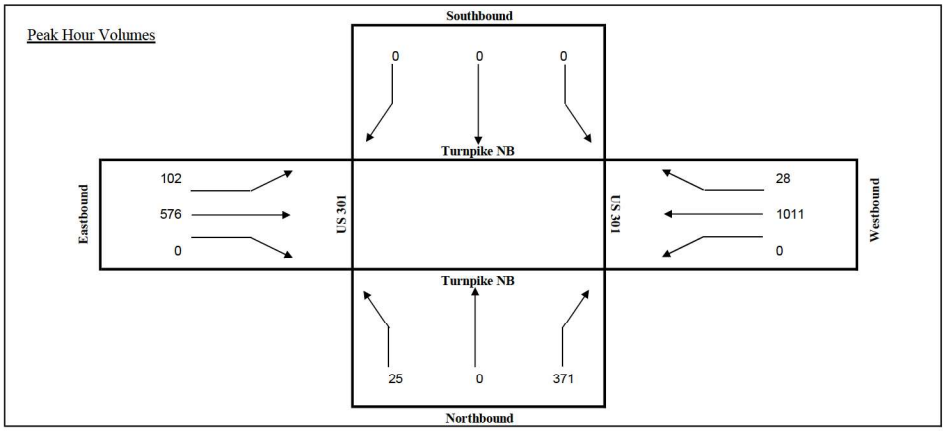


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Turnpike NB
Intersection (E/W): US 301
Date: 5/29/2024

		Turnpike NB			Turnpike NB			US 301			US 301			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	6	0	83	0	0	0	26	133	0	0	252	11	511
4:15 PM	4:30 PM	10	0	82	0	0	0	15	161	0	0	258	13	539
4:30 PM	4:45 PM	2	0	49	0	0	0	22	148	0	0	232	9	462
4:45 PM	5:00 PM	6	0	98	0	0	0	21	136	0	0	261	7	529
5:00 PM	5:15 PM	6	0	80	0	0	0	21	167	0	0	253	7	534
5:15 PM	5:30 PM	7	0	84	0	0	0	30	132	0	0	270	10	533
5:30 PM	5:45 PM	6	0	109	0	0	0	30	141	0	0	227	4	517
5:45 PM	6:00 PM	4	0	74	0	0	0	24	184	0	0	195	9	490
Total for:	4:00 PM	5:00 PM	24	0	312	0	0	0	84	578	0	0	1003	40	2041
Total for:	5:00 PM	6:00 PM	23	0	347	0	0	0	105	624	0	0	945	30	2074
Tota Peak Hour:	4:45 PM	5:45 PM	25	0	371	0	0	0	102	576	0	0	1011	28	2113
Overall PHF:	0.99														

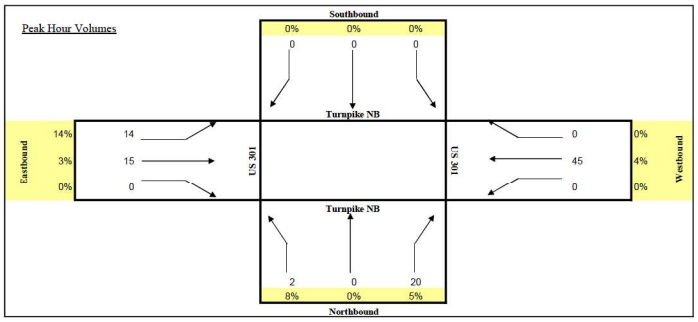


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Turnpike NB
Intersection (E/W): US 301
Date: 2/29/2024

		Turnpike NB			Turnpike NB			US 301			US 301			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	2	0	7	0	0	0	4	0	0	0	10	0	23
4:15 PM	4:30 PM	0	0	5	0	0	0	0	7	0	0	7	0	19
4:30 PM	4:45 PM	0	0	3	0	0	0	4	6	0	0	17	0	30
4:45 PM	5:00 PM	0	0	5	0	0	0	6	2	0	0	11	0	24
5:00 PM	5:15 PM	0	0	3	0	0	0	0	8	0	0	7	0	18
5:15 PM	5:30 PM	0	0	4	0	0	0	0	4	0	0	12	1	21
5:30 PM	5:45 PM	0	0	2	0	0	0	3	1	0	0	7	0	13
5:45 PM	6:00 PM	0	0	3	0	0	0	2	5	0	0	9	0	19
Total for:	4:00 PM	5:00 PM	2	0	20	0	0	0	14	15	0	0	45	0	96
Total for:	5:00 PM	6:00 PM	0	0	12	0	0	0	5	18	0	0	35	1	71
Tota Peak Hour:	4:00 PM	5:00 PM	2	0	20	0	0	0	14	15	0	0	45	0	96
Overall PHF:	0.80														



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

Appendix I
Projected Intersection Volumes

Project No. 24009.02.01
Intersection Volumes

Analysis Period	Factors SF	AGR	Years	Tgen Enter	Exit	Legend
AM Peak	0.99	5.41%	4	39	15	Backg'd + {Vested} + (Project) = Total

Intersection: US 301 & Marsh Bend Trail — 1

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	ProjIn	ProjOut	Project	BldOut	Volumes
	L	0	0	0.99	**0**	1.22	0		**0**	0%	0%	**0**	**0**	
NB	T	1	669	0.99	**662**	1.22	805	145	**950**	0%	85%	**13**	**963**	805 + {145} + (13) = 963
	R	1	12	0.99	**12**	1.22	15		**15**	0%	0%	**0**	**15**	15
	L	1	63	0.99	**62**	1.22	75		**75**	0%	0%	**0**	**75**	75
SB	T	1	784	0.99	**776**	1.22	944	65	**1009**	85%	0%	**33**	**1042**	944 + {65} + (33) = 1042
	R	0	0	0.99	**0**	1.22	0		**0**	0%	0%	**0**	**0**	
	L	0	0	0.99	**0**	1.22	0		**0**	0%	0%	**0**	**0**	
EB	T	0	0	0.99	**0**	1.22	0		**0**	0%	0%	**0**	**0**	
	R	0	0	0.99	**0**	1.22	0		**0**	0%	0%	**0**	**0**	
	L	1	14	0.99	**14**	1.22	17		**17**	0%	0%	**0**	**17**	17
WB	T	0	0	0.99	**0**	1.22	0		**0**	0%	0%	**0**	**0**	
	R	1	115	0.99	**114**	1.22	139		**139**	0%	0%	**0**	**139**	139

Intersection: US 301 & Project Access Dvwy (North Approach) — 2

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
NB	T	1	681	0.99	674	1.22	820	145	**965**	0%	85%	**13**	**978**	820 + {145} + (13) = 978
	R	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
	L	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
SB	T	1	798	0.99	790	1.22	961	65	**1026**	40%	0%	**16**	**1042**	961 + {65} + (16) = 1042
	R	0		0.99	0	1.22	0		**0**	45%	0%	**17**	**17**	(17)
	L	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
EB	T	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
	R	1		0.99	0	1.22	0		**0**	0%	5%	**1**	**1**	(1)
	L	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
WB	T	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
	R	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	

Intersection: US 301 & Project Access Dvwy (South Approach) — 3

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0		0.99	0	1.22	0		**0**	15%	0%	**6**	**6**	(6)
NB	T	1	681	0.99	674	1.22	820	145	**965**	0%	0%	**0**	**965**	820 + {145} = 965
	R	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
	L	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
SB	T	1	798	0.99	790	1.22	961	65	**1026**	0%	5%	**1**	**1027**	961 + {65} + (1) = 1027
	R	0		0.99	0	1.22	0		**0**	40%	0%	**16**	**16**	(16)
	L	1		0.99	0	1.22	0		**0**	0%	85%	**13**	**13**	(13)
EB	T	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
	R	0		0.99	0	1.22	0		**0**	0%	10%	**1**	**1**	(1)
	L	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
WB	T	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
	R	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	

Intersection: US 301 & Warm Springs Avenue — 4

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
NB	T	1	404	0.99	400	1.22	487	145	**632**	10%	0%	**4**	**636**	632 + {145} + (4) = 636
	R	1	136	0.99	135	1.22	164		**164**	0%	0%	**0**	**164**	164
	L	1	313	0.99	310	1.22	377		**377**	0%	5%	**1**	**378**	377 + (1) = 378
SB	T	1	338	0.99	335	1.22	407	65	**472**	0%	10%	**1**	**473**	472 + {65} + (1) = 473
	R	0	0	0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
	L	0	0	0.99	0	1.62	0		**0**	0%	0%	**0**	**0**	
EB	T	0	0	0.99	0	1.62	0		**0**	0%	0%	**0**	**0**	
	R	0	0	0.99	0	1.62	0		**0**	0%	0%	**0**	**0**	
	L	1	90	0.99	89	1.62	144		**144**	0%	0%	**0**	**144**	144
WB	T	0	0	0.99	0	1.62	0		**0**	0%	0%	**0**	**0**	
	R	1	227	0.99	225	1.62	364		**364**	5%	0%	**2**	**366**	364 + (2) = 366

Intersection: US 301 & Turnpike SB — 5

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
NB	T	1	740	0.99	733	1.22	892	145	**1037**	0%	70%	**11**	**1048**	1037 + {145} + (11) = 1048
	R	0	17	0.99	17	1.22	21		**21**	0%	15%	**2**	**23**	21 + (2) = 23
	L	1	259	0.99	256	1.22	311		**311**	0%	0%	**0**	**311**	311
SB	T	1	619	0.99	613	1.22	746	65	**811**	35%	0%	**13**	**824**	811 + {65} + (13) = 824
	R	0	0	0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
	L	0	39	0.99	39	1.15	45		**45**	0%	0%	**0**	**45**	45
EB	T	0	0	0.99	0	1.15	0		**0**	0%	0%	**0**	**0**	
	R	1	143	0.99	142	1.15	163		**163**	50%	0%	**20**	**183**	163 + (20) = 183
	L	0	0	0.99	0	1.15	0		**0**	0%	0%	**0**	**0**	
WB	T	0	0	0.99	0	1.15	0		**0**	0%	0%	**0**	**0**	
	R	0	0	0.99	0	1.15	0		**0**	0%	0%	**0**	**0**	

Intersection: US 301 & Turnpike NB — 6

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	93	0.99	92	1.22	112		**112**	0%	50%	**8**	**120**	112 + (8) = 120
NB	T	1	590	0.99	584	1.22	710	145	**855**	0%	20%	**3**	**858**	855 + {145} + (3) = 858
	R	0	0	0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
	L	1	0	0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
SB	T	1	817	0.99	809	1.22	984	65	**1049**	20%	0%	**8**	**1057**	1049 + {65} + (8) = 1057
	R	1	14	0.99	14	1.22	17		**17**	0%	0%	**0**	**17**	17
	L	0	0	0.99	0	1.11	0		**0**	0%	0%	**0**	**0**	
EB	T	0	0	0.99	0	1.11	0		**0**	0%	0%	**0**	**0**	
	R	0	0	0.99	0	1.11	0		**0**	0%	0%	**0**	**0**	
	L	0	33	0.99	33	1.11	36		**36**	15%	0%	**5**	**41**	36 + (5) = 41
WB	T	0	0	0.99	0	1.11	0		**0**	0%	0%	**0**	**0**	
	R	1	453	0.99	448	1.11	495		**495**	0%	0%	**0**	**495**	495

Project No. 24009.02.01
Intersection Volumes

Analysis Period	Factors SF	AGR	Years	Tgen Enter	Exit	Legend
PM Peak	0.99	5.41%	4	17	34	Backg'd + {Vested} + (Project) = Total

Intersection: US 301 & Marsh Bend Trail 1

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
NB	T	1	827	0.99	819	1.22	996	103	**1099**	**0**	0%	85%	**29**	**1128**	996 + {103} + (29) = 1128
	R	1	24	0.99	24	1.22	28		**28**	**0**	0%	0%	**0**	**28**	28
	L	1	180	0.99	178	1.22	217		**217**	**0**	0%	0%	**0**	**217**	217
SB	T	1	558	0.99	552	1.22	671	75	**746**	**0**	85%	0%	**13**	**759**	671 + {75} + (13) = 759
	R	0	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	L	0	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
EB	T	0	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	R	0	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	L	1	35	0.99	35	1.22	43		**43**	**0**	0%	0%	**0**	**43**	43
WB	T	0	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	R	1	110	0.99	109	1.22	133		**133**	**0**	0%	0%	**0**	**133**	133

Intersection: US 301 & Project Access Dvwy (North Approach) 2

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
NB	T	1	851	0.99	842	1.22	1024	103	**1127**	**0**	0%	85%	**29**	**1156**	1024 + {103} + (29) = 1156
	R	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	L	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
SB	T	1	593	0.99	587	1.22	714	75	**789**	**0**	40%	0%	**7**	**796**	714 + {75} + (7) = 796
	R	0		0.99	0	1.22	0		**0**	**0**	45%	0%	**6**	**6**	(6)
	L	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
EB	T	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	R	1		0.99	0	1.22	0		**0**	**0**	0%	5%	**2**	**2**	(2)
	L	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
WB	T	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	R	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	

Intersection: US 301 & Project Access Dvwy (South Approach) 3

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	0		0.99	0	1.22	0		**0**	**0**	15%	0%	**4**	**4**	(4)
NB	T	1	851	0.99	842	1.22	1024	103	**1127**	**0**	0%	0%	**0**	**1127**	1024 + {103} = 1127
	R	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	L	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
SB	T	1	593	0.99	587	1.22	714	75	**789**	**0**	0%	5%	**2**	**791**	714 + {75} + (2) = 791
	R	0		0.99	0	1.22	0		**0**	**0**	40%	0%	**7**	**7**	(7)
	L	1		0.99	0	1.22	0		**0**	**0**	0%	85%	**29**	**29**	(29)
EB	T	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	R	0		0.99	0	1.22	0		**0**	**0**	0%	10%	**3**	**3**	(3)
	L	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
WB	T	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	R	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	

Intersection: US 301 & Warm Springs Avenue 4

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
NB	T	1	344	0.99	341	1.22	415	103	**518**	**0**	10%	0%	**2**	**520**	518 + {103} + (2) = 520
	R	1	129	0.99	128	1.22	156		**156**	**0**	0%	0%	**0**	**156**	156
	L	1	233	0.99	231	1.22	281		**281**	**0**	0%	5%	**2**	**283**	281 + (2) = 283
SB	T	1	335	0.99	332	1.22	404	75	**479**	**0**	0%	10%	**3**	**482**	479 + {75} + (3) = 482
	R	0	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	L	0	0	0.99	0	1.62	0		**0**	**0**	0%	0%	**0**	**0**	
EB	T	0	0	0.99	0	1.62	0		**0**	**0**	0%	0%	**0**	**0**	
	R	0	0	0.99	0	1.62	0		**0**	**0**	0%	0%	**0**	**0**	
	L	1	128	0.99	127	1.62	205		**205**	**0**	0%	0%	**0**	**205**	205
WB	T	0	0	0.99	0	1.62	0		**0**	**0**	0%	0%	**0**	**0**	
	R	1	321	0.99	318	1.62	514		**514**	**0**	5%	0%	**2**	**516**	514 + (2) = 516

Intersection: US 301 & Turnpike SB 5

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
NB	T	1	784	0.99	776	1.22	944	103	**1047**	**0**	0%	70%	**24**	**1071**	1047 + {103} + (24) = 1071
	R	0	15	0.99	15	1.22	18		**18**	**0**	0%	15%	**5**	**23**	18 + (5) = 23
	L	1	430	0.99	426	1.22	518		**518**	**0**	0%	0%	**0**	**518**	518
SB	T	1	631	0.99	625	1.22	760	75	**835**	**0**	35%	0%	**6**	**841**	835 + {75} + (6) = 841
	R	0	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	L	0	19	0.99	19	1.15	22		**22**	**0**	0%	0%	**0**	**22**	22
EB	T	0	0	0.99	0	1.15	0		**0**	**0**	0%	0%	**0**	**0**	
	R	1	59	0.99	58	1.15	67		**67**	**0**	50%	0%	**7**	**74**	67 + (7) = 74
	L	0	0	0.99	0	1.15	0		**0**	**0**	0%	0%	**0**	**0**	
WB	T	0	0	0.99	0	1.15	0		**0**	**0**	0%	0%	**0**	**0**	
	R	0	0	0.99	0	1.15	0		**0**	**0**	0%	0%	**0**	**0**	

Intersection: US 301 & Turnpike NB 6

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	102	0.99	101	1.22	123		**123**	**0**	0%	50%	**17**	**140**	123 + (17) = 140
NB	T	1	576	0.99	570	1.22	693	103	**796**	**0**	0%	20%	**7**	**803**	796 + {103} + (7) = 803
	R	0	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	L	1	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
SB	T	1	1011	0.99	1,001	1.22	1218	75	**1293**	**0**	20%	0%	**3**	**1296**	1293 + {75} + (3) = 1296
	R	1	28	0.99	28	1.22	34		**34**	**0**	0%	0%	**0**	**34**	34
	L	0	0	0.99	0	1.11	0		**0**	**0**	0%	0%	**0**	**0**	
EB	T	0	0	0.99	0	1.11	0		**0**	**0**	0%	0%	**0**	**0**	
	R	0	0	0.99	0	1.11	0		**0**	**0**	0%	0%	**0**	**0**	
	L	0	25	0.99	25	1.11	28		**28**	**0**	15%	0%	**3**	**31**	28 + (3) = 31
WB	T	0	0	0.99	0	1.11	0		**0**	**0**	0%	0%	**0**	**0**	
	R	1	371	0.99	367	1.11	406		**406**	**0**	0%	0%	**0**	**406**	406

Appendix J
HCM Worksheets



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	14	115	669	12	63	784
Future Volume (veh/h)	14	115	669	12	63	784
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1263	1811	1544	907	1248	1648
Adj Flow Rate, veh/h	14	112	690	6	65	808
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	43	6	24	67	44	17
Cap, veh/h	148	189	771	384	117	1150
Arrive On Green	0.12	0.12	0.50	0.50	0.10	0.70
Sat Flow, veh/h	1203	1535	1544	769	1188	1648
Grp Volume(v), veh/h	14	112	690	6	65	808
Grp Sat Flow(s),veh/h/ln	1203	1535	1544	769	1188	1648
Q Serve(g_s), s	0.8	5.2	30.5	0.3	3.9	21.9
Cycle Q Clear(g_c), s	0.8	5.2	30.5	0.3	3.9	21.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	148	189	771	384	117	1150
V/C Ratio(X)	0.09	0.59	0.89	0.02	0.55	0.70
Avail Cap(c_a), veh/h	543	693	1691	842	355	1805
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	29.3	31.2	17.1	9.5	32.4	6.8
Incr Delay (d2), s/veh	0.3	2.9	4.0	0.0	4.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	3.6	14.5	0.1	2.1	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	29.6	34.2	21.0	9.5	36.4	7.6
LnGrp LOS	C	C	C	A	D	A
Approach Vol, veh/h	126		696			873
Approach Delay, s/veh	33.7		20.9			9.7
Approach LOS	C		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	14.9	45.1				60.0	15.3
Change Period (Y+Rc), s	7.5	7.5				7.5	6.0
Max Green Setting (Gmax), s	22.5	82.5				82.5	34.0
Max Q Clear Time (g_c+I1), s	5.9	32.5				23.9	7.2
Green Ext Time (p_c), s	0.1	5.2				6.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	16.1
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	161	994	1117
Demand Flow Rate, veh/h	178	1239	1328
Vehicles Circulating, veh/h	1214	111	26
Vehicles Exiting, veh/h	136	1243	1366
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	12.3	9.5	8.6
Approach LOS	B	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.146	0.854	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1350	1420	1350	1420	1350	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	26	152	582	657	624	704
Cap Entry Lane, veh/h	442	506	1219	1292	1318	1389
Entry HV Adj Factor	0.692	0.941	0.803	0.802	0.841	0.841
Flow Entry, veh/h	18	143	467	527	525	592
Cap Entry, veh/h	306	476	978	1036	1109	1168
V/C Ratio	0.059	0.300	0.478	0.508	0.473	0.507
Control Delay, s/veh	12.8	12.3	9.4	9.6	8.5	8.7
LOS	B	B	A	A	A	A
95th %tile Queue, veh	0	1	3	3	3	3

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	161	1008	1151
Demand Flow Rate, veh/h	178	1256	1368
Vehicles Circulating, veh/h	1231	111	26
Vehicles Exiting, veh/h	136	1283	1383
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	12.6	9.6	8.9
Approach LOS	B	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.146	0.854	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1350	1420	1350	1420	1350	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	26	152	590	666	643	725
Cap Entry Lane, veh/h	435	499	1219	1292	1318	1389
Entry HV Adj Factor	0.692	0.941	0.803	0.802	0.842	0.842
Flow Entry, veh/h	18	143	474	534	541	610
Cap Entry, veh/h	301	469	978	1036	1109	1169
V/C Ratio	0.060	0.305	0.484	0.515	0.488	0.522
Control Delay, s/veh	13.0	12.5	9.5	9.7	8.7	9.0
LOS	B	B	A	A	A	A
95th %tile Queue, veh	0	1	3	3	3	3



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	35	110	827	24	180	558
Future Volume (veh/h)	35	110	827	24	180	558
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1515	1678	1767	1470	1796	1767
Adj Flow Rate, veh/h	39	114	919	20	200	620
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	26	15	9	29	7	9
Cap, veh/h	145	143	997	703	233	1363
Arrive On Green	0.10	0.10	0.56	0.56	0.14	0.77
Sat Flow, veh/h	1443	1422	1767	1246	1711	1767
Grp Volume(v), veh/h	39	114	919	20	200	620
Grp Sat Flow(s),veh/h/ln	1443	1422	1767	1246	1711	1767
Q Serve(g_s), s	2.6	8.3	49.8	0.7	12.0	13.0
Cycle Q Clear(g_c), s	2.6	8.3	49.8	0.7	12.0	13.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	145	143	997	703	233	1363
V/C Ratio(X)	0.27	0.80	0.92	0.03	0.86	0.45
Avail Cap(c_a), veh/h	466	459	1384	976	365	1384
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	43.8	46.3	20.9	10.2	44.5	4.2
Incr Delay (d2), s/veh	1.0	9.7	8.2	0.0	11.6	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	5.9	27.2	0.4	9.4	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	44.8	56.0	29.1	10.2	56.1	4.5
LnGrp LOS	D	E	C	B	E	A
Approach Vol, veh/h	153		939			820
Approach Delay, s/veh	53.2		28.7			17.1
Approach LOS	D		C			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	21.8	66.9				88.8	16.6
Change Period (Y+Rc), s	7.5	7.5				7.5	6.0
Max Green Setting (Gmax), s	22.5	82.5				82.5	34.0
Max Q Clear Time (g_c+I1), s	14.0	51.8				15.0	10.3
Green Ext Time (p_c), s	0.3	7.6				3.9	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	25.7
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	196	1252	1070
Demand Flow Rate, veh/h	230	1371	1162
Vehicles Circulating, veh/h	1331	258	60
Vehicles Exiting, veh/h	258	964	1331
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	15.1	11.7	7.5
Approach LOS	C	B	A

Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right
Designated Moves	L	LTR	R	LT	TR	R	LT	TR
Assumed Moves	L	LTR		LT	TR		LT	TR
RT Channelized			Yield			Yield		
Lane Util	0.533	0.467		0.470	0.530		0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.535	2.667	2.535	2.609	2.667	2.535
Critical Headway, s	4.645	4.328	4.327	4.645	4.328	4.976	4.645	4.328
A (Intercept)	1350	1420	1420	1350	1420	1380	1350	1420
B (Slope)	9.199e-4	8.501e-4	8.499e-4	9.199e-4	8.501e-4	1.02e-3	9.199e-4	8.501e-4
Entry Flow, veh/h	32	28	170	626	705	40	546	616
Cap Entry Lane, veh/h	397	458	458	1065	1140	1061	1277	1349
Entry HV Adj Factor	0.795	0.806	0.870	0.917	0.918	0.775	0.921	0.921
Flow Entry, veh/h	25	23	148	574	647	31	503	567
Cap Entry, veh/h	315	369	398	976	1047	822	1177	1243
V/C Ratio	0.081	0.061	0.371	0.588	0.618	0.038	0.427	0.456
Control Delay, s/veh	12.8	10.7	16.1	11.7	11.9	4.7	7.5	7.6
LOS	B	B	C	B	B	A	A	A
95th %tile Queue, veh	0	0	2	4	4	0	2	2

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	196	1284	1084
Demand Flow Rate, veh/h	230	1406	1177
Vehicles Circulating, veh/h	1366	258	60
Vehicles Exiting, veh/h	298	979	1536
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	16.3	12.8	7.6
Approach LOS	C	B	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.261	0.739	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1350	1420	1350	1420	1350	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	60	170	661	745	553	624
Cap Entry Lane, veh/h	384	445	1065	1140	1277	1349
Entry HV Adj Factor	0.800	0.871	0.913	0.914	0.921	0.921
Flow Entry, veh/h	48	148	604	681	510	575
Cap Entry, veh/h	307	387	972	1042	1177	1243
V/C Ratio	0.156	0.382	0.621	0.653	0.433	0.462
Control Delay, s/veh	14.6	16.9	12.7	13.0	7.5	7.7
LOS	B	C	B	B	A	A
95th %tile Queue, veh	1	2	4	5	2	3

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	978	1042	17
Future Vol, veh/h	0	1	0	978	1042	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	405
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	0	1063	1133	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1133	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	247	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	247	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	19.64	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	247	-	-
HCM Lane V/C Ratio	-	0.004	-	-
HCM Control Delay (s/veh)	-	19.6	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	0	1156	796	6
Future Vol, veh/h	0	2	0	1156	796	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	405
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	0	1257	865	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	865	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	353	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	353	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.26	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	353	-	-
HCM Lane V/C Ratio	-	0.006	-	-
HCM Control Delay (s/veh)	-	15.3	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	1	6	965	1027	16
Future Vol, veh/h	13	1	6	965	1027	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	405
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	1	7	1049	1116	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2178	1116	1134	0	-	0
Stage 1	1116	-	-	-	-	-
Stage 2	1062	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	51	252	616	-	-	-
Stage 1	313	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	50	252	616	-	-	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	305	-	-	-	-	-
Stage 2	332	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	27.97	0.07	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	11	-	172	-	-
HCM Lane V/C Ratio	0.011	-	0.089	-	-
HCM Control Delay (s/veh)	10.9	0	28	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	3	4	1127	791	7
Future Vol, veh/h	29	3	4	1127	791	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	405
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	3	4	1225	860	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2093	860	867	0	-	0
Stage 1	860	-	-	-	-	-
Stage 2	1234	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	57	356	776	-	-	-
Stage 1	415	-	-	-	-	-
Stage 2	275	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	356	776	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	407	-	-	-	-	-
Stage 2	275	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	29.2	0.03	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	6	-	183	-	-
HCM Lane V/C Ratio	0.006	-	0.19	-	-
HCM Control Delay (s/veh)	9.7	0	29.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Intersection	
Int Delay, s/veh	7.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	90	227	404	136	313	338
Future Vol, veh/h	90	227	404	136	313	338
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	500	350	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	10	19	14	7	19
Mvmt Flow	98	247	439	148	340	367

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1487	439	0	0	587	0
Stage 1	439	-	-	-	-	-
Stage 2	1048	-	-	-	-	-
Critical Hdwy	6.49	6.3	-	-	4.17	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.39	-	-	2.263	-
Pot Cap-1 Maneuver	132	601	-	-	964	-
Stage 1	635	-	-	-	-	-
Stage 2	327	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 85	601	-	-	964	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	635	-	-	-	-	-
Stage 2	212	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	25.16	0	5.17
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	172	601	964	-
HCM Lane V/C Ratio	-	-	0.569	0.41	0.353	-
HCM Control Delay (s/veh)	-	-	50.5	15.1	10.8	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	3	2	1.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	144	364	632	164	377	472
Future Volume (veh/h)	144	364	632	164	377	472
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1767	1752	1618	1693	1796	1618
Adj Flow Rate, veh/h	157	396	687	178	410	513
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	10	19	14	7	19
Cap, veh/h	496	438	855	399	503	1696
Arrive On Green	0.29	0.29	0.28	0.28	0.20	0.55
Sat Flow, veh/h	1682	1485	3156	1434	1711	3156
Grp Volume(v), veh/h	157	396	687	178	410	513
Grp Sat Flow(s),veh/h/ln	1682	1485	1537	1434	1711	1537
Q Serve(g_s), s	4.2	15.0	12.2	6.0	9.1	5.3
Cycle Q Clear(g_c), s	4.2	15.0	12.2	6.0	9.1	5.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	496	438	855	399	503	1696
V/C Ratio(X)	0.32	0.91	0.80	0.45	0.82	0.30
Avail Cap(c_a), veh/h	517	456	998	465	590	1996
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	16.1	19.9	19.6	17.4	11.9	7.1
Incr Delay (d2), s/veh	0.4	20.9	4.2	0.8	7.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	11.1	7.4	3.1	6.2	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.4	40.7	23.8	18.2	19.5	7.2
LnGrp LOS	B	D	C	B	B	A
Approach Vol, veh/h	553		865			923
Approach Delay, s/veh	33.8		22.7			12.6
Approach LOS	C		C			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	16.0	20.8				36.8	21.8
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	14.5	19.0				38.0	18.0
Max Q Clear Time (g_c+I1), s	11.1	14.2				7.3	17.0
Green Ext Time (p_c), s	0.5	2.1				3.4	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	21.4
HCM 7th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	144	366	636	164	378	473
Future Volume (veh/h)	144	366	636	164	378	473
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1767	1752	1618	1693	1796	1618
Adj Flow Rate, veh/h	157	398	691	178	411	514
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	10	19	14	7	19
Cap, veh/h	503	444	1013	472	493	1764
Arrive On Green	0.30	0.30	0.33	0.33	0.18	0.57
Sat Flow, veh/h	1682	1485	3156	1434	1711	3156
Grp Volume(v), veh/h	157	398	691	178	411	514
Grp Sat Flow(s),veh/h/ln	1682	1485	1537	1434	1711	1537
Q Serve(g_s), s	5.1	18.1	13.7	6.7	10.3	6.0
Cycle Q Clear(g_c), s	5.1	18.1	13.7	6.7	10.3	6.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	503	444	1013	472	493	1764
V/C Ratio(X)	0.31	0.90	0.68	0.38	0.83	0.29
Avail Cap(c_a), veh/h	608	536	1013	472	560	1764
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	19.1	23.7	20.5	18.1	13.5	7.7
Incr Delay (d2), s/veh	0.4	15.7	3.7	2.3	9.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	12.0	8.4	4.0	7.6	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.5	39.4	24.2	20.4	22.9	8.1
LnGrp LOS	B	D	C	C	C	A
Approach Vol, veh/h	555		869			925
Approach Delay, s/veh	33.7		23.4			14.7
Approach LOS	C		C			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	17.2	27.8				45.0	25.6
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	15.5	20.5				40.5	25.5
Max Q Clear Time (g_c+I1), s	12.3	15.7				8.0	20.1
Green Ext Time (p_c), s	0.4	2.1				3.4	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	22.4
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	8.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	128	321	344	129	233	335
Future Vol, veh/h	128	321	344	129	233	335
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	500	350	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	10	8	13	11	3	4
Mvmt Flow	142	357	382	143	259	372

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1272	382	0	0	526	0
Stage 1	382	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Critical Hdwy	6.5	6.28	-	-	4.13	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.372	-	-	2.227	-
Pot Cap-1 Maneuver	178	652	-	-	1036	-
Stage 1	673	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 134	652	-	-	1036	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	291	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	24.09	0	3.95
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	233	652	1036	-
HCM Lane V/C Ratio	-	-	0.61	0.547	0.25	-
HCM Control Delay (s/veh)	-	-	41.9	17	9.6	-
HCM Lane LOS	-	-	E	C	A	-
HCM 95th %tile Q(veh)	-	-	3.6	3.3	1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	205	514	518	156	281	479
Future Volume (veh/h)	205	514	518	156	281	479
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1752	1781	1707	1737	1856	1841
Adj Flow Rate, veh/h	228	571	576	173	312	532
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	10	8	13	11	3	4
Cap, veh/h	574	520	802	364	472	1708
Arrive On Green	0.34	0.34	0.25	0.25	0.16	0.49
Sat Flow, veh/h	1668	1510	3329	1472	1767	3589
Grp Volume(v), veh/h	228	571	576	173	312	532
Grp Sat Flow(s),veh/h/ln	1668	1510	1622	1472	1767	1749
Q Serve(g_s), s	5.6	18.5	8.7	5.4	6.4	4.9
Cycle Q Clear(g_c), s	5.6	18.5	8.7	5.4	6.4	4.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	574	520	802	364	472	1708
V/C Ratio(X)	0.40	1.10	0.72	0.48	0.66	0.31
Avail Cap(c_a), veh/h	574	520	1117	507	506	2115
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	13.4	17.6	18.5	17.3	11.9	8.3
Incr Delay (d2), s/veh	0.4	69.2	1.4	1.0	2.9	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	22.5	5.1	2.9	3.9	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.8	86.8	19.9	18.2	14.8	8.4
LnGrp LOS	B	F	B	B	B	A
Approach Vol, veh/h	799		749			844
Approach Delay, s/veh	66.0		19.5			10.8
Approach LOS	E		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.0	17.8			30.7	23.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	9.5	18.5			32.5	18.5
Max Q Clear Time (g_c+I1), s	8.4	10.7			6.9	20.5
Green Ext Time (p_c), s	0.1	2.5			3.3	0.0

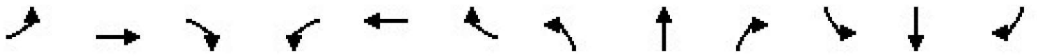
Intersection Summary	
HCM 7th Control Delay, s/veh	31.9
HCM 7th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	205	516	520	156	283	482
Future Volume (veh/h)	205	516	520	156	283	482
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	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	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1707	1737	1752	1781	1856	1841
Adj Flow Rate, veh/h	228	529	578	173	314	536
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	13	11	10	8	3	4
Cap, veh/h	501	454	1079	490	500	1894
Arrive On Green	0.31	0.31	0.32	0.32	0.14	0.54
Sat Flow, veh/h	1626	1472	3416	1510	1767	3589
Grp Volume(v), veh/h	228	529	578	173	314	536
Grp Sat Flow(s),veh/h/ln	1626	1472	1664	1510	1767	1749
Q Serve(g_s), s	6.8	18.5	8.5	5.2	6.5	5.0
Cycle Q Clear(g_c), s	6.8	18.5	8.5	5.2	6.5	5.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	501	454	1079	490	500	1894
V/C Ratio(X)	0.45	1.17	0.54	0.35	0.63	0.28
Avail Cap(c_a), veh/h	501	454	1079	490	528	1894
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	16.7	20.8	16.6	15.5	10.8	7.4
Incr Delay (d2), s/veh	0.6	96.1	1.9	2.0	2.2	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	26.4	5.4	3.2	3.8	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.3	116.9	18.5	17.5	13.0	7.8
LnGrp LOS	B	F	B	B	B	A
Approach Vol, veh/h	757		751			850
Approach Delay, s/veh	86.9		18.2			9.7
Approach LOS	F		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.0	24.0			37.0	23.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	9.5	18.5			32.5	18.5
Max Q Clear Time (g_c+I1), s	8.5	10.5			7.0	20.5
Green Ext Time (p_c), s	0.1	2.6			3.4	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	37.2
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	0	143	0	0	0	0	740	17	259	619	0
Future Volume (veh/h)	39	0	143	0	0	0	0	740	17	259	619	0
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1826	0	1796				0	1737	1470	1796	1752	0
Adj Flow Rate, veh/h	40	0	147				0	763	18	267	638	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	0	7				0	11	29	7	10	0
Cap, veh/h	212	0	185				0	850	20	325	1211	0
Arrive On Green	0.12	0.00	0.12				0.00	0.50	0.50	0.10	0.69	0.00
Sat Flow, veh/h	1739	0	1522				0	1690	40	1711	1752	0
Grp Volume(v), veh/h	40	0	147				0	0	781	267	638	0
Grp Sat Flow(s),veh/h/ln	1739	0	1522				0	0	1730	1711	1752	0
Q Serve(g_s), s	1.6	0.0	7.3				0.0	0.0	31.7	5.3	13.7	0.0
Cycle Q Clear(g_c), s	1.6	0.0	7.3				0.0	0.0	31.7	5.3	13.7	0.0
Prop In Lane	1.00		1.00				0.00		0.02	1.00		0.00
Lane Grp Cap(c), veh/h	212	0	185				0	0	870	325	1211	0
V/C Ratio(X)	0.19	0.00	0.79				0.00	0.00	0.90	0.82	0.53	0.00
Avail Cap(c_a), veh/h	390	0	342				0	0	1185	445	1211	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.6	0.0	33.1				0.0	0.0	17.4	16.3	5.8	0.0
Incr Delay (d2), s/veh	0.4	0.0	7.4				0.0	0.0	7.3	8.6	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.0	5.4				0.0	0.0	18.0	4.9	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.0	0.0	40.5				0.0	0.0	24.7	25.0	6.2	0.0
LnGrp LOS	C		D						C	C	A	
Approach Vol, veh/h		187						781			905	
Approach Delay, s/veh		38.5						24.7			11.8	
Approach LOS		D						C			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.5			14.6	45.9		17.0				
Change Period (Y+Rc), s		6.9			6.9	6.9		7.6				
Max Green Setting (Gmax), s		13.1			13.1	53.1		17.4				
Max Q Clear Time (g_c+I1), s		15.7			7.3	33.7		9.3				
Green Ext Time (p_c), s		0.0			0.4	5.3		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	19.8
HCM 7th LOS	B

Notes
User approved pedestrian interval to be less than phase max green.

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	517
Vehs Exited	501
Starting Vehs	65
Ending Vehs	81
Travel Distance (mi)	184
Travel Time (hr)	11.4
Total Delay (hr)	4.6
Total Stops	500
Fuel Used (gal)	8.1

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	517
Vehs Exited	501
Starting Vehs	65
Ending Vehs	81
Travel Distance (mi)	184
Travel Time (hr)	11.4
Total Delay (hr)	4.6
Total Stops	500
Fuel Used (gal)	8.1

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	512
Vehs Exited	498
Starting Vehs	76
Ending Vehs	90
Travel Distance (mi)	208
Travel Time (hr)	12.3
Total Delay (hr)	4.7
Total Stops	501
Fuel Used (gal)	8.8

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

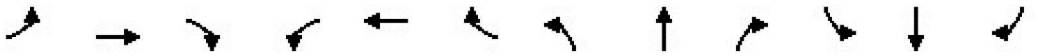
Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	512
Vehs Exited	498
Starting Vehs	76
Ending Vehs	90
Travel Distance (mi)	208
Travel Time (hr)	12.3
Total Delay (hr)	4.7
Total Stops	501
Fuel Used (gal)	8.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	0	59	0	0	0	0	784	15	430	631	0
Future Volume (veh/h)	19	0	59	0	0	0	0	784	15	430	631	0
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1737	0	1678				0	1411	1811	1826	1841	0
Adj Flow Rate, veh/h	20	0	63				0	843	16	462	678	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	11	0	15				0	33	6	5	4	0
Cap, veh/h	97	0	84				0	787	15	322	1446	0
Arrive On Green	0.06	0.00	0.06				0.00	0.57	0.57	0.14	0.79	0.00
Sat Flow, veh/h	1654	0	1422				0	1380	26	1739	1841	0
Grp Volume(v), veh/h	20	0	63				0	0	859	462	678	0
Grp Sat Flow(s),veh/h/ln	1654	0	1422				0	0	1406	1739	1841	0
Q Serve(g_s), s	1.1	0.0	4.1				0.0	0.0	53.1	13.1	11.6	0.0
Cycle Q Clear(g_c), s	1.1	0.0	4.1				0.0	0.0	53.1	13.1	11.6	0.0
Prop In Lane	1.00		1.00				0.00		0.02	1.00		0.00
Lane Grp Cap(c), veh/h	97	0	84				0	0	802	322	1446	0
V/C Ratio(X)	0.21	0.00	0.75				0.00	0.00	1.07	1.43	0.47	0.00
Avail Cap(c_a), veh/h	309	0	266				0	0	802	322	1446	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.7	0.0	43.1				0.0	0.0	20.0	32.4	3.4	0.0
Incr Delay (d2), s/veh	1.0	0.0	12.8				0.0	0.0	52.4	212.4	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	3.1				0.0	0.0	36.5	39.3	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.8	0.0	55.9				0.0	0.0	72.4	244.8	3.6	0.0
LnGrp LOS	D		E						F	F	A	
Approach Vol, veh/h		83						859			1140	
Approach Delay, s/veh		52.7						72.4			101.4	
Approach LOS		D						E			F	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		80.0			20.0	60.0		13.1				
Change Period (Y+Rc), s		6.9			6.9	6.9		7.6				
Max Green Setting (Gmax), s		13.1			13.1	53.1		17.4				
Max Q Clear Time (g_c+I1), s		13.6			15.1	55.1		6.1				
Green Ext Time (p_c), s		0.0			0.0	0.0		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	87.5
HCM 7th LOS	F

Notes
User approved pedestrian interval to be less than phase max green.

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	547
Vehs Exited	555
Starting Vehs	72
Ending Vehs	64
Travel Distance (mi)	202
Travel Time (hr)	12.1
Total Delay (hr)	4.7
Total Stops	519
Fuel Used (gal)	8.6

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	547
Vehs Exited	555
Starting Vehs	72
Ending Vehs	64
Travel Distance (mi)	202
Travel Time (hr)	12.1
Total Delay (hr)	4.7
Total Stops	519
Fuel Used (gal)	8.6

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	530
Vehs Exited	501
Starting Vehs	69
Ending Vehs	98
Travel Distance (mi)	204
Travel Time (hr)	12.9
Total Delay (hr)	5.4
Total Stops	503
Fuel Used (gal)	8.8

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

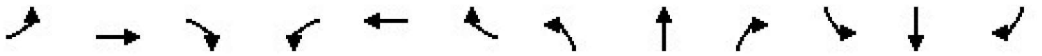
Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	530
Vehs Exited	501
Starting Vehs	69
Ending Vehs	98
Travel Distance (mi)	204
Travel Time (hr)	12.9
Total Delay (hr)	5.4
Total Stops	503
Fuel Used (gal)	8.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	33	0	453	93	590	0	0	817	14
Future Volume (veh/h)	0	0	0	33	0	453	93	590	0	0	817	14
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1767	0	1767	1574	1737	0	0	1752	1589
Adj Flow Rate, veh/h				34	0	416	95	602	0	0	834	14
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				9	0	9	22	11	0	0	10	21
Cap, veh/h				260	0	232	229	1176	0	0	913	701
Arrive On Green				0.15	0.00	0.15	0.06	0.68	0.00	0.00	0.52	0.52
Sat Flow, veh/h				1682	0	1497	1499	1737	0	0	1752	1346
Grp Volume(v), veh/h				34	0	416	95	602	0	0	834	14
Grp Sat Flow(s),veh/h/ln				1682	0	1497	1499	1737	0	0	1752	1346
Q Serve(g_s), s				1.5	0.0	12.9	2.2	14.3	0.0	0.0	36.3	0.4
Cycle Q Clear(g_c), s				1.5	0.0	12.9	2.2	14.3	0.0	0.0	36.3	0.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				260	0	232	229	1176	0	0	913	701
V/C Ratio(X)				0.13	0.00	1.80	0.41	0.51	0.00	0.00	0.91	0.02
Avail Cap(c_a), veh/h				260	0	232	354	1176	0	0	1137	874
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				30.4	0.0	35.2	17.4	6.6	0.0	0.0	18.3	9.7
Incr Delay (d2), s/veh				0.2	0.0	374.8	1.2	0.4	0.0	0.0	9.7	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				1.1	0.0	45.8	1.6	6.7	0.0	0.0	20.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				30.6	0.0	410.0	18.6	7.0	0.0	0.0	28.0	9.7
LnGrp LOS				C		F	B	A			C	A
Approach Vol, veh/h					450			697			848	
Approach Delay, s/veh					381.3			8.6			27.7	
Approach LOS					F			A			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	13.0	50.3		20.0		63.4						
Change Period (Y+Rc), s	7.7	* 6.9		7.1		6.9						
Max Green Setting (Gmax), s	12.3	* 54		12.9		53.1						
Max Q Clear Time (g_c+I1), s	4.2	38.3		14.9		16.3						
Green Ext Time (p_c), s	0.1	5.1		0.0		4.0						

Intersection Summary		
HCM 7th Control Delay, s/veh	100.8	
HCM 7th LOS	F	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	517
Vehs Exited	501
Starting Vehs	65
Ending Vehs	81
Travel Distance (mi)	184
Travel Time (hr)	11.4
Total Delay (hr)	4.6
Total Stops	500
Fuel Used (gal)	8.1

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	517
Vehs Exited	501
Starting Vehs	65
Ending Vehs	81
Travel Distance (mi)	184
Travel Time (hr)	11.4
Total Delay (hr)	4.6
Total Stops	500
Fuel Used (gal)	8.1

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	512
Vehs Exited	498
Starting Vehs	76
Ending Vehs	90
Travel Distance (mi)	208
Travel Time (hr)	12.3
Total Delay (hr)	4.7
Total Stops	501
Fuel Used (gal)	8.8

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

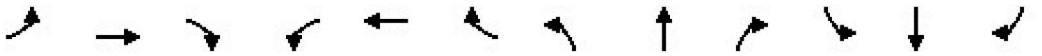
Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	512
Vehs Exited	498
Starting Vehs	76
Ending Vehs	90
Travel Distance (mi)	208
Travel Time (hr)	12.3
Total Delay (hr)	4.7
Total Stops	501
Fuel Used (gal)	8.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	25	0	371	102	576	0	0	1011	28
Future Volume (veh/h)	0	0	0	25	0	371	102	576	0	0	1011	28
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1781	0	1826	1693	1856	0	0	1841	1900
Adj Flow Rate, veh/h				25	0	335	103	582	0	0	1021	28
Peak Hour Factor				0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %				8	0	5	14	3	0	0	4	0
Cap, veh/h				235	0	214	178	1301	0	0	1028	899
Arrive On Green				0.14	0.00	0.14	0.06	0.70	0.00	0.00	0.56	0.56
Sat Flow, veh/h				1697	0	1547	1612	1856	0	0	1841	1610
Grp Volume(v), veh/h				25	0	335	103	582	0	0	1021	28
Grp Sat Flow(s),veh/h/ln				1697	0	1547	1612	1856	0	0	1841	1610
Q Serve(g_s), s				1.2	0.0	12.9	2.3	12.8	0.0	0.0	51.3	0.7
Cycle Q Clear(g_c), s				1.2	0.0	12.9	2.3	12.8	0.0	0.0	51.3	0.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				235	0	214	178	1301	0	0	1028	899
V/C Ratio(X)				0.11	0.00	1.57	0.58	0.45	0.00	0.00	0.99	0.03
Avail Cap(c_a), veh/h				235	0	214	294	1301	0	0	1028	899
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				35.2	0.0	40.2	22.1	6.1	0.0	0.0	20.4	9.3
Incr Delay (d2), s/veh				0.2	0.0	276.0	3.0	0.2	0.0	0.0	26.3	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				0.9	0.0	33.8	2.4	6.9	0.0	0.0	32.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				35.3	0.0	316.2	25.1	6.3	0.0	0.0	46.7	9.3
LnGrp LOS				D		F	C	A			D	A
Approach Vol, veh/h					360			685			1049	
Approach Delay, s/veh					296.7			9.1			45.7	
Approach LOS					F			A			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	13.3	60.0		20.0		73.3						
Change Period (Y+Rc), s	7.7	7.9		7.1		* 7.9						
Max Green Setting (Gmax), s	12.3	52.1		12.9		* 53						
Max Q Clear Time (g_c+I1), s	4.3	53.3		14.9		14.8						
Green Ext Time (p_c), s	0.1	0.0		0.0		4.0						

Intersection Summary	
HCM 7th Control Delay, s/veh	76.9
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	547
Vehs Exited	555
Starting Vehs	72
Ending Vehs	64
Travel Distance (mi)	202
Travel Time (hr)	12.1
Total Delay (hr)	4.7
Total Stops	519
Fuel Used (gal)	8.6

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	547
Vehs Exited	555
Starting Vehs	72
Ending Vehs	64
Travel Distance (mi)	202
Travel Time (hr)	12.1
Total Delay (hr)	4.7
Total Stops	519
Fuel Used (gal)	8.6

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	530
Vehs Exited	501
Starting Vehs	69
Ending Vehs	98
Travel Distance (mi)	204
Travel Time (hr)	12.9
Total Delay (hr)	5.4
Total Stops	503
Fuel Used (gal)	8.8

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	530
Vehs Exited	501
Starting Vehs	69
Ending Vehs	98
Travel Distance (mi)	204
Travel Time (hr)	12.9
Total Delay (hr)	5.4
Total Stops	503
Fuel Used (gal)	8.8

Appendix K
Turn Lane Warrants & Exhibit 212-1

24009.02.01 Orlando Health - Wildwood
US 301 Access Driveway
Northbound Left Turn Warrant (AM Peak)

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

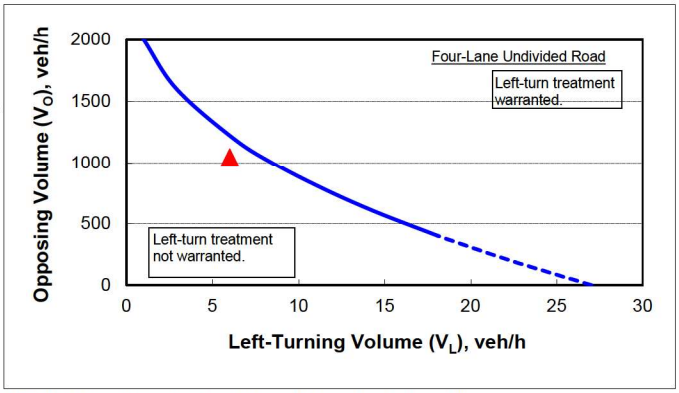
4-lane roadway

INPUT

Variable	Value
Left-turning volume (V_L), veh/h:	6
Advancing volume (V_A), veh/h:	971
Opposing volume (V_O), veh/h:	1043

OUTPUT

Variable	Message
Opposing volume (Vo) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0

Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

24009.02.01 Orlando Health - Wildwood
US 301 Access Driveway
Northbound Left Turn Warrant (PM Peak)

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

4-lane roadway

INPUT

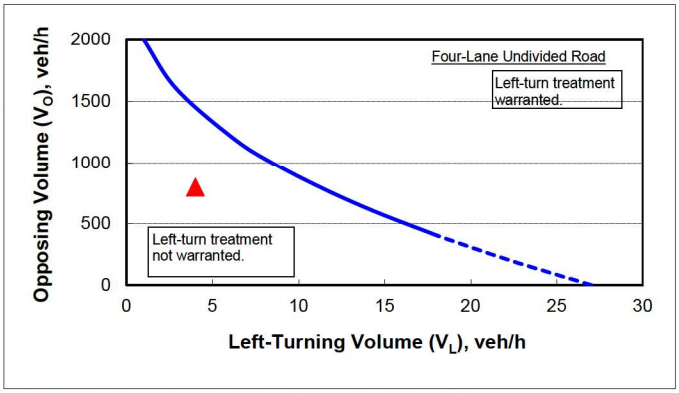
Variable	Value
Left-turning volume (V_L), veh/h:	4
Advancing volume (V_A), veh/h:	1131
Opposing volume (V_O), veh/h:	798

OUTPUT

Variable	Message
Opposing volume (Vo) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

24009.02.01 Orlando Health - Wildwood
US 301 Acess Driveway (North Approach)
Southbound Right Turn Warrant (AM Peak)

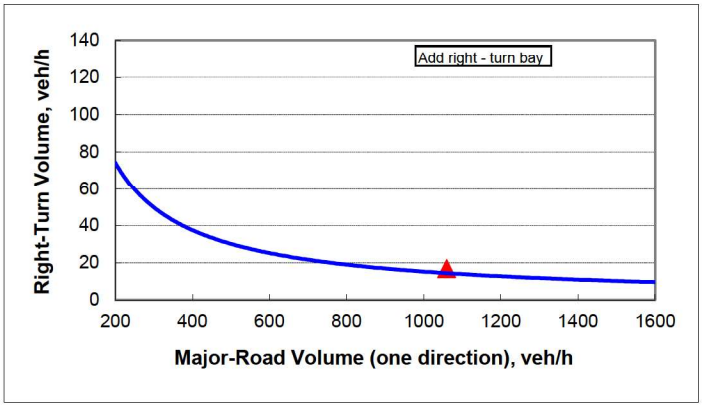
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	1059
Right-turn volume, veh/h:	17

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	14
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	



Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

24009.02.01 Orlando Health - Wildwood
US 301 Acess Driveway (South Approach)
Southbound Right Turn Warrant (AM Peak)

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

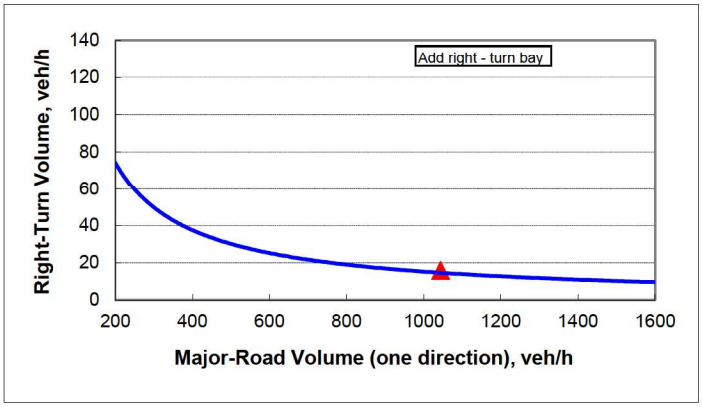
INPUT

Roadway geometry:	4-lane roadway

Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	1043
Right-turn volume, veh/h:	16

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	15
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	



Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

24009.02.01 Orlando Health - Wildwood
US 301 Acess Driveway (North Approach)
Southbound Right Turn Warrant (PM Peak)

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

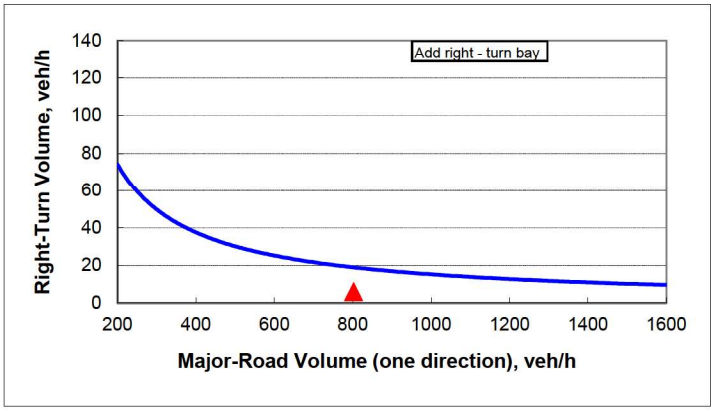
INPUT

Roadway geometry:	4-lane roadway

Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	802
Right-turn volume, veh/h:	6

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	19
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	



Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

24009.02.01 Orlando Health - Wildwood
US 301 Acess Driveway (South Approach)
Southbound Right Turn Warrant (PM Peak)

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

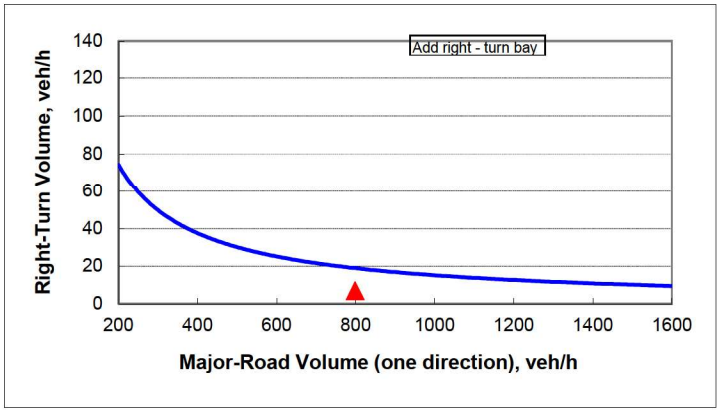
INPUT

Roadway geometry:	4-lane roadway

Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	798
Right-turn volume, veh/h:	7

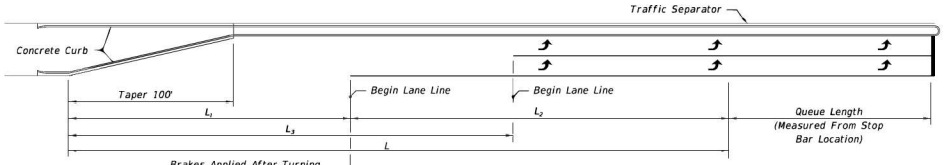
OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	19
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	

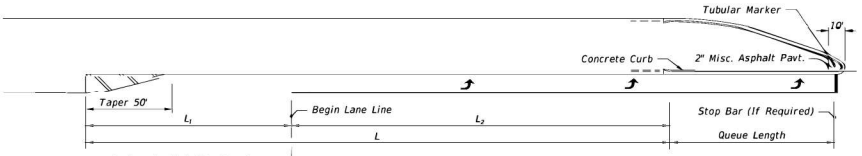


Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

MEDIAN TURN LANES
MINIMUM DECELERATION LENGTHS



DOUBLE LEFT TURN



SINGLE LEFT TURN

MEDIAN TURN LANES								
			URBAN CONDITIONS			RURAL CONDITIONS		
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L_1 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L_3 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L_3 (ft.)
35	25	70	75	145	110	——	——	——
40	30	80	75	155	120	——	——	——
45	35	85	100	185	135	——	——	——
50	40/44	105	135	240	160	185	290	160
55	48	125	——	——	——	225	350	195
60	52	145	——	——	——	260	405	230
65	55	170	——	——	——	290	460	270

NOT TO SCALE

EXHIBIT 212-1
01/01/2023

Austin Ecological Consultants
316 Church Street • Kissimmee, Florida • 34741 • Phone: 407.935.0535

December 28, 2023

Orlando Health Inc.
Attn: Arnulfo Castillo
1414 Kuhl Avenue, MP71
Orlando, FL 32806

RE: Ecological Site Assessment
Orlando Health Wildwood
Sumter County, FL

The purpose of this report is to present the results of a recent ecological site investigation that was conducted at the Orlando Health Wildwood site. More specifically, the purpose of the site review was to investigate the presence of onsite wetlands and state or federally listed species within the boundaries of the property. The following presents the results of the site investigation.

SURVEY METHODOLOGY

Prior to the site investigation, Austin Ecological Consultants LLC (AEC) conducted a review of available National Wetlands Inventory (NWI) GIS layers, South West Florida Water Management District (SWFWMD) land use shapefiles, USDA NRCS Soil Survey of Sumpter County Florida, UFDC Historical Aerial Photography: Florida, FDOT Aerial Photography Collection, USFWS Information for Planning and Consultation (IPaC) Ecosphere program, and available listed species locality records, including the Florida Fish and Wildlife Conservation Commission's (FWC) bald eagle nest database.

Following the desktop review, on September 8th, 2023, Biologists and Authorized Gopher Tortoise Agents from Austin Ecological Consultants (Permit Number: GTA-22-00018) conducted a field review of the subject properties to investigate for the presence of onsite wetlands and evaluate the property for state and federally listed species. The presence of wildlife was determined by direct observation or signs of their presence (burrows, tracks, etc.).

LOCATION

The project site contains approximately 45.4 acres of land and consists of Sumpter County Tax Parcel: G19-003. The site address is 4424 N US 301, Wildwood Florida. The site is located on the west side of US 301, south of Florida's Turnpike. Please refer to the attached **Location Map** and **Aerial**.

SOILS

The onsite soil types were classified according to available USDA Natural Resource Conservation Service (NRCS) GIS layers, Sumpter County. The onsite soil types are summarized in the following Table 1 and are illustrated on the attached **Soils Map**.

Table 1. Onsite Soil Types

ID#	Soil Name	Drainage Class	Hydric Rating
15	Adamsville Fine Sand, Bouldery Subsurface	Somewhat Poorly Drained	No
21	EauGallie Fine Sand, Bouldery Subsurface	Poorly Drained	No
26	Wabasso Fine Sand, Bouldery Subsurface	Poorly Drained	No
46	Ft. Green Fine Sand, Bouldery Subsurface	Poorly Drained	No
54	Monteocha Fine Sand, Depressional	Very Poorly Drained	Yes

VEGETATIVE COMMUNITIES

The onsite vegetative community types were classified according to the Florida Land Use, Cover and Forms Classification System (FDOT, 1999). Two upland and two wetland vegetative communities were identified onsite; see **FLUCFCS Map**. Representative photographs have been attached in **Photos.**

212 – Improved Pasture

There are areas on the subject property where the majority of canopy species have been removed. This portion of the property is semi-managed and appears to have been planted with pasture grasses. The sparse canopy species include live oak (*Quercus virginiana*) and laurel oak (*Quercus laurifolia*). There are very few species in the shrub layer in this habitat. The groundcover is dominated by bahia grass (*Paspalum notatum*), and includes sensitive partridge pea (*Chamaecrista nictitans*), beggarstick (*Bidens alba*), dog fennel *(Eupatorium capillifolium*), and blackberry (*Rubus spp.*).

427 – Live Oak

The majority of the uplands associated with the subject property are best described as a hammock of Live Oak. This habitat has a canopy almost exclusively of live oak, with some minor components of other oak species. There are areas with canopy cover of 80% or more and others with canopy cover of approximately 10-20%. The sub-canopy is relatively limited and composed of American beauty berry (*Callicarpa americana*), dog fennel (*Eupatorium capillifolium*) and Caesar weed (*Urena lobata*). The groundcover species include Virginia chain fern (*Woodwardia virginica*), blackberry (*Rubus spp.*), muscadine (*Vitis rotundifolia*) and bahia grass.

640- Vegetated Non-Forested Wetlands

The majority of wetlands on site have no trees and can best be described by this habitat type. These wetlands are dominated by pickerel weed (*Pontederia cordata*) within the deeper areas and beak sedge (*Rhynchospora nitens*) dominating the edge. Additional species found within these areas include soft rush (*Juncus effusus*), hat pins (*Syngonanthus flavidulus*), road grass (*Eleocharis spp.*), torpedo grass (*Panicum repens*) and maiden cane (*Panicum hemitomon*).

613 – Gum Swamp

There is a small wetland in the south-central area of the property that contains a canopy of almost exclusively black gum (*Nyssa sylvatica*) with minimal Chinese tallow (*Triadica sebifera*) encroaching at the edges. The groundcover species include Virginia chain fern, muscadine, poison ivy (*Toxicodendron radicans*), pickerel weed, soft rush, torpedo grass and maiden cane.

LISTED SPECIES

During the site review, AEC conducted pedestrian surveys for state and federally-listed species with the potential to occur onsite. In addition, a qualified biologist and Authorized Gopher Tortoise Agent from AEC (Permit Number: GTA-22-00018) conducted a preliminary, pedestrian survey of the property to determine whether a gopher tortoise (*Gopherus polyphemus*) population occurs onsite.

Bald Eagle (*Haliaeetus leucocephalus*):

Although the bald eagle is no longer listed under the Endangered Species Act, it is still afforded protection by the U.S. Fish and Wildlife Service (USFWS) under the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. A review of the Florida Fish and Wildlife Conservation Commission (FWC) bald eagle nest database and the Audobon Societies Eagle Watch Program was conducted to determine if there are any known bald eagle nests that could affect development of the site. The database review revealed that there are no known eagle nests that have potential to affect development of the subject

property. In addition, the site investigation did not identify any eagle nest within the subject or adjacent properties within 660 feet of the site boundaries.

Gopher Tortoise (*Gopherus polyphemus*):

The gopher tortoise is a state-listed, threatened species of reptile that occupies nearly all upland community types throughout the state of Florida. Gopher tortoises, their eggs, and their burrows are protected from harm or harassment. Any gopher tortoise burrows that have the potential to be impacted as a result of land clearing, construction, or other disturbance must be relocated out of harm's way to an approved offsite recipient site or avoided with adequate buffers (≥25 feet) in place. Any gopher tortoise relocation activities are permitted through the Florida Fish and Wildlife Conservation Commission (FWC).

All onsite uplands are considered potential habitat for gopher tortoises. The informal, preliminary survey did not identify any gopher tortoise burrows or signs of their inhabitance. However, due to an abundance of suitable soils and upland habitats a formal 100% survey of the site should be conducted prior to development.

Eastern Indigo Snake (*Drymarchon corais couperi*):

The eastern indigo snake is a federally-listed, threatened species that utilizes various upland and wetland habitats throughout the state. Conservation measures required by the USFWS typically include the inspection and excavation of all gopher tortoise burrows prior to construction, posting signage throughout the construction site, educating contractors on the identification of the species, and measures that must be taken to avoid disturbance if one is encountered during site work. This species is not anticipated to affect future development of the property.

Wood Stork *(Mycteria americana)*

The wood stork is listed as threatened by the USFWS. This species utilizes various wetland habitats for foraging and nesting. Although wood storks were not observed during the field review, suitable foraging habitat (non-forested wetlands and ditches) occur onsite. The property is not located within the Core Foraging Area (CFA) of known wood stork colonies.

The CFA for active wood stork colonies within south Florida is defined as a circular area with an 18.6-mile radius from the colony. For projects that occur within the CFA of a known wood stork colony, any impacts to suitable foraging habitat may require habitat compensation. If more than 5.00± acres of impacts are proposed to SFH, a biomass calculation may need to be conducted to demonstrate that the proposed mitigation is

sufficient to offset the impacts. As this property is not located within a known Core Foraging Area, no additional mitigation should be needed.

Additional Species

The subject property is located within the consultation area for the Florida Scrub-Jay (*Aphelocoma coerulescens*) and Everglade Snail Kite *(Rostrhamus sociabilis plumbeus),* however no habitat for this species occurs onsite. No other state or federally-listed species or signs of their presence were observed during the September 8, 2023 field review, and due to the observed condition of onsite habitats, the likelihood of occurrence of other listed species is low.

If you have any questions about the information contained in this report, please contact Austin Ecological Consultants.

Sincerely,



L. Stephen Banks
Austin Ecological Consultants, LLC

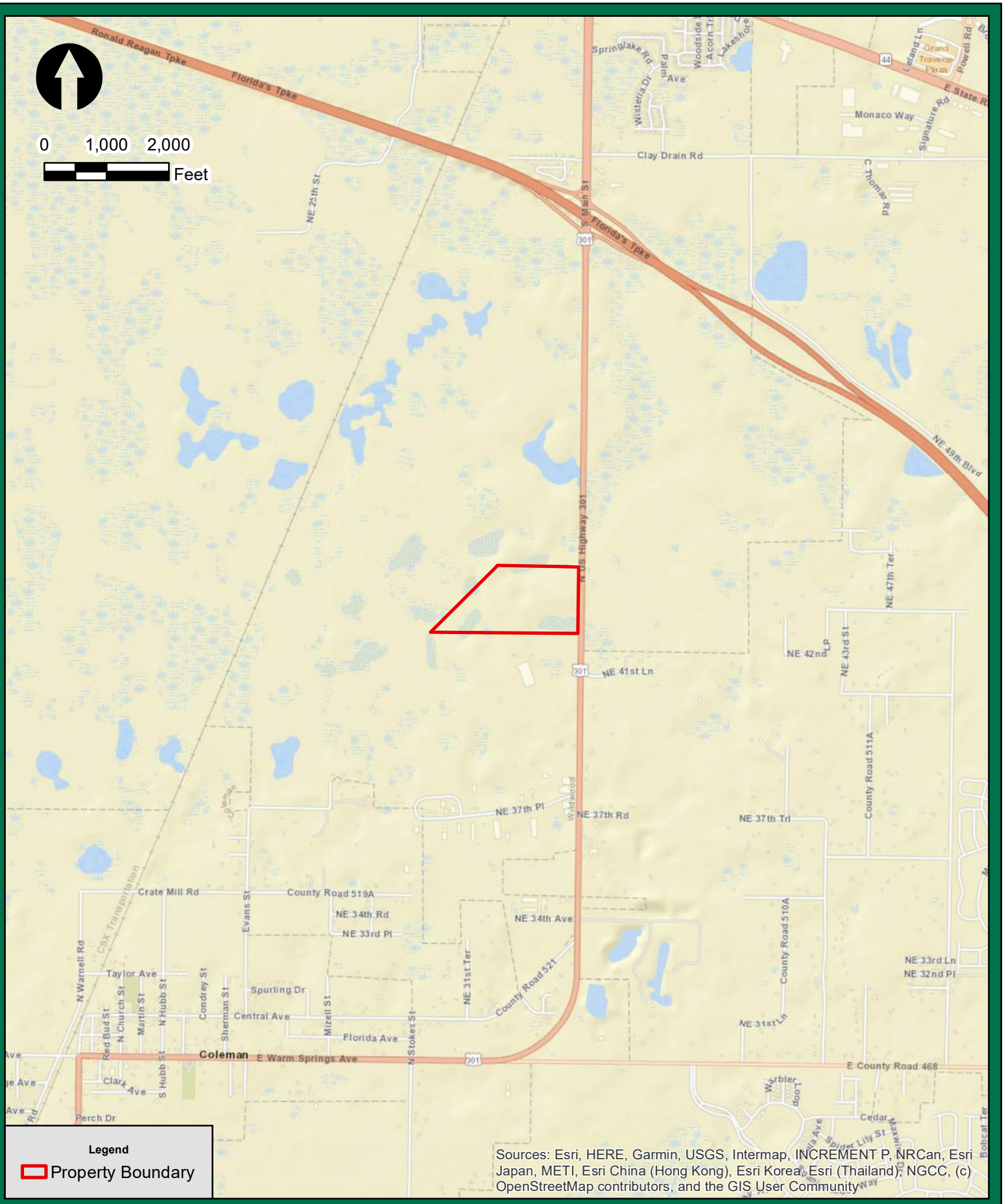
FIGURES



Austin Ecological Consultants, LLC
316 Church Street
Kissimmee, Florida 34741
407.935.0535

Aerial
Orlando Health Wildwood

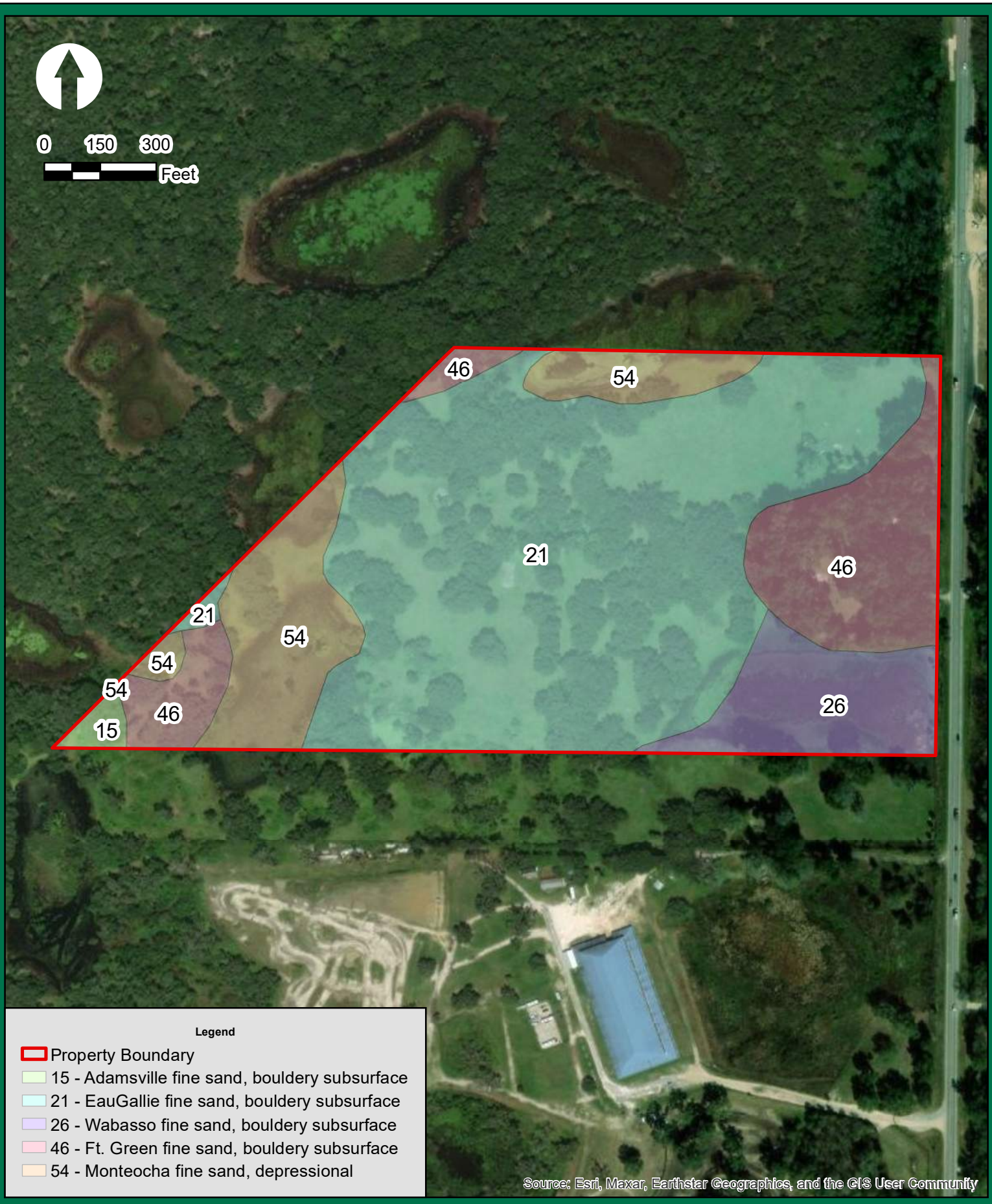
Sumter County



Austin Ecological Consultants, LLC
316 Church Street
Kissimmee, Florida 34741
407.935.0535

Location Map
Orlando Health Wildwood

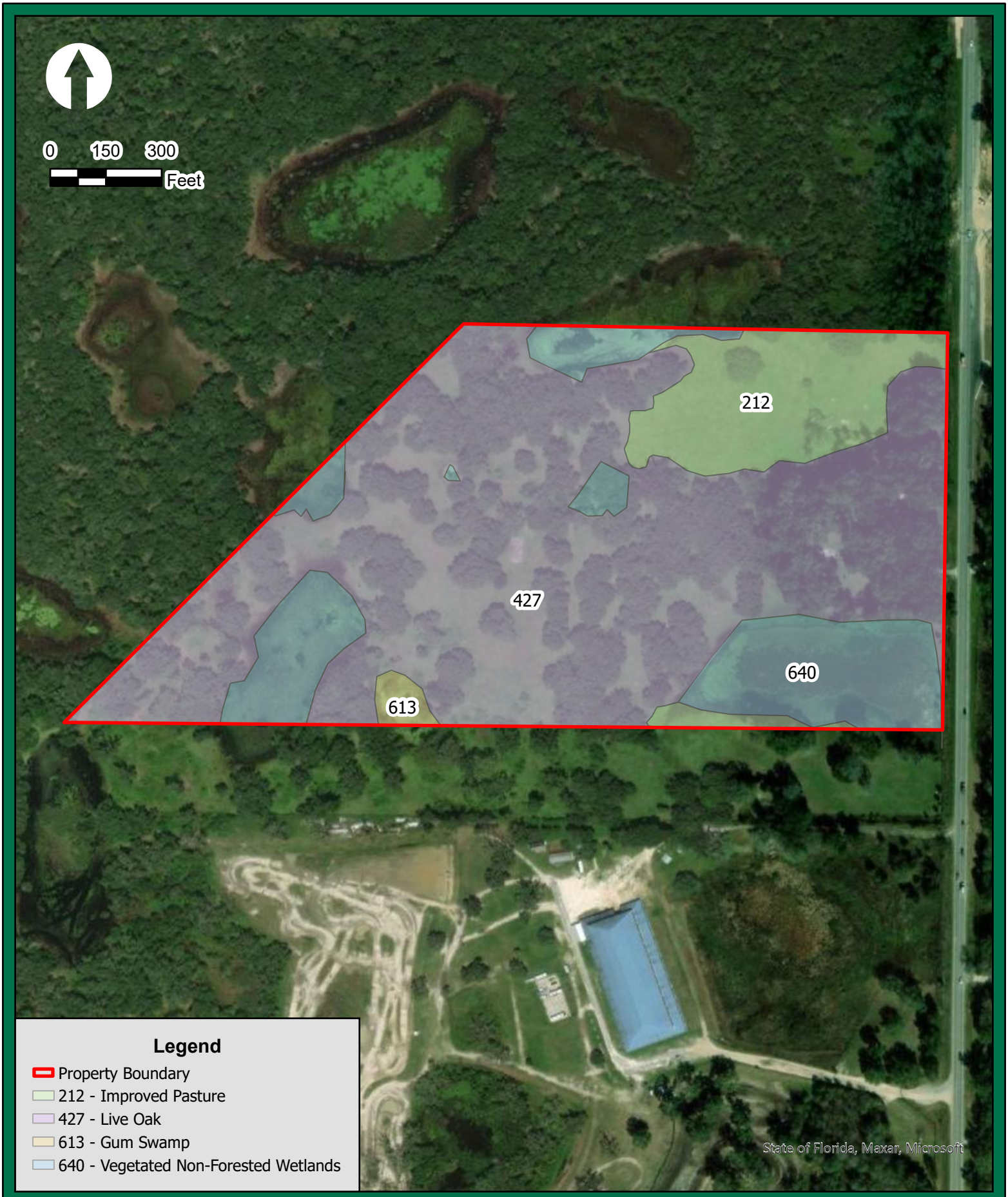
Sumter County



Austin Ecological Consultants, LLC
316 Church Street
Kissimmee, Florida 34741
407.935.0535

Soils Map
Orlando Health Wildwood

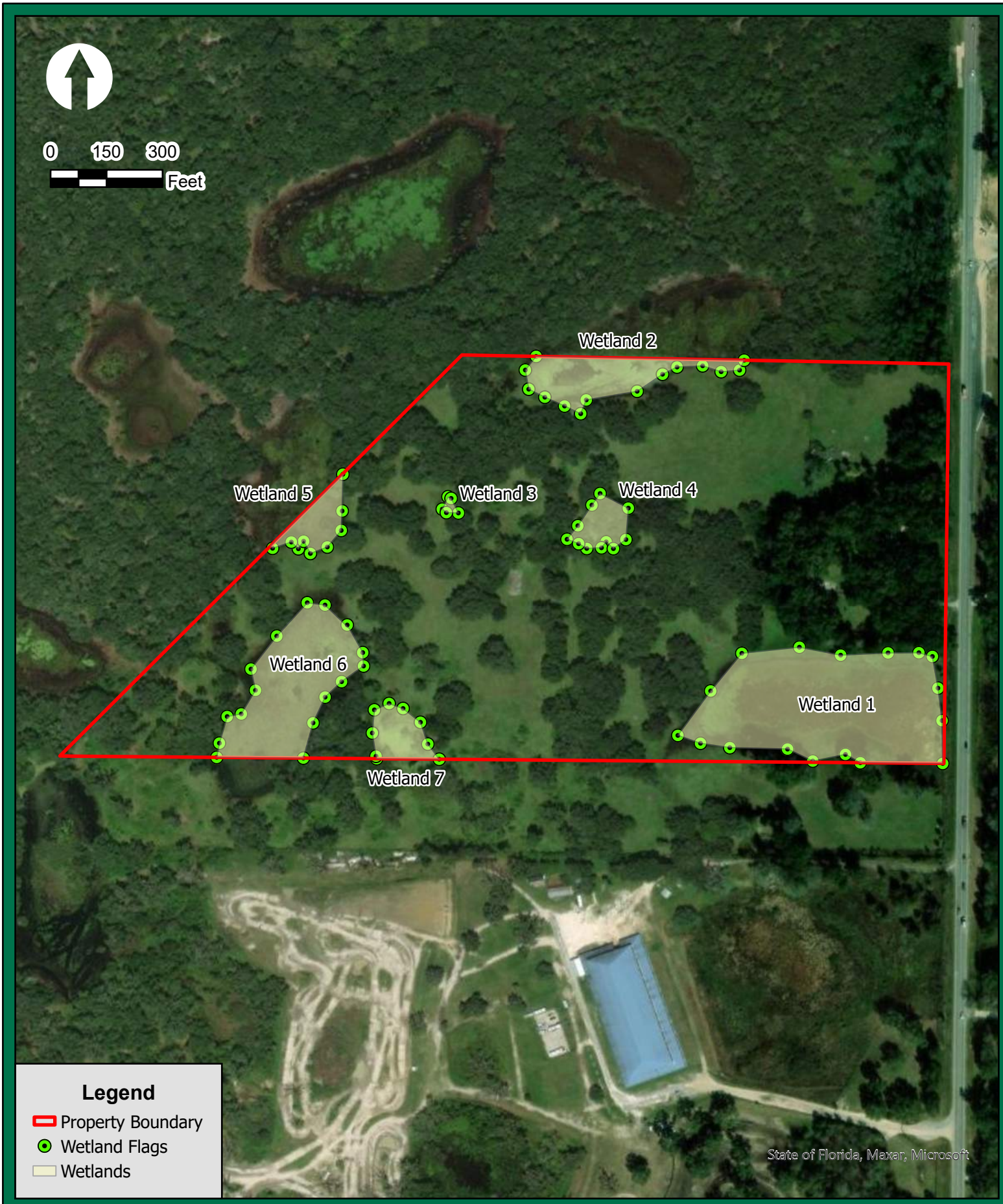
Sumter County



Austin Ecological Consultants, LLC
316 Church Street
Kissimmee, Florida 34741
407.935.0535

Orlando Health Wildwood
FLUCFCS Map

Sumter County



Austin Ecological Consultants, LLC
316 Church Street
Kissimmee, Florida 34741
407.935.0535

Orlando Health Wildwood Wetlands Map

Sumter County

PHOTOS

REPRESENTATIVE PHOTOGRAPHS



Photograph No. 1: Representative photo of the Live Oak hammock that makes up the majority of the subject property.



Photograph No. 2: Representative view of the vegetated non forested wetlands that make up the majority of wetlands on the subject property.

REPRESENTATIVE PHOTOGRAPHS



Photograph No. 3: Representative view of the vegetated non forested wetlands that make up the majority of wetlands on the subject property.



Photograph No. 4: Representative photo of the Live Oak hammock that makes up the majority of the subject property.

REPRESENTATIVE PHOTOGRAPHS



Photograph No. 5: Representative view of the vegetated non forested wetlands that make up the majority of wetlands on the subject property.



Photograph No. 6: Representative view of the Gum Swamp/ Tupelo wetland that can be found in the southern center of the subject property.

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.

New Known Development					New ERC's 2024			NEW YEARLY ERCs	New ERCs 2025				NEW YEARLY ERCs	New ERCs 2026				NEW YEARLY ERCs	New ERCs 2027				NEW YEARLY ERCs	New ERCs 2028				NEW YEARLY ERCs	New ERCs 2029				NEW YEARLY ERCs
Project	Units	ERCs	Type	Status	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q	
Juliette Apartments	330	132	Apartments	Under construction		45	45		42																								
Wildwood Landing	101	51	Cottages	Under construction			10		10	10	10	11																					
Solamar	243	243	BFR	Under construction		50	50		50	50	43																						
Eden (fka Zora)	130	130	BFR	Under construction		30	30		30	30	10																						
Villas at Wildwood	192	192	BFR	Under construction		45	45		45	45	12																						
Wildwood Multifamily at Turkey Run	144	58	Apartments	Under review												40	18																
Twisted Oaks SFD	734	734	SFD	Under construction					10	10	10	10		15	15	15	15		15	15	15	15		15	15	15	15		15	15	15	15	
Twisted Oaks Townhomes	248	149	SFA	Under construction					25	25	25	25		25	24																		
Twisted Oaks Multifamily	277	111	Apartments	Under construction					50	50	11																						
Townhomes at Powell	128	77	Townhomes	Under construction					25	25	27																						
Oxford BFR	154	154	BFR	Approved										25	25	25	25		25	25	4												
Highfield at Twisted Oaks	374	374	SFD	Under construction			15		10	10	10	10		15	15	15	15		15	15	15	15		15	15	15	15		15	15	15	15	
100 Oaks	411	411	SFD	Under review												15	15		15	15	15	15		15	15	15	15		15	15	15	15	
Southern Waters Capital	323	129	Apartments	Under review															50	50	29												
Sumter Springs (County)	274	274	SFD/Multi-family	Under review															10	10	10	10		10	10	10	10		10	10	10	10	
Highland Homes (County)	532	532	SFD	Under review										10	10	10	10		10	10	10	10		10	10	10	10		10	10	10	10	
The Keys at Wildwood I	190	190	BFR	Under construction					80	80	30																						
The Keys at Wildwood II	302	302	BFR	Under construction			25		50	50	50	50		50	27																		
Bellweather Multifamily	248	99	Apartments	Under construction			25		25	49																							
Cassablanca at Wildwood	54	32	Townhomes	Approved										24	8																		
Evolve Apartments	248	99	Apartments	Approved								25		25	25	24																	
Wildwood Place PD	300	250	Multi-family	Under review												50	50		50	50	50												
Tillman Villas	180	180	SFD	Under review							15	15		15	15	15	15		15	15	15	15		15	15								
Commander's Pointe	638	255	Multifamily	Under review												25	25		50	50	50	50		5									
Oxford Crossings (Residential)	886	443	Mixed	Awaiting Submittal												25	25		25	25	25	25		25	25	25	25		25	25	25	25	
Townhomes at Peppertree (Blount)	144	86	Townhomes	Under review								25		25	25	11																	
Tillman Oaks	160	160	SFA	Under review										25	25	25	25		25	25	10			10	10	10	10		10	10	10	10	
Mateo Oaks	164	164	SFD	Under review																10	10	10		10	10	10	10		10	10	10	10	
Boulder (CR 213/CR 44A)	312	250	Mixed	Under review										10	10	10	10		10	10	10	10		10	10	10	10		10	10	10	10	
Wildwood III (CR 213/44A)	350	210	Mixed	Under review													10		25	25	25	25		25	25	25	25						
INFILL					5	5	5		5	5	5	5		5	5	5	5		5	5	5	5		5	5	5	5		5	5	5	5	
Subtotal	**8,771**	**6,471**			**5**	**175**	**250**	**430**	**457**	**439**	**258**	**176**	**1,330**	**269**	**229**	**310**	**263**	**1,071**	**345**	**355**	**298**	**205**	**1,203**	**170**	**165**	**150**	**150**	**635**	**125**	**125**	**125**	**125**	**500**

Existing Residential Developments (Additional Units)					New ERCs 2024			NEW YEARLY ERCs	New ERCs 2025				NEW YEARLY ERCs	New ERCs 2026				NEW YEARLY ERCs	New ERCs 2027				NEW YEARLY ERCs	New ERCs 2028				NEW YEARLY ERCs	New ERCs 2029				NEW YEARLY ERCs
Project	Units	ERCs	Type	Status	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q	
Triumph South (Phase 2)	72	72	SFD	Active					5	5	5	5		5	5	5	5		5	5	5	5		5	5	2							
Simple Life Tiny Homes	134	134	Tiny Homes	Active	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2		5	5	5	5		5	5	5	5	
Beaumont	10	10	SFD	Active	2	2	2		2																								
Densan Park (Phase 1 & 2)	86	86	SFD	Active	5	5	5		5	5	5	5		5	5	5	5		5	5	5	5		5	6								
Grand Oaks Manor (Phase 1)	145	145	SFD	Dormant	0	0	0		2	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2		5	5	5	5	
The Mark at Wildwood	105	87	Apartments	Active	25	25	12																										
Sundance Trails at Beaumont	300	250	Apartments	Active	50	50	50		50	50																							
The Wilds (Phase 2 & Phase 3)	218	87	Apartments	Active	25	25	25		12																								
Subtotal	**1,070**	**872**			**109**	**109**	**96**	**314**	**78**	**64**	**14**	**14**	**170**	**14**	**14**	**14**	**14**	**56**	**14**	**14**	**14**	**14**	**56**	**17**	**18**	**9**	**7**	**51**	**10**	**10**	**10**	**10**	**40**

ILF/ALF Developments				New ERCs 2024			NEW YEARLY ERCs	New ERCs 2025				NEW YEARLY ERCs	New ERCs 2026				NEW YEARLY ERCs	New ERCs 2027				NEW YEARLY ERCs	New ERCs 2028				NEW YEARLY ERCs	New ERCs 2029				NEW YEARLY ERCs
Project	ERCs		Status	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q	
Parkview Independent Living Facility	134	74	Under review												35	39																
Trailwinds ALF	130	72	Under review							36	36																						
Subtotal	**264**	**145**		**0**	**0**	**0**	**0**	**0**	**0**	**36**	**36**	**72**	**0**	**0**	**35**	**39**	**74**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Non-Residential Developments			New ERCs 2024			NEW YEARLY ERCs	New ERCs 2025				NEW YEARLY ERCs	New ERCs 2026				NEW YEARLY ERCs	New ERCs 2027				NEW YEARLY ERCs	New ERCs 2028				NEW YEARLY ERCs	New ERCs 2029				NEW YEARLY ERCs
Project	ERCs	Status	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q	
Burger-Fi	2	Constructed; Not open			2																										
Preston Place	14	Constructed; Partially open	2	2	2		2	2	2	2																					
Pearl Plaza	3	Under construction		3																											
House of Hope	6	Approved							6																						
Wildwood Professional Plaza	6	Under construction		3																											
Home Depot	45	Constructed; not open		45																											
HCA Trailwinds Hospital	88	Under review							88																						
Target	46	Under construction			46																										
Wildwood Storage	1	Approved		1																											
Ashley Furniture	19	Approved						19																							
VIP Garage	12	Approved			6		6																								
Ocala Eye	6	Under construction			6																										
Bethany Estates Medical Center	1	Under construction	1				1																								
Turkey Run Hotel	72	Under construction										36	36																		
Trailwinds Village Shoppes III	30	Under construction					5	5	5	5		5	5																		
Cave Vehicular Garage	13	Approved								13																					
Bigham Plaza	4	Under construction							4																						
Exalt Rehab Hospital	35	Under review										35																			
Mainstay Expansion	18	Under review							18																						
Freedom Fellowship Church	6	Under review						6																							
New Horizon Plaza	48	Approved					12	6	12	6		6	6																		
Oxford Overnight	73	Under review										35	38																		
Woodspring Suites	61	Approved										31	30																		
Betancur Othordontics	2	Approved											2																		
Stipes Gutters Office	1	Under construction		1																											
South Wildwood Industrial Park Lot 5A	1	Under review						1																							
Self Storage Wildwood	1	Approved		1																											
Chesterfield Villages Plaza Ph 2	8	Approved							8																						
Clevelend Health Center	7	Under review							7																						
Oxford Crossings Commercial	40	Awaiting Submittals										4	4	4	4		4	4	4	4		4	4								
CVC - ASC - Oxford Pointe	3	Under construction		3																											
Chipolte @ Signature Drove	5	Under review						5																							
Lucky U Cycles	3	Under construction							3																						
7 Eleven @ C-462	6	Under construction						6																							
Dentist Office - Oxford Professional Park	2	Under construction					2																								
The Railyard	43	Under review						22	21																						
Mister Car Wash	13	Under construction							13																						
A-1 Ready Mix Block Plant	1	Approved					1																								
Storage at Powell	1	Under construction							1																						
Cleveland Law Office	2	Under construction						2																							
Karparti Law	2	Under review								2																					
Premier Psychological	1	Under review								1																					
Werner Trucking (County)	20	Under review					10	10																							
Old Dominion Trucking (County)	20	Under construction										10	10																		
INFILL			5	5	5		5	5	5	5		5	5	5	5																
Subtotal	791		8	64	67	139	44	89	193	34	360	167	136	9	9	321	4	4	4	4	16	4	4	0	0	8	0	0	0	0	0
Total All Developments			New ERC's 2024			NEW YEARLY ERCs	New ERCs 2025				NEW YEARLY ERCs	New ERCs 2026				NEW YEARLY ERCs	New ERCs 2027				NEW YEARLY ERCs	New ERCs 2028				NEW YEARLY ERCs	New ERCs 2029				NEW YEARLY ERCs
			2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q	
			122	348	413	883	579	592	501	260	1,932	450	379	368	325	1,522	363	373	316	223	1,275	191	187	159	157	694	135	135	135	135	540

City of Wildwood Wastewater Treatment Plant Flow Projections

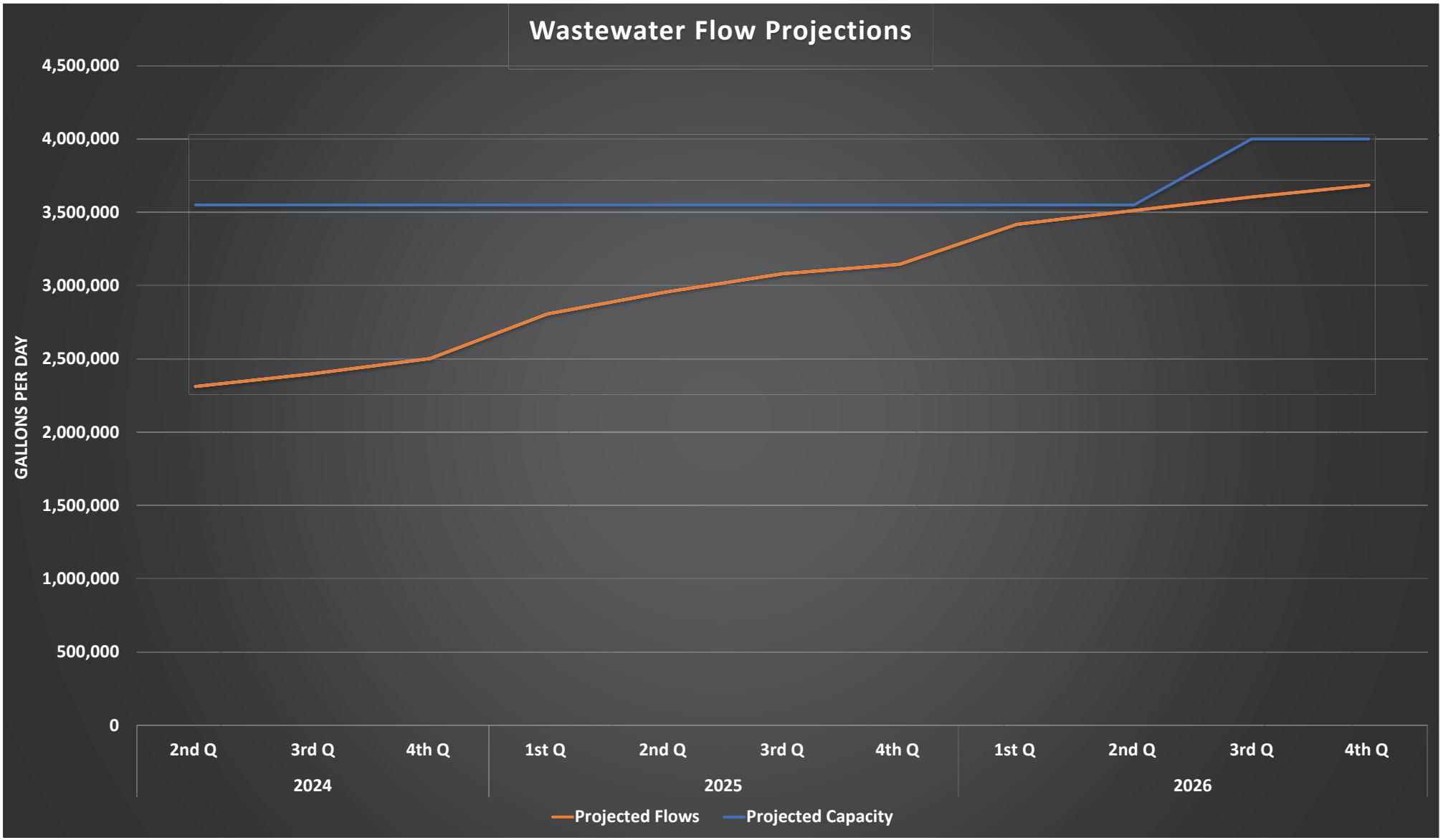
PROJECTED FLOWS (GPD) CURRENT	PROJECTED NEW FLOW (GPD)			PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)			
	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	30,500	87,000	103,250	304,750	148,000	125,250	65,000	112,500	94,750	92,000	81,250	90,750	93,250	79,000	55,750	47,750	46,750	39,750	39,250	33,750	33,750	33,750	33,750
2,281,000	2,311,500	2,398,500	2,501,750	2,806,500	2,954,500	3,079,750	3,144,750	3,417,250	3,512,000	3,604,000	3,685,250	3,776,000	3,869,250	3,948,250	4,004,000	4,051,750	4,098,500	4,138,250	4,177,500	4,211,250	4,245,000	4,278,750	4,312,500

Notes:
Continental Country Club flow (160,000 gpd) added to City's main wastewater treatment facility in 2026
Projected growth of 200 ERCs per quarter from 2030 onward

PROJECTED CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13												
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	4,000,000	4,000,000	4,000,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000

Notes:
FDEP Permitted capacity is 3.55 MGD
Phase 1 and 2 completed by June 2026 to bring total capacity to 4.0 MGD
Phase 3 completed by March 2027 to increase total capacity to 5.5 MGD

PROJECTED EXCESS CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	1,238,500	1,151,500	1,048,250	743,500	595,500	470,250	405,250	132,750	38,000	396,000	314,750	224,000	1,630,750	1,551,750	1,496,000	1,448,250	1,401,500	1,361,750	1,322,500	1,288,750	1,255,000	1,221,250	1,187,500


Wastewater Flow Projections
4,500,000
4,000,000
3,500,000
3,000,000
2,500,000
2,000,000
1,500,000
1,000,000
500,000
0
GALLONS PER DAY
2nd Q
3rd Q
4th Q
1st Q
2nd Q
3rd Q
4th Q
1st Q
2nd Q
3rd Q
4th Q
2024
2025
2026
Projected Flows
Projected Capacity

City of Wildwood Wastewater Treatment Plant Flow Projections

PROJECTED FLOWS (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)			
	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	30,500	87,000	103,250	304,750	148,000	125,250	65,000	112,500	94,750	92,000	81,250	90,750	93,250	79,000	55,750	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
2,281,000	2,311,500	2,398,500	2,501,750	2,806,500	2,954,500	3,079,750	3,144,750	3,417,250	3,512,000	3,604,000	3,685,250	3,776,000	3,869,250	3,948,250	4,004,000	4,054,000	4,104,000	4,154,000	4,204,000	4,254,000	4,304,000	4,354,000	4,404,000

Notes:
Continental Country Club WWTP (160,000 gpd) decommissioned and added to City's main wastewater treatment facility in 2026
Projected growth of 200 ERCs per quarter from 2030 onward

PROJECTED CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14	Column15	Column16	Column13	Column14	Column15	Column16								
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	4,000,000	4,000,000	4,000,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000

Notes:
FDEP Permitted capacity is 3.55 MGD
Phase 1 and 2 completed by June 2026 to bring total capacity to 4.0 MGD
Phase 3 completed by March 2027 to increase total capacity to 5.5 MGD

COMMITTED CAPACITY OUTSIDE OF KNOWN DEVELOPMENTS (GPD)	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250

Notes:
Capacity reserved through Developer's Agreement or Concurrency Reservation not accounted for in the flow projections

PROJECTED EXCESS CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	1,219,250	1,132,250	1,029,000	724,250	576,250	451,000	386,000	113,500	18,750	376,750	295,500	204,750	1,611,500	1,532,500	1,476,750	1,426,750	1,376,750	1,326,750	1,276,750	1,226,750	1,176,750	1,126,750	1,076,750

Threshold Margin of Error (2026 2Q)	0.53%

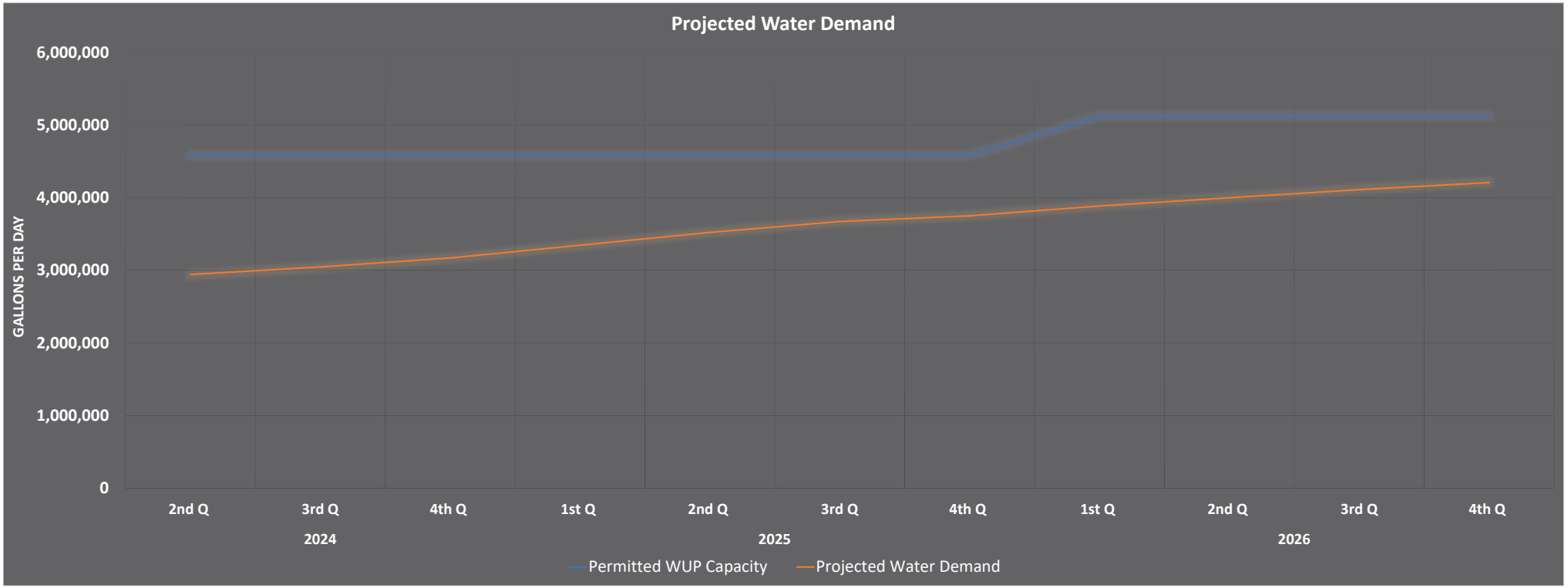
City of Wildwood Water Demand Projections

PROJECTED FLOWS (GPD)	PROJECTED NEW FLOW (GPD)			PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)			
	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	36,600	104,400	123,900	173,700	177,600	150,300	78,000	135,000	113,700	110,400	97,500	108,900	111,900	94,800	66,900	57,300	56,100	47,700	47,100	39,250	173,500	33,750	33,750
2,905,270	2,941,870	3,046,270	3,170,170	3,343,870	3,521,470	3,671,770	3,749,770	3,884,770	3,998,470	4,108,870	4,206,370	4,315,270	4,427,170	4,521,970	4,588,870	4,646,170	4,702,270	4,749,970	4,797,070	4,836,320	5,009,820	5,043,570	5,077,320

PROJECTED CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	4,583,200	4,583,200	4,583,200	4,583,200	4,583,200	4,583,200	4,583,200	5,119,200	5,119,200	5,119,200	5,119,200	5,119,200	5,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200

Notes:
CR 501 WTP expansion to 3.2 MGD online in January of 2026 (.536 MGD added capacity)
Oxford WTP expansion to 3.35 MGD online in June 2027 (1 MGD added capacity)
Water Use Permit Modification in 2025
Projected Growth of 200 ERCs per quarter from 2030 onward

PROJECTED EXCESS CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	1,641,330	1,536,930	1,413,030	1,239,330	1,061,730	911,430	833,430	1,234,430	1,120,730	1,010,330	912,830	803,930	692,030	1,597,230	1,530,330	1,473,030	1,416,930	1,369,230	1,322,130	1,282,880	1,109,380	1,075,630	1,041,880



City of Wildwood, Florida
Planning & Zoning Board/Special Magistrate
as Local Planning Agency

The case below was heard on Tuesday, August 6, 2024, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate as the Local Planning Agency for a Comprehensive Plan amendment to amend the FLU map designation from Industrial (City) to Commercial (City) for the parcel listed below on 44.0 acres MOL. The subject property is generally located approximately one (1) mile south of the intersection of South Main Street and Florida's Turnpike, at 4424 N US 301, Wildwood, FL 34785.

Case Number: CP 2403-001 Wildwood Micro-Hospital

Applicant(s): Rebecca Wilson w/ Lowndes Law

Owner(s): Deborah L Farkus (TTEE)

Parcel(s): G19-003

Under Land Development Regulation (LDR) § 1.7(C), the Planning and Zoning Board/Special Magistrate as Local Planning Agency has a duty to make a recommendation to the City Commission on all proposed Comprehensive Plan amendments.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 1.7(D), the Special Magistrate, as it respects to O2024-49:

☐ recommends approval.

☐ recommends approval with the following conditions:

1001. gopher tortoise survey prior to development; finalizing contemplated Developer Agreement and P.D. agreement

☐ recommends denial.

Dated: August 6, 2024

Lindsay C.T. Holt
Special Magistrate City of Wildwood

CITY COMMISSION 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	August 6, 2024

The applicant is seeking approval from the City of Wildwood City Commission 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 Planning and Zoning Board/Special Magistrate recommends approval of Ordinance O2024-50 to be forwarded to the City Commission with the condition that the developer enters into a Developer's Agreement and Planned Development Agreement as necessary to narrow down proposal. This is the first hearing for Ordinance O2024-50.

DATED: 8/6/2024



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

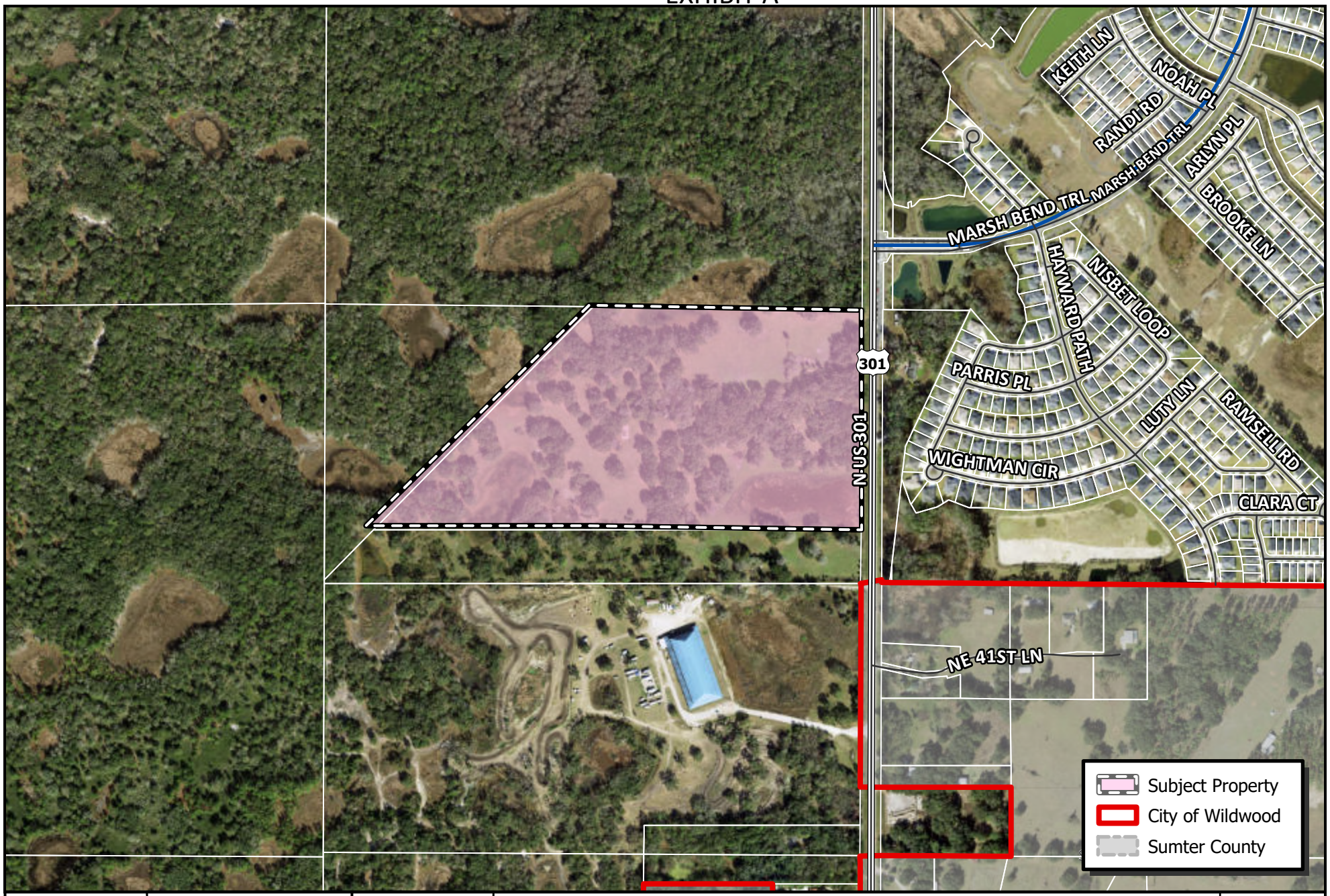
First Reading: _____

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

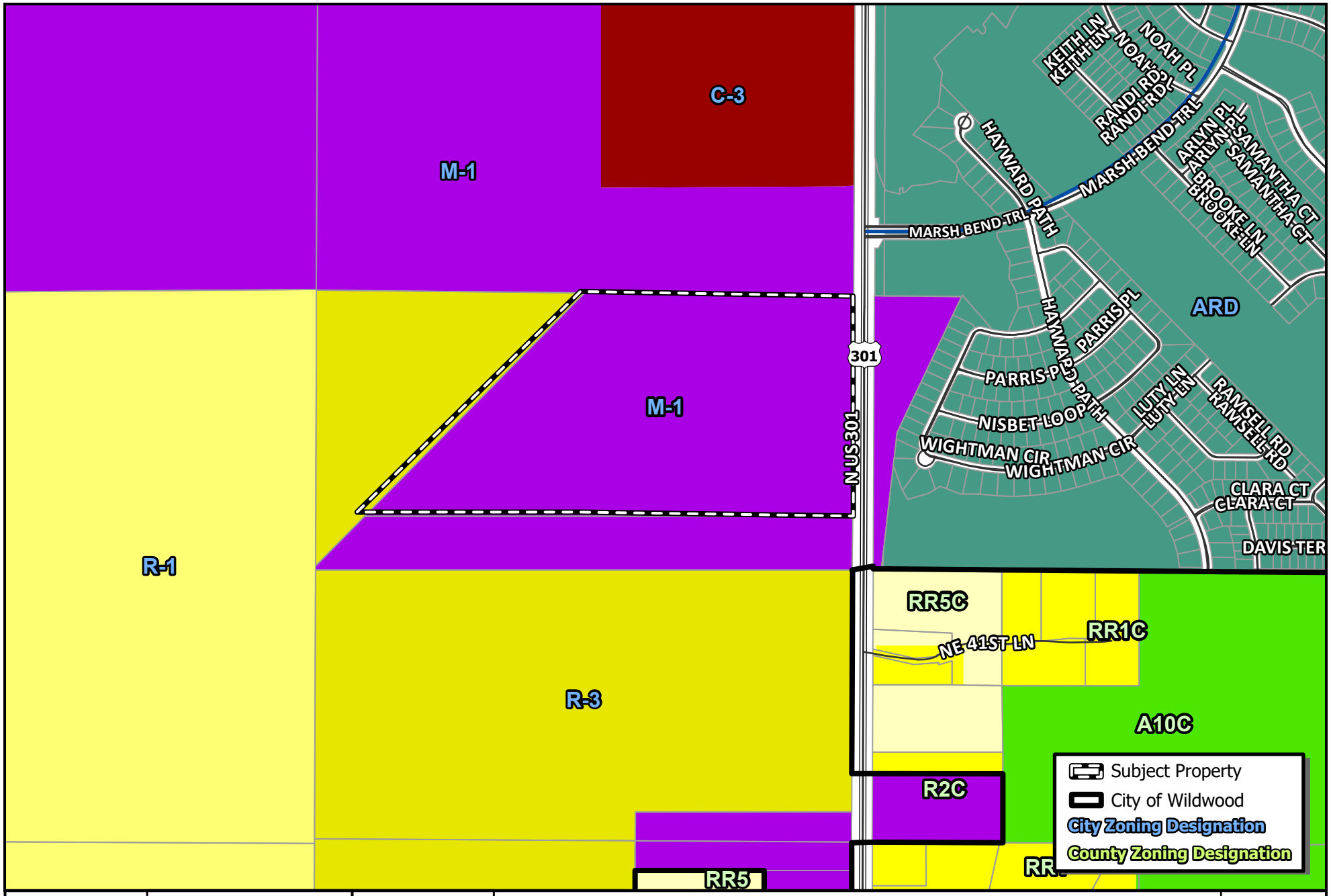
WILDWOOD MICRO-HOSPITAL

PARCEL G19-003

MAP 1B

LOCATION MAP

MAR 2024



WILDWOOD FLORIDA EST. 1877

CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

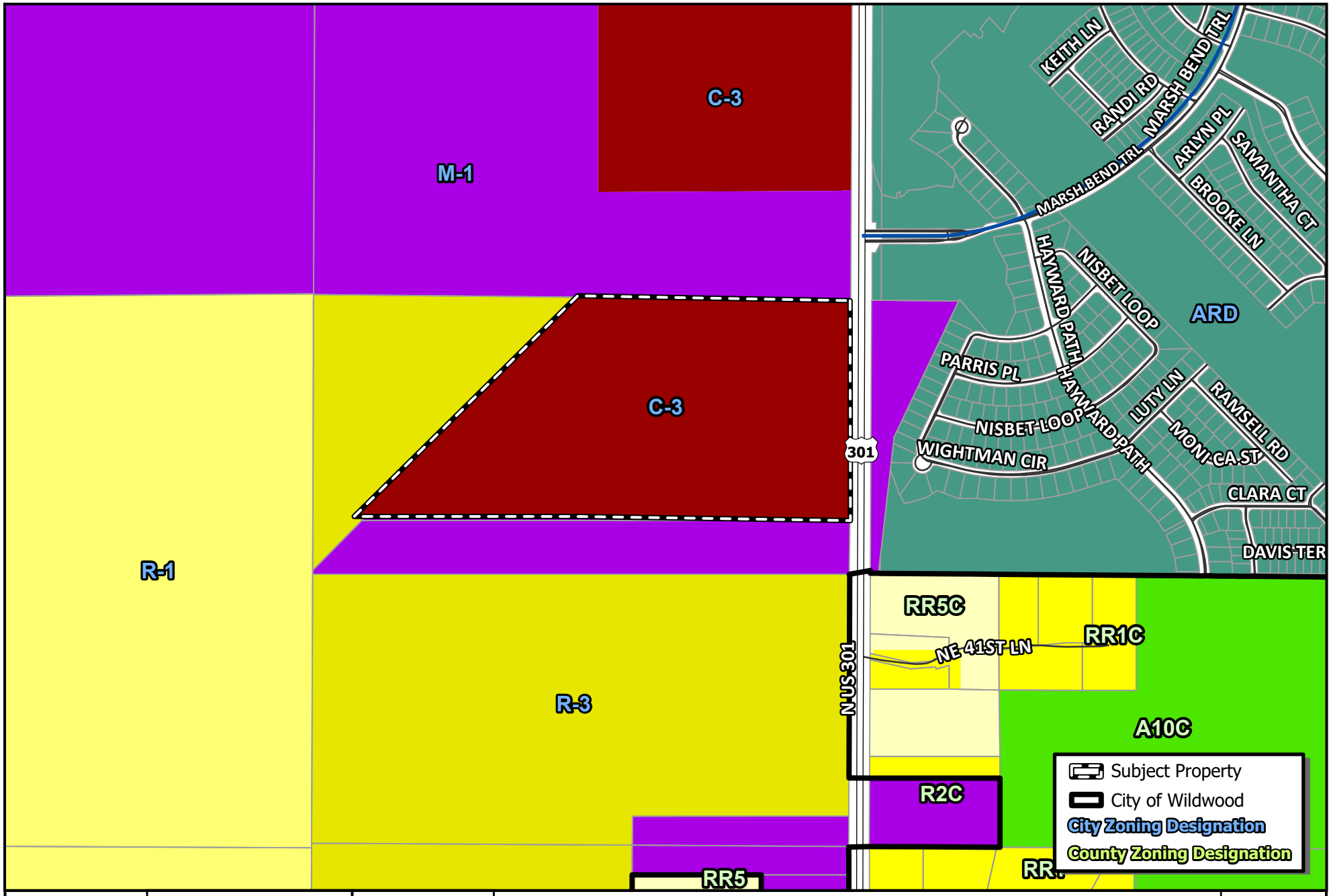
N
US Feet
0 140 280 560

RZ 2403-001

WILDWOOD MICRO-HOSPITAL

PARCEL G19-003

MAP 3A
EXISTING ZONING
MAR 2024



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 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.

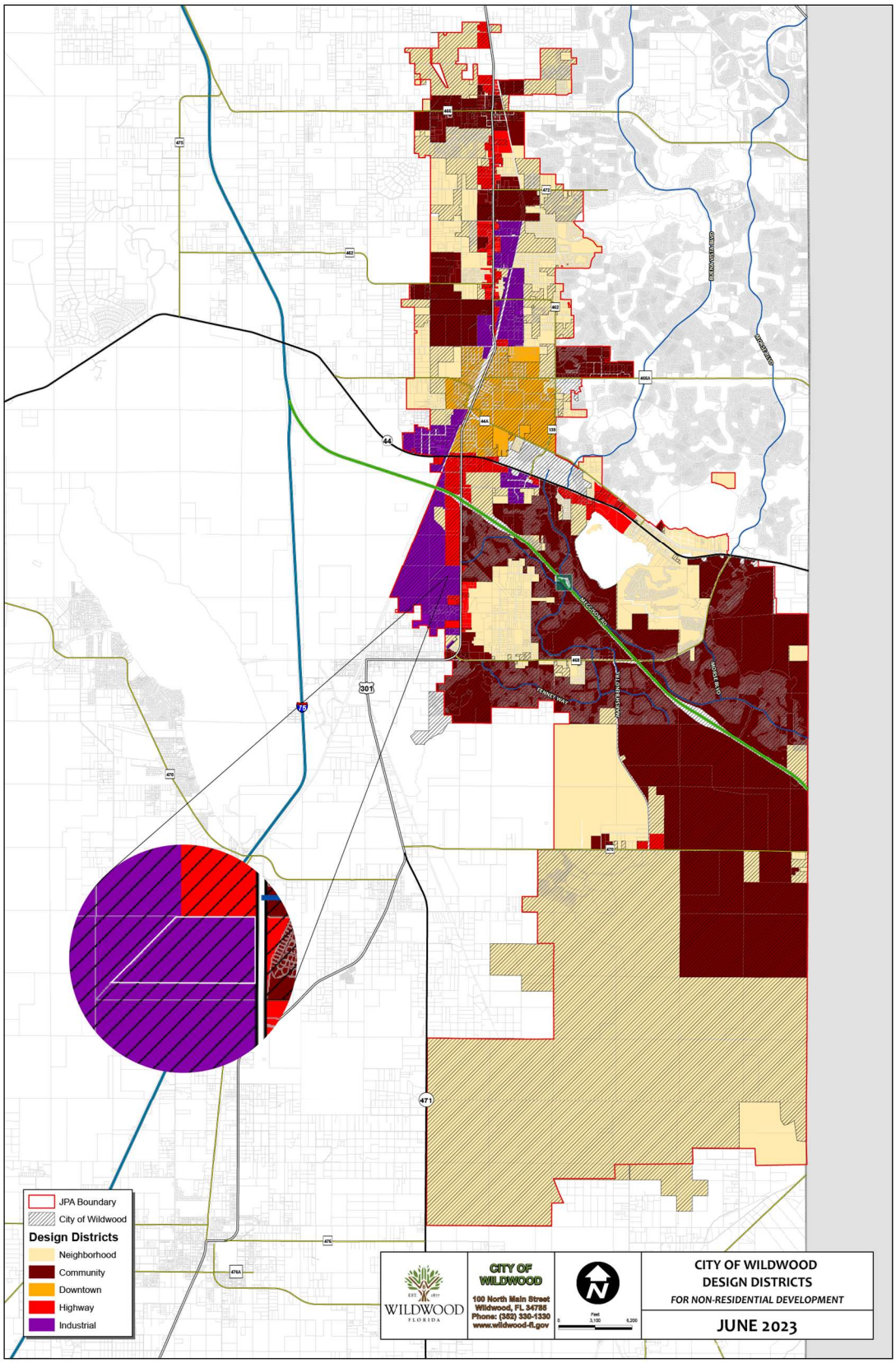
Design District

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
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

City of Wildwood, Florida
Planning & Zoning Board/Special Magistrate

The case below was heard on Tuesday, August 6, 2024, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from M-1 (City) to C-3 (City) for the parcel listed below on 44.0 acres MOL. The subject property is generally located approximately one (1) mile south of the intersection of South Main Street and Florida's Turnpike, at 4424 N US 301, Wildwood, FL 34785.

Case Number: RZ 2403-001 Wildwood Micro-Hospital

Applicant(s): Rebecca Wilson w/ Lowndes Law

Owner(s): Deborah L Farkus (TTEE)

Parcel(s): G19-003

Under Land Development Regulation (LDR) § 1.7(B)(2), the Planning and Zoning Board/Special Magistrate has a duty to make a recommendation to the City Commission on all proposed Zoning Map amendments.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 3.3(C)(4), the Special Magistrate, as it respects to O2024-50:

☐ recommends approval.

☒ recommends approval with the following conditions:

Finalizing contemplated Developer Agreement and P.D. Agreement

☐ recommends denial.

Dated: August 6, 2024

Lindsay C.T. Holt
Special Magistrate City of Wildwood

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Updated Parks and Recreation Fee Schedule**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The Parks and Recreation Department has seen a steady increase in facility usage over the last several years. In 2023, the Department made over 1,500 reservations, and that number is expected to increase with the addition of the Warfield Auditorium to our available rental spaces. The increased demand for City facilities has required additional maintenance and other costs associated with upkeep and staffing. To continue providing quality facilities to the public, the Department recommends the approval of the updated fee schedule.

To ensure a comprehensive understanding of the market, staff assessed rates and rental categories of other municipalities in the area. Staff found that most had higher rental rates than Wildwood, providing a solid basis for our proposed fee increase.

It was also determined that most municipalities used a resident/non-resident rate category and offered discounts to non-profit organizations. Many cities also had a separate rate for special or commercial events. The Parks and Recreation Department recommends increasing rental fees and reevaluating the rates every three to five years to ensure they remain fair and consistent.

ORDINANCE NO. O2024-52

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, ADOPTING A NEW FEE SCHEDULE FOR THE USE OF CITY PARKS AND FACILITIES; PROVIDING FINDINGS AND INTENT; PROVIDING FOR CONFLICT AND SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Wildwood, Florida, offers a variety of parks and facilities for public use and requires that certain parks and facilities be reserved for a set fee as determined by the Parks and Recreation Fee Schedule; and,

WHEREAS, the Parks and Recreation Department has recommended changes to the Fee Schedule incorporated into this Ordinance as Exhibit "A," and the City of Wildwood Commission finds it appropriate to amend the previously established Fee Schedule by increasing the fees as recommended; and,

WHEREAS, it is essential for the successful operation of city parks and facilities that funds or revenues be generated to assist in financing the costs associated with keeping said parks and facilities in good condition, thereby ensuring their continued availability and quality for the residents and visitors of Wildwood; and,

WHEREAS, the City of Wildwood Commission, as the need may arise, has the authority to apply adjustments, reductions, or waivers of fees, and change fees to reflect the current cost of living and competitive rates for similar facility reservations in the area, thereby ensuring that the fees remain fair and reasonable for all users.

NOW, THEREFORE, BE IT ENACTED AND ORDAINED by the City Commission of the City of Wildwood, Florida, as follows:

SECTION 1. FINDINGS AND INTENT. It is the intent of the City of Wildwood Commissioners, and it is hereby ordained that the provisions of this ordinance shall be reflected and made part of the Code of Ordinances of the City of Wildwood. The word "Ordinance" or similar words may be changed to "section," "article," or other appropriate word or phrase, and the sections of this Ordinance may be renumbered or re-lettered to accomplish such intention. The Code codifier is granted the authority to rescind those sections of the Code declared null and void as set forth herein.

SECTION 2. CONFLICT. This ordinance shall be cumulative of all provisions of the Ordinances of the City of Wildwood, Florida, except where the provisions of the Ordinance are in direct conflict with the provisions of such Ordinances, in which event all

Ordinances or part thereof in conflict with this Ordinance are hereby repealed to the extent of such conflict.

SECTION 3. SEVERABILITY. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance, or application hereof, is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion or application shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions thereof.

SECTION 4. SCRIVENER'S ERROR. The city attorney may correct scrivener's errors found in this ordinance by filing a corrected copy of this ordinance with the city clerk.

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

PARKS & RECREATION

Fee Schedule

Rental fees are based on the type of facility, and category classification of the individual or organization utilizing the facility. Applicable sales and use tax shall apply unless indicated otherwise in the fee schedule. The renter is responsible for obtaining all applicable permits, licenses, and insurance and shall comply with all applicable laws, regulations, and policies. Facilities are not available for reservation on City observed holidays.

Any material misrepresentation, whether written or oral, during the reservation process, where the Department relied on such misrepresentation in granting a rental permit for a proposed activity, shall be grounds for the Department to immediately revocation such permit.

Rental Categories

Category I: Resident – Private Event

- Resident or local business holding a private function, meeting, or activity
- Must provide proof of residency at the time of reservation
- Pays resident rate for facilities and athletic fields

Category II: Non-Resident – Private Event

- Non-resident or business holding a private function, meeting or activity
- Pays non-resident rate for facilities

Category III: Non-Profit Private Event or Non-Profit Fundraiser

- Non-profit organization holding a private function, meeting, activity, or fundraiser for charity
- Organization must provide proof of non-profit/not-for-profit status at the time of reservation to receive 50% discount on facility rentals
- Proof to include 501(c)(3) status and tax-exempt certificate, and payment method must match
- All fees must be paid with a non-profit credit card or check. The organization name on the chosen method of payment must match the non-profit documentation provided at the time of reservation. Cash will not be accepted

Category IV: Open to the Public Event (commercial/non-commercial)

- Individual or business holding an event that is open to the public
- Event is being advertised and/or the organizer is selling tickets/charging admission
- Event may or may not include commercial activity
- Food and beverage are sold or distributed to the public
- Open to public events with one or more of the following high-risk activities requires General Comprehensive Liability Insurance and/or Sexual Abuse and Molestation Liability Insurance in an amount not less than $1,000,000 per occurrence. The City of Wildwood FL must be listed as an additional insured
    - Open to the public events with 200 or more attendees
    - Activities involving physical contact and/or organized athletic activities
    - The sale or distribution of alcoholic beverages
    - Activities involving at risk populations (youth 18 or younger, elderly or disabled)

Category V: City Co-Sponsored Event

- Non-profit organizations must complete the “Co-Sponsorship Application” and meet specific criteria to be considered for a co-sponsored event with the City
- Applications are approved or denied by the Department Director or designee
- Organization must provide proof of non-profit status and a copy of insurance
- All or a portion of facility rental fees may be waived depending on the nature of the event activities

Category VI: Special Event

- Events held on private or public property that may or may not require City Services
- Special event organizers must submit a Temporary Use/Special Event Application at least 60 days prior to event date
- Fees are based on event location and/or required City services and equipment
- Special events include but are not limited to the following:
    - Traveling Circuses
    - Carnivals
    - Sporting Events/Tournaments (including runs/walks)
    - Concerts
    - Seasons sales events such as fireworks or Christmas trees
    - Religious Revivals
    - Temporary Sales Events
    - Craft Fairs
    - Public or Private March
    - Parade
    - Cortege
    - Any other event deemed necessary by the City Commission, City Manager, Department Director, or designee
- Refer to Temporary Use/Special Event Policy and City Code of Ordinances SEC. 11.14

*Category V and VI rental fees are not listed in this fee schedule. An application must be submitted to determine appropriate fees and required licenses and insurances.

Indoor Facilities & Meeting Spaces

Facility	Capacity & Sq Ft.	Category I	Category II	Category III	Category IV	Damage Deposit
Lincoln	196; 1249 sq ft.	$30.00	$40.00	$15.00/$20.00	$50.00	$200.00
Jefferson	221; 1546 sq ft.	$35.00	$45.00	$17.50/$22.50	$55.00	$200.00
Franklin	221; 1546 sq ft.	$35.00	$45.00	$17.50/$22.50	$55.00	$200.00
Washington & Lincoln	638; 4159 sq ft.	$65.00	$75.00	$32.50/$37.50	$85.00	$300.00
Washington & Jefferson or Franklin	663; 4456 sq ft.	$65.00	$75.00	$32.50/$37.50	$85.00	$300.00
Washington, Lincoln and Jefferson or Franklin	859; 5705 sq ft.	$85.00	$95.00	$42.50/$47.50	$105.00	$400.00
Entire Bottom Floor	1000; 7251 sq ft.	$110.00	$120.00	$55.00/$60.00	$130.00	$500.00
Oxford Community Center	90; 2292 sq ft.	$30.00	$40.00	$15.00/$20.00	$50.00	$200.00
MLK Community Center	70; 1410 sq ft.	$30.00	$40.00	$15.00/$20.00	$50.00	$200.00
Warfield Auditorium	190; 3675 sq ft.	$75.00	$85.00	$37.50/$42.50	$95.00	$500.00

*Hourly Rates

Outdoor Facilities & Event Lawns

WWCC Event Lawn

Anticipated Attendance	Category I	Category II	Category III	Category IV	Damage Deposit
100 or less	$25.00	$35.00	$12.50/$17.50	$45.00	$100.00
101-300	$35.00	$45.00	$17.50/$22.50	$45.00	$200.00
301-500	$45.00	$55.00	$22.50/$27.50	$65.00	$300.00
501+	$55.00	$65.00	$27.50/$32.50	$75.00	$400.00

*Hourly Rates

Baker House (Grounds Only)

Anticipated Attendance	Category I	Category II	Category III	Category IV	Damage Deposit
100 or less	$45.00	$55.00	$22.50/$27.50	$65.00	$100.00
101 -300	$55.00	$65.00	$27.50/$32.50	$75.00	$200.00
301-500	$65.00	$75.00	$32.50/$37.50	$85.00	$300.00
501+	$75.00	$85.00	$37.50/$42.50	$95.00	$400.00

*Hourly Rates

MLK Park Pavilion

Capacity	Category 1	Category II	Category III	Category IV	Damage Deposit
Medium	$75.00	$85.00	$37.50/$42.50	$95.00	$100.00

*Daily Rates

*Pavilion rentals do not include exclusive use of the splash pad or other park amenities.

Athletic Fields & Green Spaces

Fields	Category I	Category II	Category III	Lights/Hr.	Paint or Chalk/Field	Damage Deposit
Open Spaces	$10.00	$15.00	$5.00/$7.50	N/A	N/A	$100.00
T-Ball (Fields 1-5)	$10.00	$15.00	$5.00/$7.50	+10.00	+$25.00	$100.00

Softball (Fields 6-7)	$10.00	$15.00	$5.00/$7.50	+10.00	+$25.00	$100.00
Baseball (Fields 8-10)	$10.00	$15.00	$5.00/$7.50	+$10.00	+$25.00	$100.00
Adult Softball (Field 11)	$10.00	$15.00	$5.00/$7.50	+10.00	+$25.00	$100.00
Adult Baseball (Field 12)	$10.00	$15.00	$5.00/$7.50	+10.00	+25.00	$100.00
Soccer/Multipurpose Fields	$15.00	$20.00	$7.50/$10.00	N/A	+$50.00	$200.00
MLK Football Field	$20.00	$25.00	$10.00/$12.50	+$15.00	+$150.00	$200.00

*Rates per field/per hr.

Tournaments, Leagues & Organized Team Games

Fields	Category 1	Category II	Category III	Employee Fee/Hr.*	Lights/ hr.	Paint or Chalk/Field	Damage Deposit
T-Ball (Fields 1-5)	$15.00	$20.00	$7.50/ $10.00	3 at $25.00	N/A	+$25.00	$100.00
Softball (Fields 6-7)	$15.00	$20.00	$7.50/ $10.00	3 at $25.00	+$10.00	+$25.00	$100.00
Baseball (Field 8-10)	$15.00	$20.00	$7.50/ $10.00	3 at $25.00	+10.00	+$25.00	$100.00
Adult Softball (Field 11)	$15.00	$20.00	$7.50/ $10.00	2 at $25.00	+10.00	+$25.00	$100.00
Adult Baseball (Field 12)	$15.00	$20.00	$7.50/ $10.00	2 at $25.00	+10.00	+$25.00	$100.00
Soccer/Multipurpose Fields	$20.00	$25.00	$10.00/ $12.50	1 at $25.00	N/A	+$50.00	$200.00
MLK Football Field	$25.00	$30.00	$12.50/ $15.00	1 at $25.00	+$15.00	+$150.00	$200.00

*Rates per field/hr.

*All organized athletic activities require General Comprehensive Liability Insurance in an amount not less than $1,000,000 per occurrence and the City of Wildwood shall be named as additional insured.

*Park Maintenance employees required for tournaments

Internal Programs & Activities

Youth Programs

Day Camps	Category I	Category II	Assistance
Daily	$30.00	$45.00	$15.00
Weekly	$90.00	$100.00	$45.00

*Rates per child

Athletic Leagues

Sport/Season	Category I	Category II
Baseball/Softball/T-ball	$50.00	$60.00
Youth Flag Football	$50.00	$60.00
Youth Basketball	$50.00	$60.00
Adult Kickball	$100.00	$120.00
Adult Softball	$100.00	$120.00
Adult Flag Football	$100.00	$120.00

*Youth league rates per participant

*Adult league rates per team

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: O2024-52 Updated Parks and Recreation Fee Schedule

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.

In accordance with the provisions of controlling law, the City of Wildwood hereby publishes the following information:

1. Summary of the proposed ordinance:

The proposed ordinance will establish new fees for park and facility reservations as recommended by the Parks and Recreation Department. City park and facility rentals have increased over the last year (over 1500 facility rentals in 2023, 757 facility rentals as of August 2024), which requires additional staffing and building/park maintenance. The new fees will help finance direct costs and enhance the quality of the city's facilities for the residents of Wildwood.

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City of Wildwood, if any:

The proposed ordinance will raise user fees for all businesses who wish to reserve a city facility. A residency discount will be applied to the reservation if the business resides in the City of Wildwood. If the business resides outside the City of Wildwood, the non-resident fee will be applied to the reservation. Businesses holding events or activities that are open to the public and/or charge admission for their event will pay a commercial/open-to-the-public fee, reflecting the additional use of city resources. The average increase for most facilities is $10.00.

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:

In 2023, approximately 1500 park and facility reservations were made. About one-fourth of those reservations were made by private, for-profit businesses.

4. Additional information the governing body deems useful (if any):

The ordinance applies to all individuals and businesses that reserve a park or facility in the City of Wildwood. Based on last year's reservations, approximately one-fourth of the rentals were private businesses. Other reservations include non-profit organizations, individual residents, and non-resident rentals.

Buildings and Meeting Spaces

City	Facility	Capacity	Fees	Desposits	Rate Type	Rental Times	Notes
The Villages	Banquet Room	350; 5192 sq. ft.	$37; $74 per hr.	$50; $100	Resident/ Non-Resident	7:00 a.m. - 10:00 p.m.	
The Villages	Large Meeting Room	90; 2363 sq. ft.	$52; $104 per hr.	$75; $150	Resident/ Non-Resident	7:00 a.m. - 10:00 p.m.	
The Villages	Small Meeting Room	54; 1114 sq. ft.	$37; $74 per hr.	$50; $100	Resident/ Non-Resident	7:00 a.m. - 10:00 p.m.	
Lady Lake	Community Building	2925 sq. ft.	$20/$30/$50 per hr.	$195	Resident/Non-Resident rates	7:00 a.m. - 11:00 p.m.	Includes $5.00 administrative fee
Leesburg	Venetian Center (Harris Room)	1000; 7155 sq. ft.	$40; $125; $225 ;$150 ;$27 per hr.	$300	Resident/Non-Resident/Non-Profit rates	7:00 a.m. - 10:00 p.m.	Fees vary depending on day and time facility is rented
Leesburg	Chain of Lakes Room	250; 1938 sq. ft.	$35; $85; $100; $125 per hr.	$150	Resident/Non-Resident/Non-Profit rates	7:00 a.m. - 10:00 p.m.	Fees vary depending on day and time facility is rented
Leesburg	Griffin Room	140; 1000 sq. ft.	$30; $45; $60; $75 per hr.	$150	Resident/Non-Resident/Non-Profit rates	7:00 a.m. - 10:00 p.m.	Fees vary depending on day and time facility is rented
Leesburg	Canal Room	120; 938 sq. ft.	$30; $45; $60; $75 per hr.	$150	Resident/Non-Resident/Non-Profit rates	7:00 a.m. - 10:00 p.m.	Fees vary depending on day and time facility is rented
Leesburg	Rogerd Park Building	N/A;	$25; $40; $50; $60 per hr.	$150	Resident/Non-Resident/Non-Profit rates	7:00 a.m. - 10:00 p.m.	Fees vary depending on day and time facility is rented
Ocala	Full Banquet Hall	350; N/A	$120 per hr.	$200	Flat Rate	7:00 a.m. - 11:00 p.m.	$35 Employee fee; $1000 alcohol fee; Require to rent 6 OR 12 hours
Ocala	Banquet Room 1	130; N/A	$100 per hr.	$200	Flat Rate	7:00 a.m. - 11:00 p.m.	$35 Employee fee; $1000 alcohol fee; Require to rent 6 OR 12 hours
Ocala	Banquet Room 2	120; N/A	$100 per hr.	$200	Flat Rate	7:00 a.m. - 11:00 p.m.	$35 Employee fee; $1000 alcohol fee; Require to rent 6 OR 12 hours
Ocala	Banquet Room 3	90; N/A	$75 per hr.	$200	Flat Rate	7:00 a.m. - 11:00 p.m.	$35 Employee fee; $1000 alcohol fee; Require to rent 6 OR 12 hours
Fruitland Park	Gardenia Center	N/A; 5000 sq. ft.	$75; $125; $100; $175 per hr.	$250	Resident/Non-Resident	Any time	$350 refundable alcohol deposit
Sumter County	Multiple Community Bldgs	N/A	Free to Sumter County Residents	N/A	Resident/Non-Resident	TBD	Prices vary for non-residents

Athletic Facilities

City	Facility	Field Fee	League Fees	Rate Type	Lights	Notes
The Villages	Courts	$10; $25; $50	Travel Leagues: $40; $80	Resident/Non-Resident	N/A	
Lady Lake	Baseball/Softball	$15-$35	Adults: $100/season; Youth $500/season	Local/Non-local	$10	
Leesburg	Soccer/Football	$150	$20-$30 (Not City Affiliated)	Resident/Non-Resident/Non-Profit rates	$50	
Ocala	All athletic fields	$15	$350 per team	Flat Rate	$10	
Fruitland Park	All athletic fields	$10 (day); $20 (night)	$50 youth/adults for all leagues	Flat Rate	$10	All field rentals require liability insurance
Sumter County	All athletic fields	Free to Sumter County Residents	N/A	Free to Sumter County Residents	N/A	

Outdoor Facilities

City	Facility	Capacity	Fees	Deposits	Rate Type	Rental Times	Notes
The Villages	Picnic Areas	N/A	$10; $20 per hr.	$100; $2000	Resident/ Non-Resident	7:00 a.m. - 10:00 a.m.	
Lady Lake	Gazebo	N/A	$45 - $75	$100	Local/Non-Local	8:00 am - Sunset	
Leesburg	Gazebos	30	$35; $100; $125 per day	$45	Resident/Non-Resident/Non-Profit	Dusk to Dawn	
Leesburg	Pavilions	135	$25; $45; $60 per day	$30	Resident/Non-Resident/Non-Profit	Dusk to Dawn	
Ocala	Pavilions	30-100 people	$50 (small); $125 (large)	N/A	Flat Rate	Dusk to Dawn	
Fruitland Park	Pavilions	N/A	$5 per hr.	N/A	Flat Rate	Dusk to Dawn	
Sumter County	Multiple Outdoor Facilities	N/A	Free to Sumter County Residents	N/A	Resident/Non-Resident	Dusk to Dawn	Prices vary for non-residents

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Updated Parks and Recreation Co-Sponsorship Policy**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Due to numerous inquiries received by the City regarding fee waivers for the reservation and use of the City's parks and recreation facilities, staff prepared requirements for all outside organizations and governmental agencies that must be met in order for the fees, including staff coordination, to be waived. On February 26, 2018, the City Commission adopted Resolution No. R2018-2, authorizing the Parks and Recreation Department to implement a co-sponsorship policy that provided a list of parameters for organizations seeking fee waivers. Following a review of the City's Parks and Recreation policies and guidelines, the Department has prepared an updated co-sponsorship policy to provide improved internal processes and allow for consistent implementation. On July 29, 2024, a draft of the updated co-sponsorship policy was presented to the City Commission for review.

The proposed resolution and updated policy are attached for the City Commission's consideration.

RESOLUTION NO. R2024-15

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WILDWOOD, FLORIDA AUTHORIZING AMENDMENTS TO THE CO-SPONSORSHIP POLICY PROVIDING A LIST OF PARAMETERS FOR ORGANIZATIONS SEEKING FEE WAIVERS; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Wildwood offers parks and recreation facilities available for public use, and the reservation of said facilities may require fees in accordance with the City's adopted Parks and Recreation Fee Schedule; and,

WHEREAS, the City Commission adopted a Co-Sponsorship Policy on February 26, 2018, to establish requirements that external organizations and governmental agencies must meet to qualify for waivers of facility and staffing coordination fees; and,

WHEREAS, the City of Wildwood conducts periodic reviews of all elements of the City's Parks and Recreation policies and guidelines to eliminate redundancies, conflicts, inconsistencies, and ambiguities, and ensure proper adherence; and,

WHEREAS, the Parks and Recreation Department has prepared an updated Co-Sponsorship Policy to provide improved internal processes and allow for consistent implementation; and,

WHEREAS, the City of Wildwood Parks and Recreation Department has recommended changes to the current Co-Sponsorship Policy and wishes to implement a new Co-Sponsorship Policy.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF WILDWOOD, FLORIDA, THAT:

1. The City hereby adopts a Co-Sponsorship Policy incorporated into this Resolution as Exhibit "A." The City Manager, or his designee, is hereby authorized to implement the Co-Sponsorship Policy.

2. This Resolution shall supersede all previous Resolutions establishing policies and procedures for a Co-Sponsorship with the City of Wildwood.

3. This Resolution shall take effect immediately upon its final adoption by the City Commission of the City of Wildwood, Florida.

DONE AND RESOLVED this _____ day of _____, 20____, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

_____
Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

EXHIBIT "A"

Co-Sponsorship Policy

Parks & Recreation Department

The Parks & Recreation Department has limited resources to actively co-sponsor events within the City of Wildwood. Upon meeting the following requirements, an organization is eligible to have a portion of or all of the fees for a facility and staffing coordination waived. Damage deposits are required by all organizations seeking co-sponsorship.

Required Guidelines for all Organizations Seeking a Co-Sponsorship

In order for an outside organization to be considered for co-sponsorship with the Parks & Recreation Department, the organization along with the proposed event must meet ALL of the required guidelines listed below:

- The requesting organization must provide proof of their registered non-profit status:
  - The organization must be either a not-for-profit 501c(3) or 501c(6) corporation in accordance with Internal Revenue Service (IRS) guidelines; and
  - The organization must be registered as a not-for-profit corporation with the State of Florida and be in good standing.
- The requesting organization must pay all or part of the costs associated with the production of the event. These costs may include but are not limited to, portalets, dumpsters, equipment rentals, safety personnel, traffic management and permit fees.
- The requesting organization must provide the required amount of liability insurance per established guidelines while naming the City of Wildwood as additional insured.
- The requesting organization should clearly recognize the City of Wildwood and the Parks & Recreation Department as a sponsor on all printed materials (inclusive of logo) and media announcements associated with the proposed event. Parks & Recreation will have the opportunity to review the use of the City logo (for appropriate use of the brand) prior to sending any materials or media announcements. Parks & Recreation must also be permitted to display departmental banners, flyers, and other printed materials at the co-sponsored event.
- The proposed event is not organized around political or religious themes, but serves as a benefit to the community as a whole. Furthermore, the proceeds of any fundraising will not be used to support political activity or a political action committee.

- The proposed event must support the mission, vision, and core values of the City of Wildwood and the Parks & Recreation Department. The City reserves the right to accept or reject any proposal.
- The requesting organization must reside in Sumter County OR have a chapter of local affiliation in Sumter County. The provision of a local mailing address is required.
- The proposed event must be free and open to the public OR all net proceeds for the proposed event will directly benefit the residents of the City of Wildwood and/or non-profit /not-for-profit organizations.
- The requesting organization confirms that the Parks & Recreation Department has the available resources and that the commitment requested by the non-profit organization is feasible.
- The requesting organization agrees to abide by and be governed by all applicable Federal, state, county and city laws.
- The requesting organization shall indemnify and hold harmless the City and its officers, employees, agents, and contractors, from and against any and all actions (whether at law or inequity), claims, liabilities, losses, expenses, or damages, including, but not limited to, attorneys' fees and cost of defense, for personal, economic, or bodily injury, wrongful death, or loss of or damage to property, which the City or its officers, employees, agents, and contractors may incur as a result of claims, demands, suits, causes of action or proceedings of any kind or nature arising out of, relating to, or resulting from the proposed event. Any insurance protection required by the City, or otherwise provided, shall in no way limit the requesting organizations obligation to indemnify, hold harmless, and defend the City or its officers, employees, agents, and contractors.

Required Guidelines for Co-Sponsorship of Government Departments and Agencies:

If a government department or agency is seeking co-sponsorship as the primary organizer for an event, Parks & Recreation will generally be a co-sponsor. Similar to the co-sponsor with outside organizations, all government departments or agencies will be responsible for any associated costs for the proposed function.

Government agencies are exempt from liability insurance however the following will apply with respect to the event:

- The function must be held on City of Wildwood property

- The organizing agency must supply, pay for, and prepare any documents needed for logistical purposes (permits, site diagrams, traffic management, parking plans, etc.) as directed by Parks & Recreation.
- The governmental department or agency organizing the event should clearly acknowledge Parks & Recreation as a co-sponsor on all materials (inclusive of logo) and announcements associated with the function.
- If a governmental department or agency is a supporting sponsor for another outside organization, the primary organization must still apply for co-sponsorship through Parks & Recreation.

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Updated Parks and Recreation Rules and Regulations for Facility Rentals**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The Parks and Recreation Department is working to improve departmental policies and procedures. Previously, the department utilized various versions of the Rental Rules and Regulations, leading to confusion among staff and the public. The updated Rental Rules and Regulations include revisions to multiple sections. Public feedback and concerns from our staff about the rental process were considered while drafting the new policies, and the updated rules and regulations clearly and concisely state important rental information. On July 29, 2024, a draft of the updated Rules and Regulations for Facility Rentals was presented to the City Commission for review.

The updated Rules and Regulations for Facility Rentals, along with the resolution, are attached for the City Commission's consideration.

RESOLUTION NO. R2024-16

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WILDWOOD, FLORIDA AUTHORIZING AMENDMENTS TO THE RULES AND REGULATIONS FOR RECREATION FACILITY RENTALS; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Wildwood offers a variety of recreation facilities available for reservation in accordance with facility guidelines and intended use; and,

WHEREAS, the City regularly reviews its Parks and Recreation policies and guidelines to remove redundancies, conflicts, inconsistencies, and ambiguities, ensuring clear and effective implementation; and,

WHEREAS, the Parks and Recreation Department has recommended changes to the Rules and Regulations for Facility Rentals, incorporating public feedback and staff input to clearly and concisely present important rental information; and,

WHEREAS, the City of Wildwood Parks and Recreation Department wishes to implement the new Rules and Regulations for Facility Rentals.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF WILDWOOD, FLORIDA, THAT:

1. The City hereby adopts the Rules and Regulations for Facility Rentals incorporated into this Resolution as Exhibit "A." The City Manager, or his designee, is hereby authorized to implement these Rules and Regulations.

2. This Resolution shall supersede all previously established Rules and Regulations for recreation facility rentals with the City of Wildwood.

3. This Resolution shall take effect immediately upon its final adoption by the City Commission of the City of Wildwood, Florida.

DONE AND RESOLVED this _____ day of _____, 20____, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

_____
Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

EXHIBIT "A"

City of Wildwood
Parks and Recreation Department
Rules and Regulations for
Facility Rentals

Intent: The intent of the City of Wildwood is to adopt uniform policies and procedures concerning the rental of certain City facilities. The City recognizes the use of the facilities by individuals, groups, businesses, non-profit organizations, and public agencies serves an important role in enhancing the quality of life within our community. In order to ensure the safety and well-being of the public and responsibly allocate city resources, it is necessary to regulate the use of city facilities and related services.

Rules and Regulations: As a condition of the facility rental, the individual, business, or agency shall be provided a copy of these rules and regulations, and the renter shall sign a copy of these rules and regulations acknowledging receipt and understanding of such.

FACILITY USE AGREEMENT:

1. All reservations for use of the facility shall be through the Parks and Recreation Department Office (located at the Wildwood Community Center), Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. A Facility Use Agreement must be signed by the renter and kept on file in the Parks and Recreation Department.
2. The Facility Use Agreement may not be entered into by anyone under the age of 18. If alcohol will be present (where permissible) the person must be 21 years of age or older.
3. The individual or group whose name appears on the Facility Use Agreement will be held responsible for all damages and excessive cleanup fees incurred during the use of the facility as stated herein.
4. **The Facility Use Agreement is valid only upon the renter's signature and after the City is in receipt of all fees due.**

FACILITY RENTAL FEE:

1. A facility rental fee shall be assessed for all facilities requiring reservations.
2. Fifty percent (50%) of the facility rental fee and the full damage deposit must be paid at the time of reservation. The remaining balance must be paid in full at least 14 calendar days prior to the rental.

3. Facilities are reserved on a first-come, first-served basis. The facility is considered reserved by the renter only upon execution of the Facility Use Agreement and payment of the applicable rental fees and deposits.
4. Reservations may be required up to 30 days in advance to ensure the availability of staff.
5. Sales tax will be charged at the current rate on all rentals, as required by state statute. If the applicant/organization is tax-exempt, proof of 501(c)(3) status and a copy of the tax-exempt certificate is required.
6. All facility fees are approved by the City Commission and are subject to change.

DAMAGE DEPOSIT:

1. The renter shall pay a refundable damage deposit fee to cover any costs associated with damage to the facility, its contents, or grounds and excessive cleaning that may be needed after the rental.
2. The Damage Deposit must be paid at the time of reservation.
3. The Damage Deposit shall be returned to the renter via check within 3 weeks following the event if the facility is left in reasonably the same condition as it was found, and the renter has met its cleaning obligation as stated herein.
4. In the event the damage exceeds the deposit amount, the renter shall be billed.

USER CLEANUP RESPONSIBILITIES:

1. No extra time will be allotted at the end of the rental period for cleanup. Renters acknowledge the facility MUST be vacated and cleaned by the time the rental period ends. If not, the damage deposit shall be used to cover this additional expense. The times listed in the Facility Use Agreement must include set-up and clean-up.
2. The renter is responsible for the following cleanup:
    a) **REMOVAL OF PERSONAL ITEMS:** The renter is responsible for the removal of all items he/she brought with them. It is not the City's responsibility to return leftover items to the renter, and the City bears no responsibility for lost items.
    b) **TRASH AND WASTE:** All trash and waste are to be properly disposed of. The City provides trash cans with liners the renter may use. All trash cans are to be emptied and placed into the dumpster located at the facility. Additional liners will be provided by City staff, and are to be placed in the trash cans for use by the next user of the facility.
    c) **TABLES AND CHAIRS:** All tables and chairs utilized by the renter must be wiped down and stacked as they were found.
    d) **FOOD SERVICE EQUIPMENT**: All microwaves, refrigerators, freezers, ovens, stovetops, sinks, countertops, and similar items must be wiped down and cleaned.

e) **FACILITY ROOM(S):** All rooms, including the restrooms, are to be free of debris and wiped clean.
f) **EXTERIOR AREAS – GROUNDS & PARKING:** All areas utilized must be cleaned up before leaving, including the entrance road, walkways, green spaces, parking lot, driveways, and other areas accessible to the renter and their guests.

FACILITY USE QUESTIONNAIRE:

1. A facility use questionnaire will be completed at the time of reservation.
2. Renters must disclose the use of bands, disc jockeys, or other amplified devices that may prevent other renters from using a facility simultaneously (adjoining rooms). Failure to disclose this information may result in the termination of the Facility Use Agreement and the expulsion from the premises.
3. Renters must disclose the use of inflatable bounce houses and/or waterslides and provide a copy of the company insurance from which the equipment is being rented.
4. For businesses, corporations, non-profit organizations, and other similar entities, the renter must affirm that he or she has the express authority to enter into the Facility Use Agreement.
5. Any material misrepresentation by an individual, group, and/or organization will result in forfeiture of any and all fees paid by the renter for the use of the facility.
   Any activity in which the facility is used shall be conducted according to law.
6. The City of Wildwood is pleased to provide a variety of recreation facilities and amenities available for rent to the public. The intent of the City in offering facility rentals is to serve the residents of Wildwood and the surrounding communities. It is not the intent of the City to provide a location for private businesses, corporations, or non-profit organizations to routinely conduct their business. The City reserves the right to restrict recurring rentals if the Parks and Recreation Director determines that the use of the facility does not align with the City's intent.
7. Due to increased usage demands of the Wildwood Community Center and Warfield Auditorium, no one individual, group, business, non-profit organization, or public agency, or any combination thereof, will be granted the use of the Wildwood Community Center and Warfield Auditorium more than twice per month. Recurring meetings at the Wildwood Community Center and Warfield Auditorium cannot be accommodated and will not be approved without the Parks and Recreation Director's approval. Current recurring meeting groups may be moved without notice to another room location at the discretion of City Staff.

CANCELLATIONS:

1. The rental fee and damage deposit may be refunded to the renter if the City is in receipt of the **written notice** to cancel the reservation **no later than 30 days** prior to the rental date.
2. If notice of cancellation is received **less than 30 days** prior to the rental, 50% of the rental fee will be forfeited. The damage deposit will be returned to the renter within 3 weeks.
3. Rentals canceled due to inclement weather will be rescheduled. If rescheduling is not possible, the Parks and Recreation Department will issue a full refund within 3 weeks.

RENTAL PERIOD AND PRE- AND POST-CHECKLIST:

1. Facilities are typically available seven (7) days a week between 8:00 a.m. and 12:00 a.m. midnight. However, the City reserves the right to limit the days and hours of availability of any facility at its discretion.
2. The minimum rental period for any room in any facility is two (2) hours. Additional time is charged on a half-hour or hourly basis as established in the Fee Schedule.
3. Renters will not be refunded for unused time if they choose to leave the facility prior to their initial rental ending time.
4. Each renter must conduct a pre-and post-event walk-through with a Parks and Recreation employee. Any discrepancies are to be noted in writing on the Pre-and-Post Checklist and should include discrepancies such as damage, areas and items not cleaned properly or requiring additional cleaning, etc.
5. Temporary storage of any items before or after an event will not be provided.
6. Anything noted after the renter's usage, including damage or areas and items requiring additional cleaning by City of Wildwood janitorial staff, will be deducted from the renter's damage deposit. Both the City and the renter are required to sign the Pre-and-Post Checklist acknowledging the condition of the facility before and after the rental.
7. To be courteous to others who may have rented the facility afterward, the outside of the facility and parking lot shall be cleared immediately following the reservation.

MULTIPLE USER ISSUES (APPLICABLE TO WILDWOOD COMMUNITY CENTER ONLY):

1. Renters acknowledge that there may be other reservations in different rooms within the Wildwood Community Center that may occur simultaneously. For exclusivity, the City allows renters to reserve the entire bottom floor of the facility.
2. The City will try not to locate incompatible use in an adjacent room and will disclose to prospective renters the nature of the existing reservations so that the renter can make an informed decision on renting the facility.

3. All renters and guests are to be respectful of any other users of the multi-room community center and do not have exclusive use of facilities. Others have paid rental fees as well and have mutual rights to such amenities as parking and the ice machine.
4. If a problem is experienced with a mutual renter, The City's on-site employee must be notified.
5. Users are to remain in assigned areas so as not to interfere with other ongoing activities/programs, and renters are responsible for counseling and controlling their guests and preventing their access to non-booked rooms or to other areas even if they are unsecured.

ON-SITE STAFF AND POLICE OFFICER:

1. A Parks and Recreation employee may be on site during the rental to ensure the renter's compliance with stated policies. In the event that an employee will not be on site during the rental, the renter will be provided with the phone number of an on-call employee to assist the renter as needed.
2. The City reserves the right, at its sole discretion, to require the presence of a Wildwood Police Officer for security purposes. If the City determines the presence of a police officer is necessary to protect the public's health and safety, the renter shall be responsible for the additional fees associated with the police officer's time in accordance with the adopted Fee Schedule.
3. The Parks and Recreation employee and/or Wildwood Police Officer have the authority and discretion to eject individuals for rowdy, destructive, or inappropriate behavior and immediately terminate the Facility Use Agreement due to just cause.

ALCOHOLIC BEVERAGES:

1. The consumption, sale, and/or distribution of alcoholic beverages is permissible **ONLY** at the **Wildwood Community Center** and the **Warfield Auditorium** by persons over the legal drinking age of 21 years old. **Alcohol is prohibited at all other facilities.**
2. All facility rentals where alcohol is consumed, sold, and/or distributed require the presence of a Wildwood Police Officer. Renters must complete a request for law enforcement through Detail Kommander at the time the reservation is made and pay the required fees prior to the start of the rental.
3. Alcoholic beverages may not be sold and/or distributed to the public without the renter's compliance with all of the following:
   a. **Alcoholic Beverage Permit:**
      No alcoholic beverages may be sold or distributed in the facility or on the premises without an Alcoholic Beverage Permit. Applications for such a permit shall be made through the Florida Division of Alcoholic Beverages and Tobacco. Proof of permit

approval must be provided to the Parks and Recreation Department prior to the rental.

b. **Liquor Liability Insurance:**
Any individual or entity selling or distributing alcohol at the facility must provide an original copy of liquor liability insurance for each event when alcohol is served. **The City of Wildwood** must be named as additional insured, with a minimum coverage of $1,000,000 per accident/occurrence.

c. **Host Liquor Liability Insurance:**
If the individual or entity is **not** involved in the sale or distribution of alcoholic beverages but is allowing alcoholic beverages to be served and/or consumed at an event that is **open to the public**, the renter must provide an original copy of the host liquor liability insurance. The City of Wildwood must be named as additional insured, with a minimum coverage of $1,000,000 per accident/occurrence.

d. **General Liability Insurance:** The individual or entity selling, distributing or allowing alcohol to be consumed at their event that is **open to the public** must provide an original copy of the general liability insurance for each event when alcohol is served. **The City of Wildwood** must be named as additional insured, with a minimum coverage of $1,000,000 per accident/occurrence.

e. The provision of such insurance shall not be deemed as a waiver of the City's sovereign immunity.

TRAFFIC AND PARKING:

1. Caution must be taken to prevent harm to pedestrians and/or damage to vehicles. Renters and their guests must obey all traffic signs and adhere to Florida traffic laws.
2. Renters are required to park in designated parking areas only. Blocking of entranceways, drop-off areas, fire zones, and loading zones is prohibited.
3. Congregating, loitering, or lingering in the parking area is prohibited.

FOOD SERVICE FACILITIES:

1. Cooking is not allowed in any facility unless within a microwave oven (if available at the facility). All food should be prepared prior to the rental.
2. The renter must provide all items needed for serving and proper cleanup. The City does not provide food preparation and serving items. Recyclable plasticware is recommended.

DECORATIONS, SIGNS, AND OTHER SIMILAR MATERIALS:

1. Decorations, signs, and other similar materials are permissible and may be attached to the walls. However, damage to the walls due to the use of tape or other adhesives, nails, tacks, screws, staples, or similar articles on interior or exterior surfaces is strictly prohibited and may result in the forfeit of damage deposit.

2. City owned items shall not be removed from the facility or from the walls, including but not limited to pictures, notices, seasonal decorations, artificial flowers and plants, small tables, lamps, etc.
3. No glitter and/or confetti is allowed.
4. No smoke or fog machines are allowed.

PROHIBITED ACTIVITIES AND ITEMS:

1. The following activities and items are strictly prohibited: Possession, distribution, or use of illegal drugs; use of tobacco products unless within designated smoking areas; candles; animals and pets unless they are certified service animals; weapons of any kind; gambling; horseplay and other activity which may cause injury; sitting or standing on tables or chairs; and any other activity which the City deems inappropriate. Failure to comply may result in ejection from the facility.

ADDITIONAL RENTER RESPONSIBILITY:

1. Renters are responsible for the conduct and actions of their guests and for controlling their behavior in and around the facility. This includes prohibiting horseplay and running in any of the rooms, keeping children under control at all times, and keeping guests and children out of any areas not included in the reserved area (s).
2. Report any damage or malfunctions to the on-site Parks and Recreation employee as soon as they occur or are discovered.
3. To abide by the maximum occupancy rates set by the Fire Marshal for any/all rooms rented by the user.
4. For obtaining all necessary licenses and permits, and for paying all taxes, which may be required.
5. To comply with all normal safety practices, as all risky, dangerous, or illegal undertakings are strictly prohibited.

CITY OF WILDWOOD'S RIGHTS AND DISCRETIONS:

It is the City of Wildwood's right:

1. To refund, cancel, or reschedule a reservation if an emergency arises. **The Wildwood Community Center is a primary State of Florida Storm Shelter**, which could be activated if a storm hits anywhere in the state, or for any other act of God that may occur necessitating the use of the Storm Shelter.
2. To accept or reject any person(s) from renting any of the City's facilities and to reject any items the renter requests to bring into the facility or onto the premises.

3. To terminate the **Facility Use Agreement** with just cause. **"Just Cause"** shall mean, in the City's sole discretion, any act or action that may damage the property, create a nuisance, violate City codes, State or Federal law, or which create a danger or risk to the public and to remove from the premises any individual or group due to damage to the facility, disturbing the peace or disruptive or inappropriate behavior and to refuse future bookings to individuals or groups who have been expelled from a facility or caused damage to a facility.
4. To request the renter to pay for the presence of a Wildwood Police Officer for such events that may warrant the need for additional security measures, such as but not limited to large parties, proms, dances, events open to the general public, and events where alcohol is served.
5. To have City sponsored programs, events, activities, and classes take priority over all other requests for use. All other rental events may be scheduled on a date that does not conflict with a City event.
6. To require the renting organization or individual to provide comprehensive general liability insurance in an amount specified by the Human Resources Director if the City deems it necessary, with the City of Wildwood listed as "Additional Insured" and an original copy of the insurance certificate provided, if insurance is necessary.
7. The City of Wildwood, its officials, agents, and employees are not responsible and will not be held liable for loss or damage to personal property or accidents, personal injury, or death that occurs by the negligence of others during the use of the facility. Any accident or injury must be reported to the Human Resources Director **in writing** within 24 hours.
8. Rental to groups composed primarily of minors (under the age of 18) will be issued only to adults over the age of 25 who accept responsibility for supervising the minors throughout the rental period. The City reserves the right to require chaperones at its sole discretion. Any activities involving minors shall cease by **11:00 p.m.**
9. The City reserves the right to deem any activity inappropriate.
10. The City has the discretion to block out time periods between rentals to allow for cleanup and to limit days and hours of the rental period due to holidays, general maintenance, and renovations.
11. City employees have the authority to enforce all rules and regulations governing each individual City facility. If at any time the renter and/or the renter's guests, becomes uncooperative with City employee(ls), the City of Wildwood Police Department will be contacted to control the situation. Profanity, and/or fighting will not be tolerated and offenders will be removed from the City's facility
12. The City may amend its usage policies at any time, as deemed necessary.

ACKNOWLEDGEMENT

The undersigned acknowledges receipt of all rules and regulations related to the use of the facility that he/she has agreed to rent and understands that he/she is bound by these rules and regulations herein. In the event the user is a Florida corporation, the undersigned affirms that he/she has the express authority to sign on behalf of the organization.

_____ _____

Applicant's Printed Name Applicant's Signature

_____

Date

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Intent to Award the CR 501 WTP Iron Filter Project to SGS Contracting Services, Inc for the Amount of $2,715,700.00**

REQUESTED ACTION: Staff Recommends Approval

CONTRACT: Vendor/Entity: SGS Contracting Services, Inc

Effective Date: 07/25/2024 Termination Date:

Managing Division/Department: Utility Department / Water Division

BUDGET IMPACT: This is a budgeted capital project with funds available in account 408-533-70-7351 (501 WTP Iron Filtration).

HISTORY/FACTS/ISSUES:

The 501 WTP Iron Filter project has been identified in the City's Capital Improvement program. The City's consulting engineer Kimley-Horn & Assoc. completed the engineering analysis, design, and bid specifications to add an Iron Filtration System at the CR 501 Water Treatment Facility. Bids were solicited in accordance with the design standards. On July 10th 2024, five bids were received for the project with SGS Contracting being the lowest responsive bidder for the amount of $2,715,700.00. Kimley-Horn has reviewed the submittal to ensure compliance with the bid specifications and provided a letter in support of issuing a Notice of Intent (NOI) to award the project to SGS Contracting Services, Inc. Please see the attached recommendation letter and bid tabulation.

July 18, 2024

Mr. Jason McHugh
City of Wildwood
100 N. Main Street
Wildwood, FL 34785

RE: ***CR 501 WTP Iron Filter; Bid Recommendation Letter***
Kimley-Horn Project No. 142173320

Dear Mr. McHugh:

Kimley-Horn reviewed the construction bids received for the above-referenced Project. As of the deadline on July 10, 2024, at 2:00 pm, 5 bids were received and opened at 2:05 pm. The bids received were all responsive bids. Attached is a bid tabulation of the submitted bids.

Based on our review of the documents submitted, SGS Contracting Services, Inc. is the lowest responsive bidder with a bid amount of $2,715,700.00. Kimley-Horn does not object to the City issuing a Notice of Intent to Award to SGS Contracting Services, Inc. for this Project.

Sincerely,
KIMLEY-HORN

Trey Clayton, P.E.

JEC/sab

Attachment: Bid Tabulation

Cc: File

K:\OCA_Utilties\Wildwood\Projects\142173320 - CR 501 WTP Iron Filter\Bid Admin\Rec Letter\Lxx240712jcl_CR 501.docx

BID TABULATION
CITY OF WILDWOOD
CR 501 WTP IRON FILTER IMPROVEMENTS

ITEM #	DESCRIPTION	UNIT		UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
I. GENERAL				**SGS Contracting**		**Prime**		**TLC Div**		**Weiss Contractors**		**Sawcross**	
1	Mobilization	LS	1	$ 50,000.00	$ 50,000.00	$ 175,000.00	$ 175,000.00	$ 235,000.00	$ 235,000.00	$ 150,000.00	$ 150,000.00	$ 177,953.00	$ 177,953.00
2	Survey, Layout, Permitting, and Record Drawings	LS	1	$ 10,000.00	$ 10,000.00	$ 7,500.00	$ 7,500.00	$ 27,000.00	$ 27,000.00	$ 15,000.00	$ 15,000.00	$ 30,000.00	$ 30,000.00
3	Restoration	LS	1	$ 10,000.00	$ 10,000.00	$ 7,500.00	$ 7,500.00	$ 13,000.00	$ 13,000.00	$ 24,000.00	$ 24,000.00	$ 25,000.00	$ 25,000.00
II. MECHANICAL & CIVIL													
1	Install New Greensand Iron Filter Treatment System (including complete filter system per plans with flow meters, actuated valves, filter tank concrete supports, pipe stands, pipe stand supports, for a fully functional treatment system per plans and specifications.)	LS	1	$ 1,800,000.00	$ 1,800,000.00	$1,699,757.00	$ 1,699,757.00	$1,809,000.00	$ 1,809,000.00	$ 2,067,000.00	$ 2,067,000.00	$ 1,500,000.00	$ 1,500,000.00
2	Site Yard Piping (includes material and labor, underground mj pipe, above grade flanged pipe, mechanical joint and flanged fittings, restrained joints, locate wire, tape, tie-in to existing ground storage tank fill lines, disinfection, testing, coatings, valves, valve boxes, etc. for a completely functioning piping system)	LS	1	$ 68,575.00	$ 68,575.00	$ 115,000.00	$ 115,000.00	$ 157,000.00	$ 157,000.00	$ 140,000.00	$ 140,000.00	$ 290,000.00	$ 290,000.00
3	Install New Motorized Actuator	EA	1	$ 30,000.00	$ 30,000.00	$ 23,500.00	$ 23,500.00	$ 18,000.00	$ 18,000.00	$ 28,000.00	$ 28,000.00	$ 20,000.00	$ 20,000.00
4	Sitework (for filter, includes side grading for filter, site restoration, installation of mow guard, and erosion control)	LS	1	$ 5,000.00	$ 5,000.00	$ 22,500.00	$ 22,500.00	$ 2,200.00	$ 2,200.00	$ 10,000.00	$ 10,000.00	$ 375,000.00	$ 375,000.00
5	Sodium Hypochlorite System (includes a new chemical metering pump and skid, 2,500 gallon double walled Houston chemical storage tank, required chemical piping from skid to injection point, chemical fill and vent piping, emergency shower, and water service installation per plans and specs)	LS	1	$ 50,000.00	$ 50,000.00	$ 143,000.00	$ 143,000.00	$ 85,000.00	$ 85,000.00	$ 150,000.00	$ 150,000.00	$ 75,000.00	$ 75,000.00
6	Sodium Hypochlorite Injection (includes but not limited to a concrete injection vault and hatch, 12-Inch Stainless Steel Static Mixer, Injection quill and point per detail, required mega flanges, etc. for a completely functioning piping system.)	LS	1	$ 50,000.00	$ 50,000.00	$ 65,000.00	$ 65,000.00	$ 51,000.00	$ 51,000.00	$ 65,000.00	$ 65,000.00	$ 17,000.00	$ 17,000.00
7	Sodium Hypochlorite Storage Structure (Includes concrete slab, housekeeping pads, and pre-engineered metal cover)	LS	1	$ 50,000.00	$ 50,000.00	$ 97,000.00	$ 97,000.00	$ 124,000.00	$ 124,000.00	$ 160,000.00	$ 160,000.00	$ 145,000.00	$ 145,000.00
8	Corrosion Inhibitor System (includes required chemical piping, corrosion inhibitor metering pump, chemical containment tank per plans and specs)	LS	1	$ 35,000.00	$ 35,000.00	$ 80,000.00	$ 80,000.00	$ 57,000.00	$ 57,000.00	$ 60,000.00	$ 60,000.00	$ 29,600.00	$ 29,600.00
9	Corrosion Inhibitor Vault (includes but not limited to the required concrete valve vault, tapping saddle, injection point fittings per plans and specifications.)	LS	1	$ 20,000.00	$ 20,000.00	$ 22,000.00	$ 22,000.00	$ 7,000.00	$ 7,000.00	$ 15,000.00	$ 15,000.00	$ 8,000.00	$ 8,000.00
10	Corrosion Inhibitor System Storage Structure (Includes concrete slab, housekeeping pads, and pre-engineered metal cover)	LS	1	$ 40,000.00	$ 40,000.00	$ 50,000.00	$ 50,000.00	$ 71,000.00	$ 71,000.00	$ 120,000.00	$ 120,000.00	$ 145,000.00	$ 145,000.00
11	Pond Earthwork, Per Plan, Includes onsite handling, import and export of material (Approx. 1,163 CY, contractor is responsible for establishing independent quantity for lump sum bid)	LS	1	$ 50,000.00	$ 50,000.00	$ 35,000.00	$ 35,000.00	$ 140,000.00	$ 140,000.00	$ 100,000.00	$ 100,000.00	$ 275,000.00	$ 275,000.00
12	FDOT Mitered End Section and Rip Rap	LS	1	$ 10,000.00	$ 10,000.00	$ 7,300.00	$ 7,300.00	$ 3,800.00	$ 3,800.00	$ 6,000.00	$ 6,000.00	$ 3,000.00	$ 3,000.00
13	Sod (Pond and Maintenance Path)	SY	1,900	$ 3.75	$ 7,125.00	$ 8.00	$ 15,200.00	$ 5.50	$ 10,450.00	$ 9.00	$ 17,100.00	$ 8.00	$ 15,200.00
III. ELECTRICAL													
1	Electrical and Instrumentation (includes materials, equipment, conduits, wiring, conductors, surge protection, circuit breakers, integration/reprogramming of existing PLC/HMI for new iron filter, sodium hypochlorite system, and corrosion inhibitor system, actuated valve, for a fully functional electrical system as shown)	LS	1	$ 410,000.00	$ 410,000.00	$ 395,000.00	$ 395,000.00	$ 407,000.00	$ 407,000.00	$ 400,000.00	$ 400,000.00	$ 400,000.00	$ 400,000.00
	CONSTRUCTION SUBTOTAL			**SUBTOTAL**	**$ 2,695,700.00**	**SUBTOTAL**	**$ 2,960,257.00**	**SUBTOTAL**	**$ 3,217,450.00**	**SUBTOTAL**	**$ 3,527,100.00**	**SUBTOTAL**	**$ 3,530,753.00**
	PAYMENT AND PERFORMANCE BOND			**BOND**	**$ 20,000.00**	**BOND**	**$ 20,000.00**	**BOND**	**$ 23,000.00**	**BOND**	**$ 21,000.00**	**BOND**	**$ 28,247.00**
	GRAND TOTAL			**SGS TOTAL**	**$ 2,715,700.00**	**PRIME TOTAL**	**$ 2,980,257.00**	**TLC TOTAL**	**$ 3,240,450.00**	**WEISS TOTAL**	**$ 3,548,100.00**	**SAWCROSS TOTAL**	**$ 3,559,000.00**

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Kimley Horn Work Authorization No. 10 - CR 501 WTP Iron Filter Construction Administration for the Amount of $58,500.00**

REQUESTED ACTION: Staff Recommend Approval

CONTRACT: Vendor/Entity: Kimley Horn

Effective Date: 07/25/2024 Termination Date:

Managing Division/Department: Utility Department / Water Division

BUDGET IMPACT: This is a budgeted capital project with funds available in account 408-533-70-7351 (501 WTP Iron Filtration)

HISTORY/FACTS/ISSUES:

Staff is seeking approval of Work Authorization No. 10 for Kimley Horn to administer construction phase services for the CR 501 water treatment facility iron filtration project. Services include, but are not limited to, FDEP permitting, shop drawing reviews, RAI responses, and pay application and change order reviews. Attached is Work Authorization No. 10 in the amount of $58,500.00 for the Commission's review.

Kimley»Horn

WORK AUTHORIZATION NUMBER 10

Describing a specific agreement between Kimley-Horn and Associates, Inc. ("Kimley-Horn") and the City of Wildwood ("the Client" or "the City") in accordance with the terms of the Master Agreement for Continuing Professional Services for RFQ 2023-07 dated May 7, 2023, which is incorporated herein by reference.

Identification of Project:

Project: CR 501 WTP Iron Filter Improvements – Construction Administration

Client: City of Wildwood

Project Manager: Trey Clayton, P.E.

General Category of Services:

The City intends to construct the CR 501 WTP Iron Filter Improvements in accordance with the plans and specifications prepared by Kimley-Horn and advertised for bid on May 15, 2024. The City requested Kimley-Horn provide construction administration services for the duration of the Project. The construction administration services will include contract document administration, contractor coordination and management assistance, construction observations, shop drawing reviews, pay request reviews, and engineering plan interpretations.

With the above in mind, our specific scope of services is provided below.

Specific Scope of Basic Services:

Task 1 – Construction Phase Services and Certifications

A. Pre-Construction Conference: Kimley-Horn will attend a Pre-Construction Conference before commencing Work at the Site. Kimley-Horn will provide the selected contractor with three complete sets of project documents and copies of the appropriate permits, notices, and documents. Kimley-Horn will prepare a Notice to Proceed for the City to issue.

B. Visits to Site and Observation of Construction: Site visits will be made by the Engineer during critical construction activities and at intervals of at least once every week. Such visits and observations by Kimley-Horn are not intended to be exhaustive or to extend to every aspect of Contractor's work in progress. Observations are limited to spot-checking, selective measurement, and similar methods of general observation of the Work based on our exercise of professional judgment. Based on information and observations obtained during such visits, we will evaluate whether Contractor's work is proceeding in accordance with the Contract Documents, and we will keep the City informed of the progress of the Work.

    1) Project Representative: The construction observation fee estimate for this task is based on a 120-calendar day (17 week) construction duration. During construction, Kimley-Horn will provide the following levels of service:

        a. Represent (on-site) up to 2 hours per week during 17 weeks of active construction.

        b. Attend up to 10 on-site project progress/coordination meetings.

        c. Provide up to 4 hours per week of Project Manager/Engineer coordination and

management assistance.

C. Clarifications and Interpretations: Kimley-Horn will respond to reasonable and appropriate Contractor requests for information and issue necessary clarifications and interpretations of the Contract Documents to Client as appropriate to the orderly completion of Contractor's work. Any orders authorizing variations from the Contract Documents will be made by Client.

D. Change Orders: Kimley-Horn will review and make recommendations for Change Order requests submitted or proposed by the Contractor.

E. Shop Drawings and Samples: Kimley-Horn will review and approve or take other appropriate action regarding Shop Drawings and Samples and other data that the Contractor is required to submit, but only for conformance with the information given in the Contract Documents. Such review and approvals or other action will not extend to means, methods, techniques, equipment choice and usage, sequences, schedules, or procedures of construction or to related safety precautions and programs.

F. Substitutes and "or-equal.": Kimley-Horn will evaluate and determine the acceptability of substitute or "or-equal" materials and equipment proposed by Contractor in accordance with the Contract Documents, but subject to the provisions of applicable standards of state or local government entities.

G. Applications for Payment: Kimley-Horn will review and process Contractor's applications for payment.

H. Substantial Completion: Kimley-Horn will, promptly after notice from the Contractor that it considers the entire Work ready for its intended use, conduct a site visit in company with the City and Contractor to determine if the Work is substantially complete. Work will be considered substantially complete following satisfactory completion of all items except for those identified on a final punch list.

I. Closeout Coordination: Kimley-Horn will prepare permit closeouts for the affected regulatory agencies and provide written confirmation to the City for their records.

J. Final Notice of Acceptability of the Work: Kimley-Horn will conduct a final site visit to determine if the completed work is performed in accordance with the Contract Documents and the final punch list.

K. Record Drawings and Project Documentation: Kimley-Horn will review construction records, Operations and Maintenance manuals, and "as-built" record drawings provided by the Contractor.

L. Florida Department of Environmental Protection (FDEP) Permitting:

1) Kimley-Horn will submit the FDEP form for "Notification of Completion of Construction for Water Facilities or Activities."

2) Kimley-Horn will submit the FDEP form for "Notification of Availability of Record Drawings and Final Operation and Maintenance Manuals."

3) Kimley-Horn will submit record drawing and certification submittal to FDEP.

Additional Services if required:

Services requested that are not specifically included will be provided under a new and separate Work Order or can be performed on an hourly basis upon written authorization.

Schedule:

Kimley-Horn will begin services upon receipt of an executed WO. The above services will be provided as expeditiously as practicable to meet a mutually agreed upon schedule.

Method of Compensation:

Kimley-Horn will complete the above scope of services for a lump sum fee of $58,500.00 inclusive of expenses.

Other Special Terms of Work Order:

Services provided under WO will be invoiced monthly. All invoices will include a description of services provided.

ACCEPTED: THE CITY OF WILDWOOD, FLORIDA	KIMLEY-HORN AND ASSOCIATES, INC.
BY: _____	BY: Gene Losito Gene B. Losito, P.E.
TITLE: _____	TITLE: Vice President
DATE: _____	DATE: July 16, 2024

G:\New Business\Public Sector\City of Wildwood\2024\JEC\CR 501 WTP Iron Filter CA\WA 10_CR 501 WTP Iron Filter Construction Admin.docx

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Replacement of Two Hach Composite Samplers for the Continental WWTP for the Amount of $22,204.00**

REQUESTED ACTION: Staff Recommends Approval

CONTRACT: Vendor/Entity: Hach

Effective Date: 07/26/2024 Termination Date:

Managing Division/Department: Utility Department / Wastewater Division

BUDGET IMPACT: Funds for this purchase are available in account 401-535-30-4600 (Repair and Maintenance).

HISTORY/FACTS/ISSUES:

On June 21st, 2024, the Continental Wastewater Treatment Facility was struck by lightning, damaging multiple pieces of equipment. Two of those pieces of equipment were our Hach composite samplers. These are critical machines used to take raw and effluent samples throughout the day at timed intervals. This sampling is a requirement of our FDEP permit for the wastewater treatment plant. A claim has been filed with the City's insurance company.

Staff recommends approval to purchase the replacement samplers from the sole source vendor for these samplers, Hach, for the amount of $22,204.00. The quote and sole source letter for the equipment are attached for review.

HACH

Be Right™

Quotation

Quote Number: 101063086v1
Use quote number at time of order to ensure that you receive prices quoted

Hach
PO Box 608
Loveland, CO 80539-0608
Phone: (800) 227-4224
Email: quotes@hach.com
Website: www.hach.com

Quote Date: 27-Jun-2024

Quote Expiration: 26-Aug-2024

Re Lightning Strike at ~~CCCC~~ CCC insurance

CITY OF WILDWOOD
100 N MAIN ST
WILDWOOD, FL 34785-4047

Name: RERA, JEANNETTE
Phone: -
Email: jrera@wildwood-fl.gov

Customer Account Number : 037550

PRICING QUOTATI

Line	Part Number	Description	Qty	Net Unit Price	Extended Price
1	ASA.CXXX1121XX	AS950 AWRS, 115V, SENS, 2.5GAL POLY. Standard lead time 10 days.	2	11,102.00	22,204.00
				ESTIMATED GROUND SHIPPING	$ 222.04
				Grand Total	$ 22,426.04

TERMS OF SALE

Freight: Ground Prepay and Add

FCA: Hach's facility

ALL LEAD TIMES ARE ESTIMATED AND NOT GUARANTEED.

All purchases of Hach Company products and/or services are expressly and without limitation subject to Hach Company's Terms & Conditions of Sale ("Hach TCS"), incorporated herein by reference and published on Hach Company's website at www.hach.com/terms. Hach TCS are contained directly and/or by reference in Hach's offer, order acknowledgment, and invoice documents. The first of the following acts constitutes an acceptance of Hach's offer and not a counteroffer and creates a contract of sale "Contract" in accordance with the Hach TCS: (i) Buyer's issuance of a purchase order document against Hach's offer; (ii) acknowledgement of Buyer's order by Hach; or (iii) commencement of any performance by Hach pursuant to Buyer's order. Provisions contained in Buyer's purchase documents (including electronic commerce interfaces) that materially alter, add to or subtract

from the provisions of the Hach TCS are not part of the Contract.

Due to International regulations, a U.S. Department of Commerce Export License may be required. Hach reserves the right to approve specific shipping agents. Wooden boxes suitable for ocean shipment are extra. Specify final destination to ensure proper documentation and packing suitable for International transport. In addition, Hach may require : 1). A statement

Wayne Bouchard
401-535-30-4600
Contracted CC WWTP
Both units are dead due to lightning hit

6-28-24







AS950 All Weather Refrigerated Sampler, 115 V, with 1 - 20 L Bottle

Sampling has never been this easy.

The AS950 All-Weather Refrigerated Sampler simplifies sampling with a large, full-color display for intuitive, single-screen programming, USB upload and download capabilities and the ability to copy programs sampler to sampler to save time on tedious programing, and an error alert and status screen to eliminate uncertainty and simplify troubleshooting. The custom-designed air-sensing thermostat controls temperature in accordance with USEPA and international guidelines, preserving samples regardless of outside temperatures and conditions.

Applications:

- Discharge
- Flow Monitoring
- Groundwater
- Industrial Wastewater
- Influent for Wastewater
- Municipal Water
- Pre-Treatment
- Primary Treatment
- Production Water
- QA/QC Lab
- Regulations
- Secondary Treatment

HACH | 5600 Lindbergh Drive | PO Box 389 | Loveland, Colorado 80539 | P 970.669.3050 | F 970.669.2932 | hach.com

The Sole Authorized Manufacturer and Direct Distributor Letter

August 23, 2023

Customer Name: CITY OF WILDWOOD
Customer Address: 100 N MAIN ST
Customer City, State & Zip: WILDWOOD, FL 34785-4047

Customer Account Number: 037550

RE: SOLE SOURCE LETTER – Hach Brand Instruments
Hach Brand Products – Instruments and Chemistry: Brands to include, but not limited to:

Other Hach Brands
Evita, GLI, Hach, Homeland Security Technologies, OPS Systems, Orbisphere, Polymetron, Sigma, Anatel, Dr. Lange, Environmental Test Strips, HIAC, Hydrolab, IQ Scientific Instruments, Lachat Instruments, Leica Microsystems, Marsh-McBirney, Met One OTT, Hydrometry, Radiometer Analytical, Sea-Bird Electronics, WET Labs.

Thank you for your interest in Hach Company products. This letter is to advise that Hach Company is the sole source manufacturer for all Hach branded instrumentation and chemistry. This excludes all resell items, such as glassware, measuring spoons, brushes, and other general lab accessories. Any software or firmware additions or alterations must be purchased directly from Hach Company.

In order to maintain regulatory compliance, continuity with existing equipment, accuracy and integrity of your data, it is recommended that all replacement reagents, equipment and parts be manufactured and supplied by Hach Company. Hach Company also recommends the use of Hach Factory Trained Field and or Bench Service Technicians. Hach does not utilize nor endorse third party service companies. Use of such entities, could result in loss of warranties.

This letter is to confirm that Hach Company is the sole authorized manufacturer and direct distributor of the item(s) listed above.

Thank you for your interest in Hach Company Products. If we can be of further assistance, please contact us at 800-227-4224.

Thank you.

Confidential - Company Proprietary

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Amendment and Renewal of Agreements with the Heart of Florida for Biosolids Disposal**

REQUESTED ACTION: Staff Recommends Approval

CONTRACT: Vendor/Entity: A.C.M.S. Inc dba Heart of Florida Environmental

Effective Date: 07/29/2024 Termination Date:

Managing Division/Department: Utility Department / Wastewater Division

BUDGET IMPACT: Funds for this service are budgeted in account 401-535-30-4940 (Landfill Disposal Fees)

HISTORY/FACTS/ISSUES:

Staff is requesting approval of the attached amended agreements for biosolids and lift station debris disposal. The Heart of Florida price per ton for disposal has increased from the originally approved contract on April 13, 2020, of $47.09 per ton to the currently requested $60.00 per ton. This company is one of the few that are authorized disposal sites listed in the City's wastewater FDEP permit. Two other approved sites, Shelley's and Compost USA, are not suitable options due to cost (Shelley's) or refusal to accept the City's waste due to high plastics volume (Compost USA).

Per the purchasing policy, it is not practical, feasible, nor advantageous to the City to seek further disposal sites not listed in the FDEP permit. Staff is recommending approval to allow the City Manager to execute the attached agreements.with Heart of Florida.

SPECIAL WASTE DISPOSAL AGREEMENT

Special Waste Profile Number: HF-24-48

Customer Billing Information

Name: CITY OF WILDWOOD

Address: 1290 INDUSTRIAL DR.

City: WILDWOOD

State: FL Zip: 34785

Phone: 352-303-4680 Fax:

Contact: WAYNE BOUCHARD

A.C.M.S., Inc. d/b/a Heart of Florida Environmental ("Service Provider")

835 CR 529

Lake Panasoffkee, FL 33538

Project: LIFT STATION DEBRIS - GRIT

Additional Information:

1. **Special Waste Service**. Subject to the terms and conditions contained herein, Service Provider and Customer agree to be legally bound hereby and Service Provider agrees to accept at its Facility, Acceptable Waste (hereinafter referred to as "Special Waste" or "Waste") delivered by or on behalf of Customer, and which is acceptable to Service Provider as herein provided. Customer agrees to deliver one hundred percent (100%) of the Special Waste incorporated under the special waste profile number.

2. **Acceptable Waste**. Only those Special Wastes described in Section 3 herein and in any Special Waste Profile(s) which number is identical to the contract number referenced above, and which Profile(s) are hereby incorporated by reference herein, and which Waste is subsequently approved by Service Provider and is otherwise in accordance with all laws, regulations and permits, shall be acceptable for disposal at the Facility ("Acceptable Waste").

3. (A) **Rates for Disposal**:

Waste	Disposal Method	Disposal Rate:	Fees / Taxes / Misc.	Transportation
GRIT & SCREENINGS	LANDFILL	$60.00 PER TON	N/A	N/A

Additional Information:

Customer shall also be liable for all taxes, fees, or other charges imposed by federal, state, local or provincial laws and regulations.

County and State of origin of Waste: SUMTER COUNTY FLORIDA

(B) **Incorporation by Reference.** In addition to Special Waste Profile(s) and the Terms and Conditions of Special Waste Disposal Agreement set forth on the reverse side of this document, the following documents are incorporated by reference into this Agreement as if fully set forth herein.

1)

2)

4. **Term of Agreement**. This Agreement shall be effective as of the date provided for below the parties' signature line and shall continue for that period of time provided for pursuant to the applicable special waste application.

SERVICE PROVIDER AND CUSTOMER, IN CONSIDERATION OF THE MUTUAL OBLIGATIONS CONTAINED HEREIN, AGREE THAT THIS IS A LEGALLY BINDING AGREEMENT WHICH IS SUBJECT TO THE TERMS AND CONDITIONS SET FORTH ON THIS PAGE AND ON THE REVERSE SIDE OF THIS DOCUMENT.

X_____
CUSTOMER SIGNATURE (AUTHORIZED REPRESENTATIVE)

X_____
SERVICE PROVIDER SIGNATURE (AUTHORIZED REPRESENTATIVE)

X_____
CUSTOMER NAME AND TITLE (PLEASE PRINT)

X_____
SERVICE PROVIDER NAME AND TITLE (PLEASE PRINT)

X_____
DATE

X_____
DATE

Terms and Conditions of Special Waste Disposal Agreement

5. **The Agreement**. This Special Waste Disposal Agreement (this "Agreement") for the disposal of Special Waste shall consist of this Agreement, riders to the Agreement (if any) and any application, permit and/or approval that may be applicable to such Waste.

6. **Waste Accepted at Facility**. Customer represents, warrants and covenants that the Waste delivered to Service Provider at its Facility hereunder will be Acceptable Waste and will not contain any unacceptable quantity of hazardous materials or substances, radioactive materials or substances, or toxic waste or substances, as defined by applicable federal, state, local or provincial laws or regulations. Any Waste which does not meet these requirements shall hereinafter be referred to as "Unacceptable Waste". Customer shall in all matters relating to the collection, transportation and disposal of the Waste hereunder, comply with all applicable federal, state and local laws, regulations, rules and orders regarding the same. The word "Facility" shall mean any landfill, transfer station or other location used to transfer, process or otherwise dispose of such Waste.

7. **Special Waste**. Customer represents, warrants and covenants that the Waste delivered to Service Provider hereunder (i) will not contain any Special Waste that is not specifically described on any application which is attached hereto or which is subsequently approved by Service Provider, (ii) will meet the material description as set forth in any application and otherwise in all significant respects and (iii) will not contain Unacceptable Waste. The parties may incorporate additional Special Waste as part of this Agreement if prior to delivery of such Waste to Service Provider, Customer has provided an application for such Waste and Service Provider has approved disposal of such Waste within the limitations and conditions contained in Service Provider's written notice of approval of Special Waste Disposal. Title to any and all (i) Special Waste (not specifically described on a Special Waste application submitted in connection herewith), and (ii) Unacceptable Waste, handled or disposed of by Service Provider shall at all times remain with Customer and any agent of Customer (if an agent is involved).

8. **Rights of Refusal/Rejection**. Customer shall inspect all Waste at the place(s) of collection and shall remove any and all Unacceptable Waste. Service Provider has the right to refuse, or to reject after acceptance, any load(s) of Waste(s) delivered to its Facility including if Service Provider believes Customer has breached (or is breaching) its representations, warranties, covenants or agreements hereunder, or any applicable federal, state or local laws, regulations, rules or orders, even if only a portion of such Waste load is unacceptable. Service Provider shall have the right to inspect all vehicles and containers of Waste haulers, including Customer's vehicles, in order to determine whether the Waste is Acceptable Waste or Unacceptable Waste pursuant to this Agreement and all applicable federal, state and local laws, rules and regulations. Service Provider's exercise, or failure to exercise, its rights hereunder shall not operate to relieve Customer of its responsibilities or liability under this Agreement. Customer shall be responsible for, and bear all reasonable expenses and damages incurred by Service Provider, as a result of the Unacceptable Waste and in the reloading and removal of Unacceptable Waste disposed in the Facility. Service Provider, may also, in its sole discretion, require Customer to promptly remove the Unacceptable Waste.

9. **Limited License to Enter**. This Agreement provides Customer with a license to enter the Facility for the limited purpose of, and only to the extent necessary for, off-loading Acceptable Waste at the Facility in the manner directed by Service Provider. Except in an emergency, Customer's personnel shall not leave the immediate vicinity of their vehicle. After off-loading the Waste, Customer's personnel shall promptly leave the Facility. Under no circumstances shall Customer or its personnel engage in any scavenging of Waste or other materials at the Facility. Service Provider reserves the right to make and enforce reasonable rules and regulations concerning the operation of the Facility, the conduct of the drivers and others on the Facility premises, quantities and sources of Waste, and any other matters necessary or desirable for the safe, legal and efficient operation of the Facility including, but not limited to, speed limits on haul roads imposed by Service Provider, and the wearing of hard hats and other personal protection equipment by all individuals allowed on the Facility premises. Customer agrees to conform to such rules and regulations as they may be established and amended from time to time. Service Provider may refuse to accept Waste from and shall deny an entrance license to, any of Customer's personnel whom Service Provider believes is under the influence of alcohol or other chemical substances. Customer shall be solely responsible for its employees and subcontractors performing their obligations in a safe manner when at the facility of Service Provider.

10. **Charges and Payment**. Payment shall be made by Customer within thirty (30) days after receipt of invoice from Service Provider. In the event that any amount is overdue, Service Provider may terminate this Agreement. Customer agrees to pay a finance charge equal to the maximum interest rate permitted by law. Customer shall be liable for all taxes, fees, or other charges imposed upon the disposal of the Waste by federal, state, local or provincial laws and regulations. Service Provider, from time to time, may modify its rates upon thirty (30) days written notice to Customer.

11. **Termination**. Customer's obligations, representations, warranties and covenants regarding the Waste delivered and all indemnities shall survive termination of this Agreement. Should Customer materially default in any of its obligations hereunder, then Service Provider may immediately terminate this Agreement and Customer shall be liable for all costs and damages incurred by Service Provider.

12. **Driver's Knowledge and Authority**. Customer represents, warrants and covenants that its drivers who deliver Waste to Service Provider's Facility have been advised by Customer of Service Provider's prohibition on deliveries of hazardous materials or substances, radioactive materials or substances, or toxic waste or substances or any other Unacceptable Waste to the Facility of Service Provider's restrictions on deliveries of Special Waste to the Facility, of the definitions of "Hazardous Waste" and "Hazardous Substances" as provided by applicable federal, state and local law, rules and regulations and "Special Waste" as provided herein, and of the terms of this license to enter Service Provider's Facility.

13. **Indemnification**. Customer shall indemnify, defend and hold harmless Service Provider and its subsidiaries, affiliates and parent corporations, as applicable, and their respective officers, directors, lenders, employees, subcontractors, and agents from and against any and all claims, suits, losses, liabilities, assessments, damages, fines, costs and expenses, including reasonable attorneys' fees to the extent resulting from: (a) the acts, omissions, negligence, or willful misconduct (including criminal acts) of Customer, or its employees, representatives, agents, contractors, or subcontractors (excluding Service Provider), (b) the violation of any law, rule, regulation, license, permit, ordinance, or order by Customer, or its employees, representatives, agents, contractors, or subcontractors (excluding Service Provider), (c) Customer's breach of any term, condition, representation, warranty, or covenant herein, or (d) Unacceptable Waste. Customer shall also be responsible for increased inspection, testing, study and analysis costs made necessary due to reasonable concerns of Service Provider as to the content of the Waste, following discovery of Unacceptable Waste. Notwithstanding anything contained herein to the contrary, Customer shall have no obligation to indemnify Service Provider, or any other party, to the extent any claims, suits, actions, losses, damages, liabilities, costs or expenses arise out of: (i) the negligence or willful misconduct of Service Provider, or any of Service Provider's officials, employees, agents, representatives, officers, managers, or any other party, (ii) Service Provider's breach of any of the terms, conditions, representations, or warranties contained in this Agreement, or (iii) the violation of any law, rule, regulation, ordinance, order, permit, or license by Service Provider, or any of Service Provider's officials, employees, agents, representatives, officers, managers, or any other party. This indemnification and other obligations stated in this Section 13 shall survive the termination of this Agreement.

14. **Insurance**. Customer shall maintain in full force and effect throughout the term of this Agreement the following types of insurance in at least the amounts specified below:

Coverages	Minimum Amounts of Insurance
Worker's Compensation	Statutory
Employer's Liability	$1,000,000 per incident
General Liability	$2,000,000 combined single limit
Automobile Liability	$2,000,000 combined single limit (including MCS-90)

All insurance will be by insurers authorized to do business in the state in which the Facility is located. Prior to Customer being allowed on Facility premises, Customer shall provide Service Provider with certificates of insurance or other satisfactory evidence that such insurance has been procured and is in force. All policies, except workers' compensation, must add Servicer Provider as an additional insured, must contain waivers of subrogation in favor of Servicer Provider, and must be primary and non-contributory to any insurance policies carried by Service Provider. Said policies shall not thereafter be cancelled, be permitted to expire or lapse, or be changed without thirty (30) days advance written notice to Service Provider. Customer warrants that it will secure the above minimum amounts of insurance from any transportation of the Acceptable Waste to the Facility. Service Provider shall maintain the same types and levels of insurance as required above covering its operations at the Facility.

15. **Failure to Perform**. Neither party hereto shall be liable for its failure to perform hereunder due to circumstances not its fault and beyond its reasonable control, including, but not limited to, strikes or other labor disputes, riots, protests, civil disturbances or sabotage, changes in law, fires, floods, compliance with government requests, explosions, accidents, weather, lack of required natural resources, or acts of God affecting either party hereto. In the event of any of the circumstances provided for in the preceding sentence, including, but not limited to, whether any federal, state or local court or governmental authority takes any action which would (i) close or restrict operations at the Facility, (ii) limit the quantity or prohibit the disposal of Waste at the Facility, or (iii) limit the ability of or prohibit Customer from delivering Waste to the Facility, Service Provider shall have the right, at its option, to reduce, suspend or terminate Customer's access to the Facility immediately, without prior notice and without any additional liabilities between the parties, other than Customer's payment obligation hereunder. Neither Party is required hereunder to settle any labor dispute against its own best judgment.

16. **Other Termination**. The occurrence of any of the following events shall also constitute an event of default by Customer and shall give Service Provider the right to immediately terminate this Agreement:

    (i) A petition for reorganization or bankruptcy filed by or against Customer.

    (ii) Failure by Customer to pay any amounts due to Service Provider.

    (iii) Any breach by Customer of any of its obligations pursuant to the Agreement.

    Customer shall be liable for and shall indemnify, defend and hold harmless Service Provider from any losses, claims expenses or damages incurred by Service Provider as a result of termination hereunder.

17. **Assignment**. Customer may not assign, transfer or otherwise vest in any other party, entity or person, in whole or in part, any of its rights or obligations under the Agreement without the prior written consent of Service Provider; provided, however, that Service Provider may without any such prior written consent, assign its rights and/or obligations under the Agreement to a subsidiary or affiliate corporation.

18. **Right of Disposal**. This Agreement does not grant any rights to dispose of Acceptable Waste other than in accordance herewith. Additionally, the ability to dispose of Acceptable Waste at the Facility may be limited at any time, and from time to time, by Service Provider in connection with the Facility's permit(s), and capacity constraints, in addition to applicable laws, rules, and regulations. Service Provider reserves the right to immediately terminate access to the Facility by Customer and Customer's personnel in the event of breach or violation by Customer of any of the terms of this Agreement, Service Provider's operating rules or payment policies or any applicable laws or regulations.

19. **Continuing Compliance**. Customer has a continuing obligation to inform Service Provider of any new information, or information not previously provided to Service Provider by Customer which may affect the acceptability of the Waste by Service Provider. Further, Customer shall comply with all Service Provider requests for evidence of Customer's continuing compliance with the terms of the Agreement including but not limited to the following: (i) providing new, updated Waste profiles on the Waste(s) offered for disposal or, (ii) providing appropriate certification that the Waste being offered for disposal is accurately reflected by the appropriate application or, (iii) re-sample the Waste at Customer's expense if reasonable cause exists as to its acceptability under the terms of this Agreement or, (iv) allow Service Provider to re-sample the Waste if reasonable cause exists as to its acceptability under the terms of this Agreement (and Customer shall be responsible for all costs and expenses associated with such sampling if such Waste is determined to be Unacceptable Waste), or (v) all of the above.

20. **Notices**. All notices herein provided for shall be considered as having been given upon being placed in the mail, certified postage prepaid addressed to Service Provider or Customer at the address herein set forth in this Agreement or to such other address as may be given to the other party in writing.

21. **Miscellaneous**.

    (i) This Agreement shall be governed by the laws of the State in which the Facility is located.

    (ii) No waiver of a breach of any of the obligations contained in the Agreement shall be construed to be a waiver of any prior or succeeding breach of the same obligation or of any other obligation of this Agreement.

    (iii) No modification, release, discharge or waiver of any provision or obligation hereof shall be of any force, or effect, unless in writing signed by all parties to this Agreement.

    (iv) Each party shall treat as confidential and not disclose to others during or subsequent to the terms of this Agreement, except as is necessary to perform this Agreement, or to comply with any applicable law or regulation any information (including any technical information, experience or date) regarding the other party's plans, programs, plants, processes, products, costs, equipment or operations which may come within the knowledge of such receiving party or its employees in the performance of this Agreement, without in each instance securing the prior written consent of the disclosing party.

    (v) If any term, phrase, obligation or provision of this Agreement shall be held to be invalid, illegal or unenforceable in any respect, this Agreement shall remain in effect and be construed without regard to such term, phrase, obligation or provision.

    (vi) This Agreement constitutes the entire understanding between the parties, replacing and amending any prior agreements between the parties, and shall be binding upon all parties hereto, their successors, heirs, representatives and assigns. Any provision, term or condition in any acknowledgement, purchase order or other response by Customer which is in addition to or different from the provisions of this Agreement shall be deemed objected to by Service Provider and shall be of no effect.

    (vii) Customer represents, warrants and covenants that it is and, during the term of this Agreement will remain, in compliance with and will perform its obligations pursuant to all applicable laws and regulations and shall indemnify, defend and hold harmless Service Provider from any breach thereof.

    (viii) It is the understanding and agreement of the parties that Service Provider is an independent contractor, and is not an agent, nor an authorized representative of Customer.

CUSTOMER: **X**_____ SERVICE PROVIDER: **X**_____

SPECIAL WASTE DISPOSAL AGREEMENT

Special Waste Profile Number: HF-24-83

Customer Billing Information

Name: CITY OF WILDWOOD

Address: 1290 INDUSTRIAL DR.

City: WILDWOOD

State: FL Zip: 34785

Phone: 352-303-4680 Fax:

Contact: WAYNE BOUCHARD

A.C.M.S., Inc. d/b/a Heart of Florida Environmental ("Service Provider")

835 CR 529

Lake Panasoffkee, FL 33538

Project: SLUDGE

Additional Information:

1. **Special Waste Service**. Subject to the terms and conditions contained herein, Service Provider and Customer agree to be legally bound hereby and Service Provider agrees to accept at its Facility, Acceptable Waste (hereinafter referred to as "Special Waste" or "Waste") delivered by or on behalf of Customer, and which is acceptable to Service Provider as herein provided. Customer agrees to deliver one hundred percent (100%) of the Special Waste incorporated under the special waste profile number.

2. **Acceptable Waste**. Only those Special Wastes described in Section 3 herein and in any Special Waste Profile(s) which number is identical to the contract number referenced above, and which Profile(s) are hereby incorporated by reference herein, and which Waste is subsequently approved by Service Provider and is otherwise in accordance with all laws, regulations and permits, shall be acceptable for disposal at the Facility ("Acceptable Waste").

3. (A) **Rates for Disposal**:

Waste	Disposal Method	Disposal Rate:	Fees / Taxes / Misc.	Transportation
SLUDGE	LANDFILL	$60.00 PER TON	N/A	N/A

Additional Information:

Customer shall also be liable for all taxes, fees, or other charges imposed by federal, state, local or provincial laws and regulations.

County and State of origin of Waste: SUMTER COUNTY FLORIDA

(B) **Incorporation by Reference.** In addition to Special Waste Profile(s) and the Terms and Conditions of Special Waste Disposal Agreement set forth on the reverse side of this document, the following documents are incorporated by reference into this Agreement as if fully set forth herein.

1)

2)

4. **Term of Agreement**. This Agreement shall be effective as of the date provided for below the parties' signature line and shall continue for that period of time provided for pursuant to the applicable special waste application.

SERVICE PROVIDER AND CUSTOMER, IN CONSIDERATION OF THE MUTUAL OBLIGATIONS CONTAINED HEREIN, AGREE THAT THIS IS A LEGALLY BINDING AGREEMENT WHICH IS SUBJECT TO THE TERMS AND CONDITIONS SET FORTH ON THIS PAGE AND ON THE REVERSE SIDE OF THIS DOCUMENT.

X_____
CUSTOMER SIGNATURE (AUTHORIZED REPRESENTATIVE)

X_____
SERVICE PROVIDER SIGNATURE (AUTHORIZED REPRESENTATIVE)

X_____
CUSTOMER NAME AND TITLE (PLEASE PRINT)

X_____
SERVICE PROVIDER NAME AND TITLE (PLEASE PRINT)

X_____
DATE

X_____
DATE

Terms and Conditions of Special Waste Disposal Agreement

5. **The Agreement**. This Special Waste Disposal Agreement (this "Agreement") for the disposal of Special Waste shall consist of this Agreement, riders to the Agreement (if any) and any application, permit and/or approval that may be applicable to such Waste.

6. **Waste Accepted at Facility**. Customer represents, warrants and covenants that the Waste delivered to Service Provider at its Facility hereunder will be Acceptable Waste and will not contain any unacceptable quantity of hazardous materials or substances, radioactive materials or substances, or toxic waste or substances, as defined by applicable federal, state, local or provincial laws or regulations. Any Waste which does not meet these requirements shall hereinafter be referred to as "Unacceptable Waste". Customer shall in all matters relating to the collection, transportation and disposal of the Waste hereunder, comply with all applicable federal, state and local laws, regulations, rules and orders regarding the same. The word "Facility" shall mean any landfill, transfer station or other location used to transfer, process or otherwise dispose of such Waste.

7. **Special Waste**. Customer represents, warrants and covenants that the Waste delivered to Service Provider hereunder (i) will not contain any Special Waste that is not specifically described on any application which is attached hereto or which is subsequently approved by Service Provider, (ii) will meet the material description as set forth in any application and otherwise in all significant respects and (iii) will not contain Unacceptable Waste. The parties may incorporate additional Special Waste as part of this Agreement if prior to delivery of such Waste to Service Provider, Customer has provided an application for such Waste and Service Provider has approved disposal of such Waste within the limitations and conditions contained in Service Provider's written notice of approval of Special Waste Disposal. Title to any and all (i) Special Waste (not specifically described on a Special Waste application submitted in connection herewith), and (ii) Unacceptable Waste, handled or disposed of by Service Provider shall at all times remain with Customer and any agent of Customer (if an agent is involved).

8. **Rights of Refusal/Rejection**. Customer shall inspect all Waste at the place(s) of collection and shall remove any and all Unacceptable Waste. Service Provider has the right to refuse, or to reject after acceptance, any load(s) of Waste(s) delivered to its Facility including if Service Provider believes Customer has breached (or is breaching) its representations, warranties, covenants or agreements hereunder, or any applicable federal, state or local laws, regulations, rules or orders, even if only a portion of such Waste load is unacceptable. Service Provider shall have the right to inspect all vehicles and containers of Waste haulers, including Customer's vehicles, in order to determine whether the Waste is Acceptable Waste or Unacceptable Waste pursuant to this Agreement and all applicable federal, state and local laws, rules and regulations. Service Provider's exercise, or failure to exercise, its rights hereunder shall not operate to relieve Customer of its responsibilities or liability under this Agreement. Customer shall be responsible for, and bear all reasonable expenses and damages incurred by Service Provider, as a result of the Unacceptable Waste and in the reloading and removal of Unacceptable Waste disposed in the Facility. Service Provider, may also, in its sole discretion, require Customer to promptly remove the Unacceptable Waste.

9. **Limited License to Enter**. This Agreement provides Customer with a license to enter the Facility for the limited purpose of, and only to the extent necessary for, off-loading Acceptable Waste at the Facility in the manner directed by Service Provider. Except in an emergency, Customer's personnel shall not leave the immediate vicinity of their vehicle. After off-loading the Waste, Customer's personnel shall promptly leave the Facility. Under no circumstances shall Customer or its personnel engage in any scavenging of Waste or other materials at the Facility. Service Provider reserves the right to make and enforce reasonable rules and regulations concerning the operation of the Facility, the conduct of the drivers and others on the Facility premises, quantities and sources of Waste, and any other matters necessary or desirable for the safe, legal and efficient operation of the Facility including, but not limited to, speed limits on haul roads imposed by Service Provider, and the wearing of hard hats and other personal protection equipment by all individuals allowed on the Facility premises. Customer agrees to conform to such rules and regulations as they may be established and amended from time to time. Service Provider may refuse to accept Waste from and shall deny an entrance license to, any of Customer's personnel whom Service Provider believes is under the influence of alcohol or other chemical substances. Customer shall be solely responsible for its employees and subcontractors performing their obligations in a safe manner when at the facility of Service Provider.

10. **Charges and Payment**. Payment shall be made by Customer within thirty (30) days after receipt of invoice from Service Provider. In the event that any amount is overdue, Service Provider may terminate this Agreement. Customer agrees to pay a finance charge equal to the maximum interest rate permitted by law. Customer shall be liable for all taxes, fees, or other charges imposed upon the disposal of the Waste by federal, state, local or provincial laws and regulations. Service Provider, from time to time, may modify its rates upon thirty (30) days written notice to Customer.

11. **Termination**. Customer's obligations, representations, warranties and covenants regarding the Waste delivered and all indemnities shall survive termination of this Agreement. Should Customer materially default in any of its obligations hereunder, then Service Provider may immediately terminate this Agreement and Customer shall be liable for all costs and damages incurred by Service Provider.

12. **Driver's Knowledge and Authority**. Customer represents, warrants and covenants that its drivers who deliver Waste to Service Provider's Facility have been advised by Customer of Service Provider's prohibition on deliveries of hazardous materials or substances, radioactive materials or substances, or toxic waste or substances or any other Unacceptable Waste to the Facility of Service Provider's restrictions on deliveries of Special Waste to the Facility, of the definitions of "Hazardous Waste" and "Hazardous Substances" as provided by applicable federal, state and local law, rules and regulations and "Special Waste" as provided herein, and of the terms of this license to enter Service Provider's Facility.

13. **Indemnification**. Customer shall indemnify, defend and hold harmless Service Provider and its subsidiaries, affiliates and parent corporations, as applicable, and their respective officers, directors, lenders, employees, subcontractors, and agents from and against any and all claims, suits, losses, liabilities, assessments, damages, fines, costs and expenses, including reasonable attorneys' fees to the extent resulting from: (a) the acts, omissions, negligence, or willful misconduct (including criminal acts) of Customer, or its employees, representatives, agents, contractors, or subcontractors (excluding Service Provider), (b) the violation of any law, rule, regulation, license, permit, ordinance, or order by Customer, or its employees, representatives, agents, contractors, or subcontractors (excluding Service Provider), (c) Customer's breach of any term, condition, representation, warranty, or covenant herein, or (d) Unacceptable Waste. Customer shall also be responsible for increased inspection, testing, study and analysis costs made necessary due to reasonable concerns of Service Provider as to the content of the Waste, following discovery of Unacceptable Waste. Notwithstanding anything contained herein to the contrary, Customer shall have no obligation to indemnify Service Provider, or any other party, to the extent any claims, suits, actions, losses, damages, liabilities, costs or expenses arise out of: (i) the negligence or willful misconduct of Service Provider, or any of Service Provider's officials, employees, agents, representatives, officers, managers, or any other party, (ii) Service Provider's breach of any of the terms, conditions, representations, or warranties contained in this Agreement, or (iii) the violation of any law, rule, regulation, ordinance, order, permit, or license by Service Provider, or any of Service Provider's officials, employees, agents, representatives, officers, managers, or any other party. This indemnification and other obligations stated in this Section 13 shall survive the termination of this Agreement.

14. **Insurance**. Customer shall maintain in full force and effect throughout the term of this Agreement the following types of insurance in at least the amounts specified below:

Coverages	Minimum Amounts of Insurance
Worker's Compensation	Statutory
Employer's Liability	$1,000,000 per incident
General Liability	$2,000,000 combined single limit
Automobile Liability	$2,000,000 combined single limit (including MCS-90)

All insurance will be by insurers authorized to do business in the state in which the Facility is located. Prior to Customer being allowed on Facility premises, Customer shall provide Service Provider with certificates of insurance or other satisfactory evidence that such insurance has been procured and is in force. All policies, except workers' compensation, must add Servicer Provider as an additional insured, must contain waivers of subrogation in favor of Servicer Provider, and must be primary and non-contributory to any insurance policies carried by Service Provider. Said policies shall not thereafter be cancelled, be permitted to expire or lapse, or be changed without thirty (30) days advance written notice to Service Provider. Customer warrants that it will secure the above minimum amounts of insurance from any transportation of the Acceptable Waste to the Facility. Service Provider shall maintain the same types and levels of insurance as required above covering its operations at the Facility.

15. **Failure to Perform**. Neither party hereto shall be liable for its failure to perform hereunder due to circumstances not its fault and beyond its reasonable control, including, but not limited to, strikes or other labor disputes, riots, protests, civil disturbances or sabotage, changes in law, fires, floods, compliance with government requests, explosions, accidents, weather, lack of required natural resources, or acts of God affecting either party hereto. In the event of any of the circumstances provided for in the preceding sentence, including, but not limited to, whether any federal, state or local court or governmental authority takes any action which would (i) close or restrict operations at the Facility, (ii) limit the quantity or prohibit the disposal of Waste at the Facility, or (iii) limit the ability of or prohibit Customer from delivering Waste to the Facility, Service Provider shall have the right, at its option, to reduce, suspend or terminate Customer's access to the Facility immediately, without prior notice and without any additional liabilities between the parties, other than Customer's payment obligation hereunder. Neither Party is required hereunder to settle any labor dispute against its own best judgment.

16. **Other Termination**. The occurrence of any of the following events shall also constitute an event of default by Customer and shall give Service Provider the right to immediately terminate this Agreement:

    (i) A petition for reorganization or bankruptcy filed by or against Customer.

    (ii) Failure by Customer to pay any amounts due to Service Provider.

    (iii) Any breach by Customer of any of its obligations pursuant to the Agreement.

    Customer shall be liable for and shall indemnify, defend and hold harmless Service Provider from any losses, claims expenses or damages incurred by Service Provider as a result of termination hereunder.

17. **Assignment**. Customer may not assign, transfer or otherwise vest in any other party, entity or person, in whole or in part, any of its rights or obligations under the Agreement without the prior written consent of Service Provider; provided, however, that Service Provider may without any such prior written consent, assign its rights and/or obligations under the Agreement to a subsidiary or affiliate corporation.

18. **Right of Disposal**. This Agreement does not grant any rights to dispose of Acceptable Waste other than in accordance herewith. Additionally, the ability to dispose of Acceptable Waste at the Facility may be limited at any time, and from time to time, by Service Provider in connection with the Facility's permit(s), and capacity constraints, in addition to applicable laws, rules, and regulations. Service Provider reserves the right to immediately terminate access to the Facility by Customer and Customer's personnel in the event of breach or violation by Customer of any of the terms of this Agreement, Service Provider's operating rules or payment policies or any applicable laws or regulations.

19. **Continuing Compliance**. Customer has a continuing obligation to inform Service Provider of any new information, or information not previously provided to Service Provider by Customer which may affect the acceptability of the Waste by Service Provider. Further, Customer shall comply with all Service Provider requests for evidence of Customer's continuing compliance with the terms of the Agreement including but not limited to the following: (i) providing new, updated Waste profiles on the Waste(s) offered for disposal or, (ii) providing appropriate certification that the Waste being offered for disposal is accurately reflected by the appropriate application or, (iii) re-sample the Waste at Customer's expense if reasonable cause exists as to its acceptability under the terms of this Agreement or, (iv) allow Service Provider to re-sample the Waste if reasonable cause exists as to its acceptability under the terms of this Agreement (and Customer shall be responsible for all costs and expenses associated with such sampling if such Waste is determined to be Unacceptable Waste), or (v) all of the above.

20. **Notices**. All notices herein provided for shall be considered as having been given upon being placed in the mail, certified postage prepaid addressed to Service Provider or Customer at the address herein set forth in this Agreement or to such other address as may be given to the other party in writing.

21. **Miscellaneous**.

    (i) This Agreement shall be governed by the laws of the State in which the Facility is located.

    (ii) No waiver of a breach of any of the obligations contained in the Agreement shall be construed to be a waiver of any prior or succeeding breach of the same obligation or of any other obligation of this Agreement.

    (iii) No modification, release, discharge or waiver of any provision or obligation hereof shall be of any force, or effect, unless in writing signed by all parties to this Agreement.

    (iv) Each party shall treat as confidential and not disclose to others during or subsequent to the terms of this Agreement, except as is necessary to perform this Agreement, or to comply with any applicable law or regulation any information (including any technical information, experience or date) regarding the other party's plans, programs, plants, processes, products, costs, equipment or operations which may come within the knowledge of such receiving party or its employees in the performance of this Agreement, without in each instance securing the prior written consent of the disclosing party.

    (v) If any term, phrase, obligation or provision of this Agreement shall be held to be invalid, illegal or unenforceable in any respect, this Agreement shall remain in effect and be construed without regard to such term, phrase, obligation or provision.

    (vi) This Agreement constitutes the entire understanding between the parties, replacing and amending any prior agreements between the parties, and shall be binding upon all parties hereto, their successors, heirs, representatives and assigns. Any provision, term or condition in any acknowledgement, purchase order or other response by Customer which is in addition to or different from the provisions of this Agreement shall be deemed objected to by Service Provider and shall be of no effect.

    (vii) Customer represents, warrants and covenants that it is and, during the term of this Agreement will remain, in compliance with and will perform its obligations pursuant to all applicable laws and regulations and shall indemnify, defend and hold harmless Service Provider from any breach thereof.

    (viii) It is the understanding and agreement of the parties that Service Provider is an independent contractor, and is not an agent, nor an authorized representative of Customer.

CUSTOMER: **X**_____ SERVICE PROVIDER: **X**_____

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Kimley-Horn Amendment 2 for Work Authorization #36 for Clay Drain Rd & Signature Dr. in the Amount of $69,900.00**

REQUESTED ACTION: Staff Recommends Approval

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT: Funding for the additional services will be allocated from account 301-541-60-6306.

HISTORY/FACTS/ISSUES:

Kimley-Horn has been authorized to complete the design and permitting services for the improvements to Clay Drain Road and Signature Drive. After completing the initial roadway design and drainage analysis, Kimley-Horn determined that additional services are necessary to finalize the design of the Clay Drain Road and Signature Drive project. The requested additional services are as follows:

1. **Underdrain System Evaluation:** The initial geotechnical analysis has shown the need for an underdrain design to mitigate a high-water table along Clay Drain Road. This additional service will evaluate and provide the necessary engineering analyses and recommendations for underdrain design standards. The proposed cost for these additional services is $13,500.
2. **Plan Revisions:** A site assessment was completed to evaluate existing historic trees along the Clay Drain Road corridor. This service will evaluate viable trees and make the necessary plan revisions to minimize or eliminate the impact on selected viable historic trees. The plan revision will also separate the project into two phases. Phase one will provide complete construction plans for Signature Drive, and phase two will provide completed plans for Clay Drain Road. The proposed cost for these additional services is $37,500.
3. **Bid Document Preparation:** The city has determined that it is necessary to separate the Clay Drain Road and Signature Drive project into two phases. The requested additional bid services will provide bid document preparation and support services to procure the Signature Drive portion of the project. The proposed cost for these additional services is $18,900.

The total lump sum for all the additional services is $69,900.

AMENDMENT NUMBER 2 TO WORK AUTHORIZATION NUMBER 36 BETWEEN KIMLEY-HORN AND ASSOCIATES, INC. AND CITY OF WILDWOOD

AMENDMENT NUMBER 2 DATED May 17, 2024, to Work Authorization Number 36 between City of Wildwood ("the City") and Kimley-Horn and Associates, Inc., ("Kimley-Horn") dated April 13, 2022 ("Agreement") concerning Clay Drain Road and Signature Drive Design and Permitting (the "Project").

Kimley-Horn has entered into an Agreement with the City for the furnishing of professional services, and the parties now desire to amend the Agreement.

Therefore, it is mutually agreed that Agreement is amended to include Additional Services to be performed by Kimley-Horn and provisions for additional compensation by the City to Kimley-Horn, all as set forth in Exhibit A hereto. The parties ratify the terms and conditions of the Agreement not inconsistent with this Amendment, all of which are incorporated by reference.

ACCEPTED:

CITY OF WILDWOOD	KIMLEY-HORN AND ASSOCIATES, INC.
BY: _____	BY: _____
	Amber L. Gartner, P.E.
TITLE: _____	TITLE: Project Manager
DATE: _____	DATE: May 17, 2024

G:\New Business\Public Sector\City of Wildwood\2022\ALG\Clay Drain Road\AMD 2\Amd 2 to WA 36_Clay Drain Rd.docx

Project Understanding

1. Kimley-Horn conducted a drainage analysis and pavement design for the proposed Clay Drain Road rehabilitation project corridor located between US 301 and State Road 44 in Wildwood, Sumter County, Florida. A full-depth reclamation (FDR) mix design for the rehabilitation of this road was also conducted. Based on the findings from the analysis and design, it is currently recommended to perform supplemental geotechnical engineering services by performing an underdrain system evaluation.

2. Kimley-Horn conducted, as requested by the City, a site visit with City staff to evaluate existing tree locations and the proposed alignment of the corridor. As a result of the site visit, a portion of the project limits will change to minimize/eliminate impacts to some existing trees.

3. Kimley-Horn understands that the City wants to phase the project plans into two phases separating Signature Drive portion to be the first phase, and Clay Drain Road from Signature Drive to US 301 to be the second phase.

4. Kimley-Horn will prepare bid documents for Phase 1 portion of the project (Signature Drive).

Scope of Services

Task 1 – Underdrain System Evaluation

A. Kimley-Horn will engage Intertek-PSI as a subconsultant to provide an underdrain study for the Project. The following items are included under this task:

   1) Perform a roadway underdrain evaluation for the improvement limits of Clay Drain Road between U.S. Highway 301 and Signature Road. The roadway underdrains will consist of a FDOT Type-III underdrain system in accordance with FDOT Index 440 (modified as appropriate for the portion of the roadway that includes curb and gutter). The roadway profile and cross sections will be reviewed with the geotechnical data to determine where underdrains are required to protect the pavement section from groundwater.

   2) Underdrain drawdown analyses will be completed to estimate the volume of flow expected in the drains and to confirm the required invert depth so that they will be capable of protecting the pavement section. Based on the review of the analyses, three typical roadway cross sections will be prepared.

   3) The results of the analyses will be presented in a written engineering letter report prepared by a Professional Engineer licensed in the State of Florida. The report will include the results of the estimated underdrain flow rates, the plan limits of the underdrains on a roadway station basis plus the recommended invert elevations of the underdrains also on a roadway station basis.

Task 2 – Plan Revisions

A. Kimley-Horn will revise the current 90% plans to reflect the changes determined during the site visit described in the Project Understanding to minimize or eliminate impacts to the identified existing trees. The revised plans will also include the underdrain evaluation recommendations.

B. Kimley-Horn will revise the current 90% plans to reflect two phases for construction.

C. Kimley-Horn will submit the plans to the City for one round of review and comments.

D. Kimley-Horn will finalize the plans and provide the revised 100% plans to the City.

Task 3 – Bid Document Preparation

Kimley-Horn will prepare the Project for competitive bidding by construction contractors. This task will only include Phase 1 portion of the project (Signature Drive). Kimley-Horn will perform the following as part of this task:

A. Prepare and assemble construction bidding documents, including specifications for the subject work and the construction contract, based on "Standard General Conditions of the Construction Contract" (EJCDC No. C-700, 2018 edition) prepared by the Joint Contract Documents Committee.

B. Coordinate with City staff to issue bid packages for the submittal of quotations to perform the work.

C. Conduct one pre-bid meeting with potential bidders.

D. Support the City in providing response to contractor questions during bid preparation. Kimley-Horn will tabulate the bids received and evaluate the compliance of the bids received with the bidding documents. Kimley-Horn will prepare a written summary of this tabulation and evaluation and recommend a bidder to the City.

Additional Services If Required

Services requested that are not specifically included will be provided under a new and separate Agreement or can be performed on an hourly basis upon written authorization.

Schedule

The deliverables will be provided based on a mutually agreed upon schedule.

Fee and Billing

Kimley-Horn will perform the services in Tasks 1 - 3 for the total lump sum fee below.

Task Description	***Labor Fee***
Task 1 – Underdrain System Evaluation	$13,500
Task 2 – Plan Revisions	$37,500
Task 3 – Bid Document Preparation	$18,900
Total Lump Sum Fee	***$69,900***

For all tasks, direct reimbursable expenses such as express delivery services, fees, air travel, and other direct expenses will be billed at 1.15 times cost. A percentage of labor fee will be added to each invoice to cover certain other expenses such as telecommunications, in-house reproduction, postage, supplies, project related computer time, and local mileage. Administrative time related to the project will be billed hourly.

All permitting, application, and similar project fees will be paid directly by the Client. Should the Client request Kimley-Horn to advance any such project fees on the Client's behalf, a separate invoice for such fees, with a fifteen percent (15%) markup, will be immediately issued to and paid by the Client.

Payment will be due within 25 days of your receipt of the invoice and should include the invoice number and Kimley-Horn project number.

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Huey Street Improvements Project Payment Application #1 in the Amount of $476,100.49**

REQUESTED ACTION: Staff recommends approval

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT: Funding for the project has been allocated to account 301-541-60-6308

HISTORY/FACTS/ISSUES:

The Huey Street Improvements Project was approved by the Commission and awarded to Art Walker Construction Inc. on May 20, 2024. Art Walker is requesting Payment Application #1 for site work performed through June 30, 2024. The project is approximately 20% completed. Kimley-Horn staff have reviewed Payment Application 1 and recommend approval.

Contractor's Application for Payment No. 1

To (Owner): City of Wildwood	Application Period: 6/1/24-6/30/24	Application Date: 6/30/2024
Project: Huey Street Improvements	From (Contractor): Art Walker Construction, Inc.	Via (Engineer): Kimley Horn
Owner's Contract No.:	Contract:	
	Contractor's Project No.: 12734	Engineer's Project No.:

Application For Payment

Change Order Summary

Approved Change Orders

Number	Additions	Deductions
1	$38,179.65	
TOTALS	$38,179.65	
NET CHANGE BY CHANGE ORDERS	$38,179.65	

1. ORIGINAL CONTRACT PRICE		$2,412,015.51
2. Net change by Change Orders		$38,179.65
3. Current Contract Price (Line 1 ± 2)		$2,450,195.16
4. TOTAL COMPLETED AND STORED TO DATE (Column F on Progress Estimate)		$501,158.41
5. RETAINAGE:		
a. 5% X $501,158.41 Work Completed		$25,057.92
b. X Stored Material		
c. Total Retainage (Line 5a + Line 5b)		$25,057.92
6. AMOUNT ELIGIBLE TO DATE (Line 4 - Line 5c)		$476,100.49
7. LESS PREVIOUS PAYMENTS (Line 6 from prior Application)		
8. AMOUNT DUE THIS APPLICATION		$476,100.49
9. BALANCE TO FINISH, PLUS RETAINAGE (Column G on Progress Estimate + Line 5 above)		$1,974,094.67

Contractor's Certification

The undersigned Contractor certifies that to the best of its knowledge: (1) all previous progress payments received from Owner on account of Work done under the Contract have been applied on account to discharge Contractor's legitimate obligations incurred in connection with Work covered by prior Applications for Payment; (2) title of all Work, materials and equipment incorporated in said Work or otherwise listed in or covered by this Application for Payment will pass to Owner at time of payment free and clear of all Liens, security interests and encumbrances (except such as are covered by a Bond acceptable to Owner indemnifying Owner against any such Liens, security interest or encumbrances); and (3) all Work covered by this Application for Payment is in accordance with the Contract Documents and is not defective.

By: Sarah Walker Date: 7/3/2024

Payment of: $ 476,100.49
(Line 8 or other - attach explanation of the other amount)

is recommended by: Mario Petrola, P.E. 07/25/2024
Kimley Horn (Date)

Payment of: $
(Line 8 or other - attach explanation of the other amount)

is approved by:
City of Wildwood (Date)

Approved by:
Funding Agency (if applicable) (Date)

Kimley»Horn
- [x] NO EXCEPTIONS TAKEN
- [ ] CORRECTIONS NOTED
- [ ] REJECTED
- [ ] VERIFY & MAKE CORRECTIONS
- [ ] RESUBMIT
- [ ] FOR INFORMATION ONLY

Our limited review is only for conformance with the design concept of the project and general compliance with the information given in our Plans and Specifications. Contractor is responsible for: dimensions to be confirmed and correlated at the job site, information that pertains to the fabrication processes or to techniques of construction, quantities, safety, coordination with other work, and for conformance to the requirements of the plans and specifications. Review does not authorize changes to contract unless stated specifically in separate letter or change order.

Reviewed By: MARIO PETROLA, P.E. Date: 7/25/24

Progress Estimate - Unit-Price Work

Contractor's Application

For (Contract): Huey Street Improvements

Application Period: June 1, 2024 through June 30, 2024

Application No.: 1

Application Date: 6/30/2024

A					B	C				D	E	F	G	H
Item						Estimated Quantity Installed Previous Period		Estimated Quantity Installed This Period						
Bid Item No.	Description	Bid Item Quantity	Bid Item Unit	Unit Price	Bid Item Value ($)	Quantity	Amount	Quantity	Amount	Value of Work Installed to Date	Materials Presently Stored (not in C)	Total Completed and Stored to Date (D + E)	% (F / B)	Balance to Finish (B - F)
1	Mobilization	1.00	LS	$ 156,159.20	$ 156,159.20		$ -	0.25	$ 39,039.80	$39,039.80		$39,039.80	25.0%	$117,119.40
2	Maintenance of Traffic	1.00	LS	$ 113,996.02	$ 113,996.02		$ -	0.25	$ 28,499.01	$28,499.01		$28,499.01	25.0%	$85,497.02
3	Performance Bond	1.00	LS	$ 19,720.00	$ 19,720.00		$ -	1.00	$ 19,720.00	$19,720.00		$19,720.00	100.0%	
4	Full Depth Reclamation (pulverization) (11.5" avg depth)	10575.00	SY	$ 23.20	$ 245,340.00		$ -		$ -					$245,340.00
5	Portland Cement	71.10	TN	$ 261.00	$ 18,557.10		$ -							$18,557.10
6	Asphalt Emulsion (ces-1h)	13858.00	GA	$ 3.20	$ 44,345.60		$ -		$ -					$44,345.60
7	As-Built Plans and Construction Layout Survey	1.00	LS	$ 34,336.00	$ 34,336.00		$ -	0.50	$ 17,168.00	$17,168.00		$17,168.00	50.0%	$17,168.00
8	Pollution Prevention and Control	1.00	LS	$ 9,280.00	$ 9,280.00		$ -	0.25	$ 2,320.00	$2,320.00		$2,320.00	25.0%	$6,960.00
9	100% Gopher Tortoise Survey	1.00	LS	$ 2,900.00	$ 2,900.00		$ -	1.00	$ 2,900.00	$2,900.00		$2,900.00	100.0%	
10	Gopher Tortoise Relocations and Associated Permitting (if required)	3.00	EA	$ 9,280.00	$ 27,840.00		$ -		$ -					$27,840.00
11	Sediment Barrier (standard)	8340.00	LF	$ 2.30	$ 19,182.00		$ -	8000.00	$ 18,400.00	$18,400.00		$18,400.00	95.9%	$782.00
12	Inlet Protection System	16.00	EA	$ 145.00	$ 2,320.00		$ -	5.00	$ 725.00	$725.00		$725.00	31.3%	$1,595.00
13	Clearing and Grubbing	5.55	AC	$ 4,872.00	$ 27,039.60		$ -		$ -					$27,039.60
14	Excavation, Regular	10087.00	CY	$ 27.30	$ 275,375.10		$ -	6052.00	$ 165,219.60	$165,219.60		$165,219.60	60.0%	$110,155.50
15	Embankment, Regular	188.00	CY	$ 12.35	$ 2,321.80		$ -		$ -					$2,321.80
16	Optional Base, Base Group 04	230.00	SY	$ 94.55	$ 21,746.50		$ -		$ -					$21,746.50
17	Optional Base, Base Group 09	650.00	SY	$ 83.55	$ 54,307.50		$ -		$ -					$54,307.50
18	Milling Existing Asphalt Pavement, 3" Avg Depth	1120.00	SY	$ 9.75	$ 10,920.00		$ -		$ -					$10,920.00
19	Superpave Asphaltic Concrete, Traffic C, PG76-33, (SP 9.5) (1")	692.85	TN	$ 208.60	$ 144,527.92		$ -		$ -					$144,527.92
20	Superpave Asphaltic Concrete, Traffic C, PG76-22 (SP 12.5) (1.5")	953.60	TN	$ 189.50	$ 180,707.39		$ -		$ -					$180,707.39
21	Superpave Asphaltic Concrete, Traffic C, PG76-22 (SP 12.5) (2")	114.23	TN	$ 207.85	$ 23,741.94		$ -		$ -					$23,741.94
22	Inlets (DT BOT) Type C <10'	11.00	EA	$ 9,230.00	$ 101,530.00		$ -							$101,530.00
23	Manholes (P-7) (<10')	2.00	EA	$ 10,470.00	$ 20,940.00		$ -		$ -					$20,940.00
24	Replace Grate	1.00	EA	$ 3,105.00	$ 3,105.00		$ -		$ -					$3,105.00
25	Pipe Culvert, Round, 12" RCP	87.00	LF	$ 99.00	$ 8,613.00		$ -		$ -					$8,613.00
26	Pipe Culvert, Round, 12" RCP	121.00	LF	$ 99.00	$ 11,979.00		$ -		$ -					$11,979.00
27	Pipe Culvert, Round, 18" RCP	902.00	LF	$ 117.50	$ 105,985.00		$ -		$ -					$105,985.00
28	Pipe Culvert, Round, 24" RCP	802.00	LF	$ 137.25	$ 110,074.50		$ -		$ -					$110,074.50
29	Mitered End Section (optional round) (12")	3.00	EA	$ 2,245.00	$ 6,735.00		$ -		$ -					$6,735.00
30	Mitered End Section (optional round) (18")	2.00	EA	$ 2,770.00	$ 5,540.00		$ -		$ -					$5,540.00
31	Concrete Sidewalk and Driveways, 4" Thick	250.00	SY	$ 110.75	$ 27,687.50		$ -		$ -					$27,687.50
32	Concrete Sidewalk and Driveways, 6" Thick	55.00	SY	$ 191.50	$ 10,532.50		$ -		$ -					$10,532.50
33	Detectable Warnings	100.00	SF	$ 40.60	$ 4,060.00		$ -		$ -					$4,060.00
34	Riprap, Rubble, F&I, 10'x10' Pad Around Pond Outfall Structure	1.00	LS	$ 3,700.00	$ 3,700.00		$ -		$ -					$3,700.00
35	Fencing, Type B, Standard (5.1'-6.0')	837.00	LF	$ 36.00	$ 30,132.00		$ -		$ -					$30,132.00
36	Fence Gate, Type B, Single, 12.1-18.0' Opening	1.00	EA	$ 2,900.00	$ 2,900.00		$ -		$ -					$2,900.00
37	Performance Turf, Sod	8890.00	SY	$ 4.75	$ 42,227.50		$ -	335.00	$ 1,591.25	$1,591.25		$1,591.25	3.8%	$40,636.25
38	Single Post Sign, F&I Ground Mount, up to 12 SF	10.00	AS	$ 585.00	$ 5,850.00		$ -		$ -					$5,850.00
39	Single Post Sign, Relocate	5.00	AS	$ 175.00	$ 875.00		$ -		$ -					$875.00
40	Sign Panel, Furnish & Install Ground Mount, up to 12 SF	6.00	EA	$ 235.00	$ 1,410.00		$ -		$ -					$1,410.00
41	Raised Pavement Marker, Type B (Y/Y)	96.00	EA	$ 5.80	$ 556.80		$ -		$ -					$556.80
42	Painted Pavement Markings - Final Surface	1.00	LS	$ 52,200.00	$ 52,200.00		$ -		$ -					$52,200.00
43	Thermoplastic, Standard, White, Solid, 12" for Crosswalks and Roundabout	672.00	LF	$ 5.80	$ 3,897.60		$ -		$ -					$3,897.60
44	Thermoplastic, Standard, White, Solid, 24" for Stop Line	120.00	LF	$ 11.60	$ 1,392.00		$ -		$ -					$1,392.00
45	Thermoplastic, Standard, White, Message or Symbol	4.00	EA	$ 290.00	$ 1,160.00		$ -		$ -					$1,160.00
46	Thermoplastic, Preformed, White, Solid, 24" for Crosswalk	224.00	LF	$ 17.40	$ 3,897.60		$ -		$ -					$3,897.60
47	Thermoplastic, Standard-Other Surfaces, White, Solid, 6"	1,330	GM	$ 7,656.00	$ 10,182.48		$ -		$ -					$10,182.48
48	Thermoplastic, Standard-Other Surfaces, Yellow, Solid 6"	1,342	GM	$ 7,656.00	$ 10,274.35		$ -		$ -					$10,274.35

REV 10/13

Item						Estimated Quantity Installed Previous Period		Estimated Quantity Installed This Period						
Bid Item No.	Description	Bid Item Quantity	Bid Item Unit	Unit Price	Bid Item Value ($)	Quantity	Amount	Quantity	Amount	Value of Work Installed to Date	Materials Presently Stored (not in C)	Total Completed and Stored to Date (D + E)	% (F / B)	Balance to Finish (B - F)
49	Abandon Existing Water Main in Place (including excavatable fill)/Removal of Asbestos Cement Water Main	1.00	LS	$ 67,570.00	$ 67,570.00		$ -		$ -					$67,570.00
50	8" C-900 DR-18 PVC Water Main (includes fittings, restraints, appurtenances, etc.)	2550.00	LF	$ 70.70	$ 180,285.00		$ -	2123.00	$ 150,096.10	$150,096.10		$150,096.10	83.3%	$30,188.90
51	Single Water Service Connection	7.00	EA	$ 3,455.00	$ 24,185.00		$ -		$ -					$24,185.00
52	Fire Hydrant Assembly	3.00	EA	$ 9,105.00	$ 27,315.00		$ -		$ -					$27,315.00
53	Reconnect to Existing Hydrant	1.00	EA	$ 2,815.00	$ 2,815.00		$ -		$ -					$2,815.00
54	Adjust Manhole to Finished Ground	1.00	EA	$ 1,740.00	$ 1,740.00		$ -		$ -					$1,740.00
55	Composite Waterproof Manhole Ring and Cover with Inflow Protection	2.00	EA	$ 270.00	$ 540.00		$ -							$540.00
56	Adjust Cleanout to Finished Ground	1.00	EA	$ 290.00	$ 290.00		$ -		$ -					$290.00
57	8"X8" Tapping Sleeve and Valve	1.00	EA	$ 7,665.00	$ 7,665.00		$ -		$ -					$7,665.00
58	8" Gate Valve	8.00	EA	$ 2,770.00	$ 22,160.00		$ -	7.00	$ 19,390.00	$19,390.00		$19,390.00	87.5%	$2,770.00
59	8" Restrained Plug	2.00	EA	$ 330.00	$ 660.00		$ -		$ -					$660.00
60	8" Cap	2.00	EA	$ 360.00	$ 720.00		$ -		$ -					$720.00
61	Air Release Valve	2.00	EA	$ 4,490.00	$ 8,980.00		$ -		$ -					$8,980.00
62	8" Linestop	1.00	EA	$ 15,200.00	$ 15,200.00		$ -	1.00	$ 15,200.00	$15,200.00		$15,200.00	100.0%	
63	8" Cap with 2" Threaded Plug	1.00	EA	$ 455.00	$ 455.00		$ -		$ -					$455.00
64	Cut and Connect to Existing Water Main (including all required fittings, sleeves, temporary linestop and jumper connections)	3.00	EA	$ 6,240.00	$ 18,720.00		$ -		$ -					$18,720.00
65	Bacteriological Testing	1.00	LS	$ 4,700.00	$ 4,700.00		$ -		$ -					$4,700.00
66	Material Testing	1.00	LS	$ 5,915.00	$ 5,915.00		$ -		$ -					$5,915.00
	Change Order No. 1													
31	Concrete Sidewalk and Driveways 4" Thick	-84.00	SY	$ 110.75	$ (9,303.00)		$ -	-84.00	$ (9,303.00)	-$9,303.00		-$9,303.00	100.0%	
37	Performance Turf Sod	-335.00	SY	$ 4.75	$ (1,591.25)		$ -	-335.00	$ (1,591.25)	-$1,591.25		-$1,591.25	100.0%	
50	8" C-900 DR-18 PVC Water Main (includes fittings, restraints, appurtenances, etc.)	-1073.00	LF	$ 70.70	$ (75,861.10)		$ -	-1073.00	$ (75,861.10)	-$75,861.10		-$75,861.10	100.0%	
58	8" Gate Valve	3.00	EA	$ 2,770.00	$ 8,310.00		$ -		$ -					$8,310.00
61	Air Release Valve	2.00	EA	$ 4,490.00	$ 8,980.00		$ -							$8,980.00
62	8" Linestop	-1.00	EA	$ 15,200.00	$ (15,200.00)		$ -	-1.00	$ (15,200.00)	-$15,200.00		-$15,200.00	100.0%	
CO 1	8" C-900 DR-18 PVC HDD	747.00	LF	$ 135.00	$ 100,845.00		$ -	747.00	$ 100,845.00	$100,845.00		$100,845.00	100.0%	
CO 1	18" Drainage RCP Removal	400.00	LF	$ 55.00	$ 22,000.00		$ -	400.00	$ 22,000.00	$22,000.00		$22,000.00	100.0%	
	Totals				**$2,450,195.16**				**$501,158.41**	**$501,158.41**		**$501,158.41**	20.5%	**$1,949,036.75**

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Jackson Street Improvements Project Work Authorization #11 for Bidding and Construction Support Services in the Amount of $50,000**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT: Funding for the project has been allocated to account 301-541-60-6307

HISTORY/FACTS/ISSUES:

The Jackson Street Improvements Project is included in the City's CIP. The project design and permitting was completed by Kimley-Horn and Associates Inc. The City is now ready to proceed with the bidding and construction. The attached Work Authorization #11 was requested from Kimley-Horn to provide bidding and construction services for the project. The associated fees are outlined below for a total of $50,000:

Task 1 – Bid Documents Preparation and Administration - $5,000
Task 2 – Construction Phase Services (CPS) – Hourly, not to exceed $45,000

Kimley»Horn

WORK AUTHORIZATION NUMBER 11

Describing a specific agreement between Kimley-Horn and Associates, Inc. ("Kimley-Horn") and the City of Wildwood ("the Client" or "the City") in accordance with the terms of the Master Agreement for Continuing Professional Services for RFQ 2023-07 dated May 7, 2023, which is incorporated herein by reference.

Identification of Project:

Project: Jackson Street Bid and Construction Phase Services (CPS)

Client: City of Wildwood

Project Manager: Mohammed Murad, PE

General Category of Services:

The purpose of this Work Authorization is to describe the scope of work and the responsibilities of the Engineer and the City for the Jackson Street Bid and Construction Phase Services (CPS) (the "Project"). This design and permitting for this project are completed. Following is the project understanding and purpose:

1. The City desires to begin the project competitive bidding process by construction contractor.

2. Following the bidding process, the performance of the construction phase services as described below will begin.

With the above in mind, our specific scope of services is provided below.

Specific Scope of Basic Services:

Task 1 – Bid Document Preparation and Administration

A. The Engineer will prepare the Project for competitive bidding by construction contractors. The Engineer will prepare and assemble construction bidding documents, including specifications for the subject work and the construction contract, based on "Standard General Conditions of the Construction Contract" (EJCDC No. C-700, 2018 edition) prepared by the Joint Contract Documents Committee. The Engineer will coordinate with City staff to issue bid packages for the submittal of quotations to perform the work and conduct one pre-bid meeting with potential bidders. The Engineer will tabulate the bids received and evaluate the compliance of the bids received with the bidding documents. The Engineer will prepare a written summary of this tabulation and evaluation and recommend a bidder to the City.

Task 2 – Construction Phase Services (CPS)

Consultant will provide the following construction phase services as needed and stated below:

A. Site Visits and Construction Observation. Kimley-Horn will make up to 12 site visits during construction to observe the progress of the work. Observations will not be exhaustive or extend to every aspect of Contractor's work, but will be limited to spot checking, and similar methods of general observation. Based on the site visits, Consultant will evaluate whether Contractor's work is generally proceeding in accordance with the Contract Document and keep the City informed of the general progress of the work.

Consultant will not supervise, direct, or control Contractor's work, and will not have authority to stop the Work or responsibility for the means, methods, techniques, equipment choice and use, schedules, or procedures of construction selected by Contractor, for safety programs incident to Contractor's work, or for failure of Contractor to comply with laws. Consultant does not guarantee Contractor's performance and has no responsibility for Contractor's failure to perform in accordance with the Contract Documents.

B. Construction Meetings. Consultant will attend up to three construction meetings on-site, at the City, or via teleconference.

C. Recommendations with Respect to Defective Work. Consultant will recommend to City that Contractor's work be disapproved and rejected while it is in progress if Consultant believes that such work will not produce a completed Project that generally conforms to the Contract Documents.

D. Clarifications and Interpretations. Consultant will respond to reasonable and appropriate Contractor requests for information made in accordance with the Contract Documents and issue necessary clarifications and interpretations. Any orders authorizing variations from the Contract Documents will be made only by the City. This task can include preparation of up to three plan revisions as necessary.

E. Change Orders. Consultant may recommend Change Orders to the City and will review and make recommendations related to Change Orders submitted or proposed by the Contractor.

F. Shop Drawings and Samples. Consultant will review and take appropriate action in respect to Shop Drawings and Samples and other data which Contractor is required to submit, but only for general conformance with the Contract Documents. Such review and action will not extend to means, methods, techniques, equipment choice and usage, schedules, or procedures of construction or to related safety programs. Any action in response to a shop drawing will not constitute a change in the Contract Documents, which can be changed only through the Change Orders.

G. Substitutes and "or-equal/equivalent." Consultant will evaluate and determine the acceptability of substitute or "or-equal/equivalent" materials and equipment proposed by Contractor in accordance with the Contract Documents.

H. Inspections and Tests. Consultant may require special inspections or tests of Contractor's work and may receive and review certificates of inspections within Consultant's area of responsibility. Consultant's review will be solely to determine that the results indicate compliance with the Contract Documents and will not be an independent evaluation that the content or procedures of such inspections, tests, or approvals comply with the Contract Documents. Consultant is entitled to rely on the results of such tests.

I. Disputes between City and Contractor. Consultant will, if requested by City, render written decision on all claims of City and Contractor relating to the acceptability of Contractor's work or the interpretation of the requirements of the Contract Documents. In rendering decisions, Consultant shall be fair and not show partiality to City or Contractor and shall not be liable in connection with any decision.

J. Applications for Payment. Based on its observations and on review of applications for payment and supporting documentation, Consultant will recommend amounts that Contractor be paid. Recommendations will be based on Consultant's knowledge, information and belief, and will state whether in Consultant's opinion Contractor's work has progressed to the point indicated, subject to

any qualifications stated in the recommendation. Consultant's recommendations will not be a representation that its observations to check Contractor's work have been exhaustive, extended to every aspect of Contractor's work, or involved detailed inspections.

K. Substantial Completion. When requested by Contractor and City, Consultant will conduct a site visit to determine if the Work is substantially complete. Work will be considered substantially complete following satisfactory completion of all items with the exception of those identified on a final punch list.

L. Final Notice of Acceptability of the Work. Consultant will conduct a final site visit to determine if the completed Work of Contractor is generally in accordance with the Contract Documents and the final punch list so that Consultant may recommend final payment to Contractor.

M. Construction Closeout. Consultant will prepare and submit final construction certifications to the City of Wildwood and to FDEP.

Additional Services if required:

Services requested that are not specifically included will be provided under a new and separate Work Order or can be performed on an hourly basis upon written authorization.

Schedule:

Kimley-Horn will perform the above scope of services as expeditiously as practicable to meet a mutually agreed upon schedule.

Method of Compensation:

Kimley-Horn will perform the services in Task 1 for the total lump sum labor fee below.

Task Description	*Labor Fee*
Task 1 – Bid Document Preparation and Administration	$5,000.00
Task 2 – Construction Phase Services (CPS)	Hourly Not to Exceed $45,000.00

Kimley-Horn will perform the services in Task 2 on a labor fee plus expense basis with the maximum labor fee.

Labor fee will be billed on an hourly basis according to our then-current rates. As to these tasks, direct reimbursable expenses such as express delivery services, fees, air travel, and other direct expenses will be billed at 1.15 times cost. A percentage of labor fee will be added to each invoice to cover certain other expenses as to these tasks such as telecommunications, in-house reproduction, postage, supplies, project related computer time, and local mileage. Administrative time related to the project may be billed hourly.

All permitting, application, and similar project fees will be paid directly by the City. Should the City request Kimley-Horn to advance any such project fees on the City's behalf, a separate invoice for such fees, with a fifteen percent (15%) markup, will be immediately issued to and paid by the City.

Fees will be invoiced monthly based on actual amount of service performed and expenses incurred. Payment will be due within 30 days of your receipt of the invoice.

ACCEPTED:

THE CITY OF WILDWOOD, FLORIDA	KIMLEY-HORN AND ASSOCIATES, INC.
BY: _____	BY: Gene Losito
	Gene B. Losito, P.E.
TITLE: _____	TITLE: Vice President
DATE: _____	DATE: July 25, 2024

G:\New Business\Public Sector\City of Wildwood\2024\MNM\Jackson Street BID and CPS\WA 11_Jackson Street Bid and CPS.docx

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Lake Deaton Pier Improvements Project Pay Application #3 in the Amount of $191,638.19**

REQUESTED ACTION: Staff recommends approval

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT: Funding for the project has been allocated to account 301-572-60-6304

HISTORY/FACTS/ISSUES:

The Lake Deaton Pier Improvement Project was approved by the Commission and awarded to Fender Marine Construction, Inc. on December 14, 2023. Fender Marine is requesting Payment Application #3 in the amount of $191,638.19 for site work performed through July 12, 2024. The project is now 100% complete. The project's engineer of record, CPH, has reviewed the pay app and recommended approval.

SECTION 00625

APPLICATION FOR PAYMENT

Project Name: Lake Deaton Pake Pier Decking Renovations

Bid No.: 2024-06

Contractor: Fender Marine Construction

Payment Request No.: 3

Period Ending Date: 07/12/2024

STATEMENT OF WORK

1.	Original Contract Price	$222,890.25
2.	Net Change Order 1-3	$181,314.30
3.	Current Contract Price	$404,204.55
4.	Total Completed and Stored to Date	$404,204.55
5.	Amount Retained	$20,210.23
6.	Total Earned Less Retainage (Line 4 Minus Line 5)	$383,994.32
7.	Previous Payments Approved	$192,356.13
8.	Amount Due This Payment (Line 6 Minus Line 7)	$191,638.19
9.	Balance to Finish, Less Retainage (Line 3 Minus Line 4)	0

CONTRACTOR'S AFFIDAVIT

The undersigned Contractor hereby swears under penalty of perjury that (1) all previous progress payments received from the Owner on account of Work performed under the Agreement referred to above have been applied by the Contractor to discharge in full all obligations of the Contractor incurred in connection with Work covered by prior Application for Payment under said Agreement, being Applications for Payment numbered 1 through 3 inclusive; and, (2) all Work, materials and equipment incorporated in said Project or otherwise listed in or covered by this Application for Payment are free and clear of all liens, claims, security interests and encumbrances; (3) all previous progress payments have been applied by the Contractor to pay in full (less retainage) all amounts owed to its Subcontractors, Suppliers, Materialmen and Equipment Suppliers; and (4) all items and amounts shown for payment and all information provided on the Subcontractor and Supplier Listing which is included in this Application for Payment are true and correct; and (5) all Work has been completed in full accordance with the terms and conditions of the Agreement between the Owner and Contractor dated December 14, 2023 and the Work is not defective.

CONTRACTOR: FENDER MARINE CONSTRUCTION (SEAL)

By (Signature of Authorized Representative) Date 7/30/24

TIM ABBOTT PRESIDENT

Printed Name and Title

STATE OF FLORIDA
COUNTY OF Sumter

The foregoing instrument was acknowledged before me by means of x physical presence or ___ online notarization, this 30 day of July, 2024, by Tim Abbott as President for Fender Marine Construction Inc, whose name is subscribed to this instrument, who personally swore or affirmed that he/she is authorized to execute this document and thereby bind the Corporation / LLC.

(In the last three blanks fill in the name of the Officer acknowledging this document, title of Officer / Manager, and name of the Corporation or LLC)

Bonita Roberts — Signature of Notary Public - State of Florida

Bonita Roberts — Print, Type, or Stamp Commissioned Name of Notary Public

BONITA ANN ROBERTS
Notary Public - State of Florida
Commission # GG 984757
My Comm. Expires Aug 25, 2024
Bonded through National Notary Assn.

Personally Known xx OR Produced Identification ___

Type of Identification Produced: ___

SUBCONTRACTOR AND SUPPLIER LISTING

The following is a list of Subcontractors and Suppliers who have performed Work or provided Materials, Supplies, or Equipment during time period represented by this Application and the dollar amount of the work applied for (add to the table as necessary to provide a complete list).

NAME	ADDRESS	AMOUNT
Universal Engineering Sciences	4475 SW 35th Ter, Gainesville, FL 32608	$4,2390.40
Cemex	4720 County Rd 124, Wildwood, FL 34785	$7,110.78
O'Neal Paving & Grading	4697 SW 129th Ct Ocala, FL 34481	$8,300.00
North Lake Sod	974 Hawk Lndg Fruitland Park, FL 34731	$1,926.00
Pumpman Unlimited	P.O. Box 118 Astatula, FL 34705	$1,236.25
Arb Transport	7737 Rex Hill Trail Orlando, FL 32818	$3,628.23

PAYMENT OF THE AMOUNT REQUESTED ABOVE IS RECOMMENDED FOR APPROVAL:

By ___ Date ___

By ___ Date ___

REQUIRED ATTACHMENTS

Monthly Application For Payment:

1. Updated Project Schedule
2. Waivers and Releases Of Lien Upon Progress Payment or Consent of Surety for Progress Payment

Final Application For Payment (Submitted With or Prior to the Final Application for Payment):

1. Consent of Surety to Final Payment
2. Completed Material and Workmanship Bond
3. Certificate of Final Completion
4. Manufacturer operation and maintenance instructions
5. Manufacturers' guarantees, warranties, bonds, and letters of coverage extending beyond the time limitations of the Contractor's guarantee
6. All required Record Drawings
7. All required directional bore logs
8. Stormwater NPDES Notice of Termination (If Required)

END OF SECTION

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Construction Contract with Garney Companies, Inc for the Wastewater Treatment Plant Project**

REQUESTED ACTION: Staff recommends the Commission authorize the Mayor to execute the contract, subject to the resolution of any minor formatting or non-substantive language modifications.

CONTRACT: Yes — Vendor/Entity: Garney Companies Inc
Effective Date: 8/12/2024 — Termination Date:
Managing Division/Department: Executive

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The City issued RFQ #2024-04 in October 2023 to select a new contractor for the expansion of the City's Water Reclamation Facility (wastewater treatment plant). Pursuant to the recommendation of the selection committee, the City Commission authorized the City Manager to begin contract negotiations with the top-ranked firm, Garney Companies, Inc, at the November 27, 2023, meeting of the City Commission.

The City Commission later approved a contract covering preconstruction activities. The project is progressing as agreed to in the preconstruction contract, and a construction services contract will need to be approved for Garney to engage in any construction activities. The construction contract, among other items, establishes the framework for future amendments to cover specific construction-related activities such as Guaranteed Maximum Prices (GMPs) for Phases 1-3, the installation of the dissolved oxygen equipment that is currently on order, or any other construction-related activities that are necessary at the wastewater plant and associated infrastructure. The agreement has been vetted by the City Attorney and is acceptable to Garney.

AMENDMENT NO. 1
TO PRECONSTRUCTION AGREEMENT
CONSTRUCTION MANAGER AT RISK
WATER RECLAMATION FACILITY PROJECT

This Amendment is made and entered into upon execution by both parties, by and between, the **City of Wildwood,** a political subdivision of the State of Florida, hereinafter referred to as the "City," and **Garney Companies Inc.**, a Missouri corporation authorized to do business in the State of Florida, hereinafter referred to as the **"Construction Manager"** or **"CM."**

WITNESSETH

WHEREAS, the City and the Construction Manager entered into a Construction Manager at Risk Preconstruction Phase Services Agreement (the "Agreement"), dated January 22, 2024, for the City of Wildwood Water Reclamation Facility and Biological Nutrient Removal Facility (the "Project"); and,

WHEREAS, the Agreement authorized Preconstruction Phase Services; and,

WHEREAS, the parties now wish to amend the Agreement to provide for Construction Phase Services to complete the construction of the Project; and,

WHEREAS, the parties acknowledge the need to amend this Agreement as Guaranteed Maximum Prices (GMPs) are developed and agreed upon for future phases of the Project; and,

WHEREAS, the City may request additional construction manager services by Garney pursuant to the terms of this Agreement that are not included within with a GMP.

NOW, THEREFORE, the City and the CM, in consideration of the mutual covenants contained herein, do agree to amend the Agreement as follows:

1. The Agreement shall be amended to include GMPs once established and agreed upon by the parties for each phase of construction or additional construction manager services or combination thereof.

2. The Work shall be completed in accordance with the following exhibits:

   a. **Exhibit A-1 Construction Phase Services;**

   b. **Exhibit B-1 GMP Summary;**

   c. **Exhibit C-1 Project Schedule**;

   d. **Exhibit D-1 List of Construction Documents**; and

   e. **Exhibit G-1 FDEP Supplementary Conditions.**

Exhibits Attached: Each exhibit attached hereto shall be and incorporated herein.

Exhibits Not Attached: Any exhibits not attached hereto on the date of execution of this Amendment will be deemed to be and shall become a part of this Amendment as if executed on the date hereof upon either: (1) each of the parties initialing and dating such exhibit, upon their respective acceptance of its terms and conditions and/or form or (2) inclusion of the same at the time of an amendment to include GMPs.

3. The total of the Cost of the Work, the General Conditions, Insurance, Performance and Payment Bonds, the CM's Contingency, the CM Fee, and the Owner's Contingency are together guaranteed by the CM not to exceed the GMP.

4. The Project Schedule as used in this Amendment shall mean the timeline prepared by the CM and approved by the City for accomplishing the construction of the Project. The Project Schedule defined herein includes all major sequences of the construction work, material supplies, long-lead procurement, Design Consultant's approval of shop drawings, schedules for Change Orders, if any, and performance testing requirements.

5. The Construction Documents, as used in this Amendment, shall mean **Exhibit D-1, List of Construction Documents**, as well as revisions to the Construction Documents as provided for herein.

6. The CM's Key Personnel, as used in this Amendment, shall mean those individuals identified in **Exhibit E-1, Key Personnel**, attached hereto and incorporated herein.

7. **Section II, Definitions**, shall be amended as follows:

H. Interim Field Change Agreement (IFCA) is amended as set forth in Section I, Additional Definitions, of Exhibit A-1.

K. Project: The design and construction of Wildwood Water Reclamation Facility and Biological Nutrient Removal facility, as well as any additional construction manager services related to Wildwood's wastewater system infrastructure as negotiated by the CM and the City through an Agreement Amendment.

8. **Exhibit D, Insurance Requirements,** of the Preconstruction Agreement is amended as set forth in the attached Exhibit D.

9. Except as modified herein, all other terms, covenants, and conditions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Amendment as of the last date written below.

GARNEY COMPANIES, INC.
A MISSOURI CORPORATION

Signed By: _____

Print Name: _____

Date: _____

Title: _____

CITY COMMISSION
CITY OF WILWOOD, FLORIDA

By: _____
ED WOLF, MAYOR

Date: _____

ATTEST:

By:_____
JESSICA BARNES, CITY CLERK

Approved as to form and correctness:

By:_____
CITY ATTORNEY

EXHIBIT A-1
CONSTRUCTION PHASE SERVICES

This Exhibit contains a list of Agreement provisions applicable to the Construction Phase and shall supplement the other provisions of the Agreement which shall remain in effect during the Project. This list is not exclusive and is subject to modification as mutually agreed.

I. ADDITIONAL DEFINITIONS

A. *CM's Contingency*: Shall mean a sum of money included in the GMP to cover costs and expenses of the CM incurred as a result of unforeseen or unanticipated events or circumstances that would normally be expected to be encountered in the construction of the Project. CM contingency shall be used at CM's discretion to cover CM risk and scope gaps. The City shall own all unused Contingency costs unless a shared contingency is agreed upon in an Amended Agreement.

B. *Interim Field Change Agreement (IFCA)*: A written order issued by the Administrative Agent which requires minor changes in the Work but does not change the Guaranteed Maximum Price or the Contract Times.

C. *Owner's Contingency*: Shall mean a sum of money included in the GMP which may be expended for the Project only with the prior written authorization of the Administrative Agent. Owner's contingency shall be used at the City's discretion for additional Project work.

D. *Milestone*: A principal event or Work item, specified in the Construction Documents relating to an intermediate completion date or time prior to Substantial Completion of all the Work.

E. *Notice to Proceed*: A written notice given by the City to the CM fixing the date on which the Project Schedule will commence to run and on which date the Contractor shall start to perform the Work under the Agreement. The Notice to Proceed will fix the dates of milestones, where applicable, Substantial Completion, and Final Completion of the Agreement, based on the stipulated Project Schedule.

F. *Shop Drawings*: All drawings, diagrams, illustrations, schedules, and other data or information which are specifically prepared or assembled by or for the CM and submitted by the CM to illustrate some portion of the Work.

G. *Underground Facilities*: All underground pipelines, conduits, ducts, cables, wires, manholes, vaults, tanks, tunnels, or other facilities or attachments, and encasements containing such facilities, including those that convey electricity, gases, steam, liquid petroleum products, telephone, or other communications, cable television, water, wastewater, reuse water, storm water, other liquids or chemicals, or traffic or other control systems.

H. *Site*: The location identified in the Construction Documents where the work

is to be performed along with such additional lands as may be identified by the City for purposes such as staging areas or material storage. Additional locations/lands may also be identified where additional construction manager services are included within an Agreement Amendment.

II. LICENSES

The CM shall be licensed at all times during the term of this Agreement to do business as a Certified Contractor with the State of Florida.

III. NOTICE TO PROCEED

The services to be rendered by the CM shall commence upon the CM's receipt of the written Notice to Proceed from the Administrative Agent. Within five (5) calendar days after issuance of the Notice to Proceed, the CM shall deliver to the Administrative Agent a detailed Project Schedule. This Project Schedule shall also include the calendar dates for the delivery or completion of all documents, reports, or other data, as required by this Agreement.

IV. CONCEALED OR UNKNOWN CONDITIONS

If the CM encounters conditions at the Site which are (1) subsurface or otherwise concealed physical conditions which differ materially from those indicated in the Construction Documents or (2) unanticipated physical conditions of an unusual nature, that differ materially from those ordinarily found to exist and generally recognized as inherent in construction activities of the character provided for in the Construction Documents, the CM shall promptly provide notice to the Administrative Agent and Design Consultant before conditions are disturbed and in no event later than five (5) days after first observance of the conditions.

V. CM'S AND OWNER'S CONTINGENCY

A. It is understood that the CM's Contingency line item is within the GMP. The CM may transfer amounts among the CM's Contingency and line items, only as authorized by an Interim Field Change Agreement (IFCA) as defined in Section XXXIII, which will not be unreasonably withheld, as pricing becomes more certain, and to cover cost overruns. If the scope of the CM Contingency expenditure is defined as a Cost of the Work in the Agreement, the IFCA shall be authorized. Each monthly report and application for payment shall contain a CM's Contingency report including any item that the CM has requested to charge to the CM's Contingency.

    1. General Conditions Staffing is a fixed line item within the GMP. The CM's Contingency shall not be utilized for increasing General Conditions staffing.

B. It is understood that the Owner's Contingency line item is within the GMP and may be transferred into line items at the City's sole discretion and

approval, subject to the CM's rights and responsibilities defined herein. Each monthly report and application for payment shall contain an Owner's Contingency report including any item that the City has authorized to change into the work.

VI. CM STAFF

The CM shall maintain an adequate and competent construction management staff and may associate with other qualified firms for the purpose of rendering services hereunder, without additional cost to the City and upon prior approval by the Administrative Agent.

VII. LINES OF AUTHORITY

A. The CM shall establish and maintain lines of authority for its personnel and shall provide this information to the Administrative Agent and all other affected parties, the Trade Contractors, and the Design Consultant, to provide general direction of the work and progress of the Project and Trade Contractors.

B. The CM shall provide the Administrative Agent and all Trade Contractors with bid package definitions for the construction of the Project, containing beginning and finishing dates, their respective responsibilities for performance and the relationships of their work with respect to Trade Contractors and suppliers. The CM shall also continue to provide current scheduling information and provide direction and coordination regarding Milestones, beginning and finishing dates, responsibilities for performance, and the relationships of the CM's work to the work of its Trade Contractors and suppliers to enable them to perform their respective tasks so that the construction progresses smoothly and efficiently in conformance with the overall Project Schedule.

VIII. PROJECT SCHEDULE

A. The CM shall submit an updated Project Schedule with each month's pay application. Project Schedule updates do not become incorporated into this Agreement until approved in writing by the Administrative Agent. The CM, at its discretion, or as requested by the Administrative Agent, may submit Project Schedule updates for consideration more frequently than monthly. Additionally, upon identifying an event or occurrence with the potential to impact the Project Schedule as described herein, the CM shall prepare an updated Project Schedule reflecting the possible impact(s) and shall submit the updated Project Schedule to the Administrative Agent for consideration within ten (10) days of the identification of said event or occurrence.

B. The Project Schedule shall include all major sequences of the construction work, material supplies, long lead procurement, the Design Consultant's approval of shop drawings, change orders in progress, schedules for change

orders, and performance testing requirements. The CM shall hold job-site meetings at least bi-weekly with the Project Team and once each week with the Trade Contractors and the Design Consultant as needed, or more frequently as required by work progress, to review progress, discuss problems and their solutions, and coordinate future work with all Trade Contractors.

C. Upon acceptance and written approval by the Administrative Agent of an updated Project Schedule, all prior approved Project Schedules shall be deemed superseded and shall not provide a basis for any claims of delay made against the CM.

IX. PROJECT MANAGEMENT INFORMATION SYSTEM

A. Notwithstanding anything contained herein, it is expressly understood that the CM shall establish and maintain, for the duration of the Project, project controls systems, including without limitation, estimating, scheduling, purchasing, cost reporting, and project engineering systems.

B. Documents and files produced by computer systems and databases used by the CM during the performance of this Agreement shall be in a format acceptable to the City and compatible with existing City systems. Current City standards for PC software are available from the Administrative Agent.

C. Commencing promptly after approval of this Amendment by the City, and the issuance of the Notice to Proceed by the Administrative Agent, the CM shall implement and shall utilize throughout the life of this Agreement a project management information system which shall hereinafter be referred to as PMIS. Notwithstanding the foregoing, the Administrative Agent may modify and/or reduce the CM's PMIS reporting requirements specified below.

1. The reports, documents and data to be provided shall represent an assessment of the current status of the Project and of the work remaining to be accomplished and shall provide a basis for identifying variances and problems and for making management decisions. An executive summary report will be furnished to the Administrative Agent along with the monthly pay request. A copy of the executive summary report will be furnished to the Design Consultant at the same time.

2. If requested by the Administrative Agent, the CM shall conduct a workshop for participants designated by the Administrative Agent as required to provide instruction related to the use and role of the PMIS.

3. The PMIS shall, at a minimum, include the following:

    i. Monthly Narrative Reporting

    ii. Weekly Schedule Control

iii. Cost Control and Estimating

iv. Project Accounting

v. Accounting and Payment

vi. Action Reports

vii. Critical Issues - Look Ahead

D. Narrative Reporting

1. The CM shall prepare written reports as described hereunder.

2. No other PMIS Narrative Reports shall be required, however, additional types of reports may be requested and required by the Administrative Agent. All reports shall be in 8 ½" x 11" format.

3. The Monthly Narrative Report shall include the following reports:

i. Monthly Summary - generally provides an overview of current issues and pending decisions, future developments and expected achievements and any problems or delays including code violations found by the permitting authority.

ii. Monthly Cost Narrative - describes the current construction cost estimate status of the Project. Specific attention to amendment and Change Order status (which will also include amount, reason for change, and responsibility), claim status or potential claims will be addressed in detail.

iii. Monthly Scheduling Narrative - summarizes the status of the overall Project Schedule. This report shall include an analysis of the various components of the Project Schedule, a description of the critical path and other analyses as necessary to compare planned performance with actual performance. The report shall be submitted in a format acceptable to the Administrative Agent.

iv. Monthly Accounting Narrative - describes the current cost and payment status of the entire Project. This report shall relate current encumbrances and expenditures to the budget allocations.

v. Monthly Construction Progress Report - summarizes the work of the various Trade Contractors during Construction Phase Services. This report shall include information from the weekly job-site meetings as applicable such as General Conditions, long-lead supplies, current deliveries, safety and labor relations programs, permits, construction problems, and

recommendations and plans for the succeeding month.

4. The reports outlined above shall be bound and submitted monthly, in a form acceptable to the City, along with applicable electronic reports during Construction Phase Services and shall be current through the end of the preceding month.

X. CM'S KEY PERSONNEL

A. The CM shall ensure that those key personnel identified in **Exhibit E-1, Key Personnel**, shall remain assigned to the Project in their designated roles for the duration of the Project. Changes to the personnel identified in **Exhibit E-1** may be made subject to the written approval of the Administrative Agent.

B. The CM shall ensure that all key personnel, support personnel, and other agents are fully qualified and capable of performing their assigned tasks. At the direction of the Administrative Agent, the City shall have the right to require the CM to remove personnel assigned at any level for the performance of work.

C. The timely performance and completion of the required services are vitally important to the interest of the City. The CM shall assign a Project Manager acceptable to the Administrative Agent, together with such other personnel as are necessary to assure faithful prosecution and timely delivery of services pursuant to the requirements of this Agreement.

XI. SOLICITATION OF BIDS (POST-GMP)

CM will obtain bids from all Trade Contractors necessary to successfully prosecute the Work. In the event that changes to the Project or other unforeseen circumstances require additional bids to be obtained, CM shall adhere to the following processes:

A. The CM shall prepare invitations for bids (or Requests for Proposal, when applicable) for the Project or any portions or phases thereof, unless otherwise directed by the Administrative Agent.

B. As part of such preparation, the CM shall review the specifications and drawings prepared by the Design Consultant. CM shall promptly bring to the attention of the Administrative Agent, in written form, any ambiguities, discrepancies, conflicts or lack of clarity of language, use of overly restrictive requirements, and any other defects in the specifications or in the drawings known (or which should be known) by the CM. The CM shall, prior to the release of the bid packages, receive confirmation from the Design Consultant that the plans and specifications are fully coordinated and shall so certify to the Administrative Agent.

C. For each separate bid package and/or phase of the work, the CM may

conduct a pre-bid conference with prospective bidders, the Design Consultant, and the Administrative Agent. In the event questions are raised that require an interpretation of the bidding documents or otherwise indicate a need for clarification or correction of the invitation, the CM shall transmit these to the Design Consultant and upon receiving clarification or correction in writing shall prepare an addendum to the bidding document and issue the same to all of the prospective bidders.

D. The CM shall keep costs as low as possible through the aggressive use of competitive bidding procedures for all work. The CM will direct a well-coordinated procedure for all bid packages and, unless otherwise directed by the Administrative Agent, will obtain a minimum of three verbal quotations which accurately reflect current market pricing for all packages with an estimated value over $5,000 and under $25,000, and a minimum of three (3) written quotations which accurately reflect current market pricing for those packages with an estimated value over $25,000 and under $100,000. For procurements estimated to exceed $100,000, CM shall, unless otherwise directed by the Administrative Agent, advertise in a newspaper of general circulation published in the City, not later than twenty – one (21) business days preceding the advertised bid due date for the specified procurement, as well as advertise in electronic media customarily used in the industry, unless otherwise directed by the Administrative Agent.

E. CM will assist the Design Consultant to ensure that completed bid documents used in conjunction with contract formats establish binding obligations for full performance through lump sum and unit pricing bidding within the framework of the GMP.

XII. GENERAL CONDITIONS

A. General Conditions Items shall be deemed to mean the provision of facilities or performance of work by the CM for items that do not lend themselves readily to inclusion in the permanent work of the Trade Contracts. General Conditions Items may include, but are not limited to, the following:

1. Temporary Facilities
Temporary offices/field offices
Sheds
Toilets, rental toilets
Storage
Protection
First aid and facilities
Signage, project sign
2. Temporary Utilities
Temporary light & power, including utility hook-up/disconnect fees

EXHIBIT A-1
CONSTRUCTION PHASE SERVICES

Utilities costs during construction (sanitary, sewer, electrical) including on-site trailers
Utility hook-up/disconnect Fees
Temporary heat
Temporary plumbing
Temporary electrical
3. Hoist Facilities
Material hoists
Personnel hoists
Temporary elevators
Scissor Lifts
Special construction for hoist
Specify Safety and protection for Hoist
4. Protection and Safety
Safety labor
Safety materials
Fire extinguishers
Site fencing, barricades, and safety signage
Protect finish work
Traffic control
Flagmen
Protect existing elements
5. Cleaning
Cleaning labor
Cleaning materials and equipment
Front-end loader/forklift
Trash chute and/or dumpsters
Rubbish removal
Final cleaning
Site cleaning
6. Field Office
Laborers (related to CM's work)
Carpenters (related to CM's work)
Layout crews
Computer systems, printers, faxes, etc.
Office equipment & furniture and supplies
Drawing reproduction (including bid document and specification reproduction for bidding)
Vehicles
7. Miscellaneous/General Expenses
Existing conditions surveys

Preconstruction Damage Surveys
Office supplies
Postage, shipping, and deliveries
Express Mail/messenger services
Expediting
Scheduling
Travel and expenses
Photography and video
Surveying
Jobsite signs
Job radios and chargers
Misc. tools and equipment
Printing, scanning, copying, postage, paper, and drawing reproduction
Blueprint/photostat
Phone chargers
Weather protection
Pumping
Pest control
Ceremonies
Alcohol and drug testing
Progress photos
8. Contract closeout
Warranties administration
Punch list activities and administration
All other items necessary to properly close out the work
9. Taxes and Other
Sales and use tax for general condition items

XIII. CM FEES AND DIRECT COSTS OF THE PROJECT

A. The price for staffing will be included in the General Conditions. The staffing shall be listed as a separate line item in the GMP and that line item is included within the line item for the General Conditions Items. Costs for staffing include salaries and wages paid for labor in the direct employ of the CM under this Agreement, payroll taxes, and payroll insurance. The CM shall not be permitted to utilize or transfer CM's or Owner's Contingency funds for the payment of any staffing costs without written approval of the Administrative Agent.

B. The Cost of the Work consists of all the costs necessarily incurred by the CM in the proper performance of the Work. Such costs shall be at rates not higher than the standard paid at the place of the Project except with prior consent of the Administrative Agent. Cost of the Work includes but is not

limited to, the items below, all of which are included in the GMP (unless otherwise determined by the Administrative Agent, as stated above).

Cost of the Work Items:

1. Payments made or obligated to be made for the costs of all materials, supplies, and equipment incorporated in the Project, including the cost of transportation and storage thereof.
2. Payments due to Trade Contractors from the CM or payments made or obligated to be made by the CM to Trade Contractors for the work performed pursuant to Trade Contracts under this Agreement.
3. Payments made or obligated to be made for the transportation and maintenance of all materials, equipment, and supplies except those provided for in the General Conditions.
4. Rental charges for all necessary machinery and equipment used at the site of the Project, whether rented from the CM or others, including installation, repairs and replacements, dismantling, removal, costs of lubrication, transportation, and delivery costs thereof, which are used in the support of a Trade Contractor's or the CM's own forces in the performance of the work, said rental charges to be consistent with prevailing rates in the area for similar items.
5. The charges of premiums for all insurance and bonds that the CM is required to procure by this Agreement and any required increases in said insurance and bond costs except those provided for in the General Conditions.
6. Sales, use, gross receipts, or similar taxes imposed by any governmental authority and for which the CM is liable.
7. Costs for clean-up, trash, waste, and debris control and removal from the site.
8. Costs of all reproduction used for information purposes required by the City to directly benefit the Project.
9. Costs for security systems for the Project, as required and approved by the Administrative Agent.
10. Costs for efficient logistical control of the site, including horizontal and vertical transportation of materials and personnel. Also, costs for adequate storage and parking space, excepting those provided for in the General Conditions.
11. Costs for temporary facilities, including temporary power and sanitary facilities.

12. Costs for updating as-built documentation/Record Drawings.

13. Costs incurred in repairing or correcting damaged or nonconforming Work executed by Trade Contractors, but only to the extent that the cost of repair or correction is not recoverable by CM from applicable insurance or responsible Trade Contactors within a commercially reasonable period of time.

XIV. ACCOUNTING RECORDS

The CM shall keep full and detailed accounting records and exercise such controls as may be necessary for proper financial management under this Agreement. The Administrative Agent shall be afforded full access to the CM's records, books, correspondence, instructions, drawings, receipts, Trade Contracts, subcontracts, purchase orders, vouchers, memoranda and other data relating to the Project on an "open book" basis, and the CM shall preserve these for a period of ten (10) fiscal years after final payment, or for such longer period as may be required by law. Trade Contractors and subcontractors shall have the same obligations to maintain books and records and to permit audits. If any inspection of the CM's or any Trade Contractor's or subcontractor's books and records or other documents reveals an overcharge, the CM shall pay to the City, or the City, at its election, may take a credit against future payments due to the CM, an amount equal to the overage. If, after the final accounting of the Project, the net total of all overcharges and undercharges is greater than $50,000 in the aggregate, the CM shall also pay all auditing expenses incurred by the City in determining the existence and amount of the overage, not to exceed $25,000.

XV. BONDS

A. CM shall provide the following performance bond and labor and material payment bond or other performance security: 100% Payment and Performance Bonds.

B. The CM shall furnish a performance bond and a payment bond each in an amount at least equal to the total price of all construction contracts, as security for the faithful performance and payment of all of the CM's construction obligations under the Agreement. These bonds shall remain in effect until the date when final payment on the construction contracts becomes due, except as provided otherwise by Laws or Regulations, or by specific provisions of the Agreement.

C. All bonds shall be in compliance with, and in the form prescribed by, Section 255.05, Florida Statutes. The bonds shall be executed by such sureties as are named in "Companies Holding Certificates of Authority as Acceptable Sureties on Federal Bonds and as Acceptable Reinsuring Companies" as published in Circular 570 (as amended and supplemented) by the Financial Management Service, Surety Bond Branch, U.S. Department of the

Treasury. A bond signed by an agent or attorney-in-fact must be accompanied by a certified copy of that individual's authority to bind the surety. The evidence of authority shall show that it is effective on the date the agent or attorney-in-fact signed the accompanying bond.

D. The CM shall obtain the required bonds from surety companies that are duly licensed or authorized in Florida to issue bonds in the required amounts.

E. If the surety on a bond furnished is declared bankrupt or becomes insolvent, or its right to do business in Florida is terminated, or the surety ceases to meet the requirements above, then the CM or Trade Contractor shall promptly notify the City and shall, within 30 days after the event giving rise to such notification, provide another bond and surety, both of which shall comply with the bond and surety requirements above.

F. Upon request, the City shall provide a copy of the payment bond to any Trade Contractor or other person or entity claiming to have furnished labor or materials used in the performance of the construction work.

G. In accordance with the provisions of Section 255.05, Florida Statutes, the CM shall provide to the City, a Public Construction Bond, providing for the full performance provisions and full labor and material payment provisions, each in an amount not less than the Guaranteed Maximum Price for all individual Projects over Two Hundred Thousand Dollars ($200,000). All bonds shall identify the City of Wildwood, Sumter County, Florida as owner and shall identify the specific project for which the bond is submitted. All bonds shall be signed or countersigned by a Florida licensed resident agent per Section 624.425, Florida Statutes. The agent signing the bond must hold a current Power of Attorney from the surety company issuing the bond. A copy of such Power of Attorney must be attached to the bond and shall contain no restrictions preventing payment and should specify the city and state where the agent is located. Electronic execution of the bonds is acceptable.

H. To be acceptable to the City as Surety for the Public Construction Bond a Surety Company shall comply with the following:

1. The Surety Company shall have a currently valid Certificate of Authority, issued by the State of Florida, Department of Insurance, authorizing it to write surety bonds in the State of Florida.

2. The Surety Company shall have currently valid Certificate of Authority issued by the United States Department of Treasury under Sections 9304 to 9308 of Title 31 of the United States Code.

3. The Surety Company shall be in full compliance with the provisions of the Florida Insurance Code.

4. The Surety Company shall have at least twice the minimum surplus and capital required by the Florida Insurance Code at the time the invitation to bid is issued.

5. If the Agreement Award Amount exceeds $500,000.00, the Surety Company shall also comply with the following:

    i. The Surety Company shall have at least the following minimum ratings in the latest issue of Best's Key Rating Guide:

CONTRACT AMOUNT			POLICY HOLDER'S RATING	REQUIRED FINANCIAL RATING
$500,000	to	1,000,000	A	CLASS I
1,000,000	to	2,000,000	A	CLASS II
2,000,000	to	5,000,000	A	CLASS III
5,000,000	to	10,000,000	A	CLASS IV
10,000,000	to	25,000,000	A	CLASS V
25,000,000	to	50,000,000	A	CLASS VI
50,000,000	to	100,000,000	A	CLASS VII

6. The Surety Company shall not expose itself to any loss on any one risk in an amount exceeding ten (10) percent of its surplus to policyholders, provided:

    i. Any risk or portion of any risk being reinsured shall be deducted in determining the limitation of the risk as prescribed in this section. These minimum requirements shall apply to the reinsuring carrier providing authorization or approval by the State of Florida Department of Insurance to do business in this state.

    ii. In the case of the surety insurance company, in addition to the deduction for reinsurance, the amount assumed by any co-surety, the value of any security, deposited, pledged, or held subject to the consent of the surety and for the protection of the surety shall be deducted.

XVI. QUALITY CONTROL/QUALITY ASSURANCE

A. The CM shall develop and maintain a written quality control/quality assurance program, acceptable to the Administrative Agent to ensure that the quality specified in the Construction Documents is reflected in the actual construction of the Project. The CM shall supervise the work of all Trade Contractors providing instructions to each when their work does not conform to the requirements of the plans and specifications, and it shall continue to exert its influence and control over each Trade Contractor to ensure that corrections are made in a timely manner so as to not affect the efficient progress of the work. Should disagreement occur between the CM and Design Consultant over the acceptability of work and conformance with

the requirements of the specifications and plans, the Administrative Agent shall be the final judge of performance and acceptability.

B. The CM shall receive copies of all claims or reports issued by the Design Consultant or its sub-consultants relative to the performance or acceptability of work.

C. The CM shall be responsible and accountable for the quality control of the work.

XVII. TRADE CONTRACTOR INTERFACING

The CM shall:

A. Enter into contracts with the Trade Contractors, subject to approval by the Administrative Agent.

B. Be the single point of contact between the Administrative Agent and Trade Contractors for the Project.

C. Negotiate all Change Orders, requests for proposed Change Orders, and requests for proposal with all affected Trade Contractors.

D. Review the costs of those proposals and advise the Administrative Agent of their validity and reasonableness, acting in the City's best interest, prior to requesting approval of each Change Order. Subject to the terms of Section XXXIII herein, before any work is begun on any Change Order, a written authorization from the Administrative Agent must be issued. When health and safety are threatened, the CM shall act immediately to remove the threat to health and safety.

E. Carefully review and check all shop drawings and forward the same to the Design Consultant for review and action. The Design Consultant will transmit shop drawings back to the CM within fourteen (14) calendar days, unless otherwise directed by the Administrative Agent, and the CM shall issue the shop drawings to the affected Trade Contractor for fabrication or revision.

F. Maintain a control system to promote expeditious handling of shop drawings.

G. Request the Design Consultant to make interpretations of the drawings or specifications requested of it by the Trade Contractors and maintain a control system to promote timely response.

H. Advise the Administrative Agent and the Design Consultant when timely response is required or has not been provided on any of the above, so as not to impact the Project Schedule. The Administrative Agent will effect a timely response from the Design Consultant in written form when necessary.

EXHIBIT A-1
CONSTRUCTION PHASE SERVICES

XVIII. PERMITTING

A. The CM shall secure all necessary permits not otherwise required to be secured and obtained by the Design Consultant and shall ensure that all Trade Contractor permits are obtained in a timely manner from the governmental authority having jurisdiction and including all necessary utility connection permits, the cost of which will be paid by the City. Any impact fees, permit fees and any costs associated with either shall be paid by the City.

B. The CM shall obtain all applicable building permits related to site development and utilization.

XIX. AUDIO-VISUAL PRE-CONSTRUCTION RECORD

Prior to commencing the Work, the CM shall have a continuous color audio-visual record in digital video format taken at and around the Project Site, and along the length of the proposed Work, to serve as a record of pre-construction conditions. No construction shall begin prior to review and acceptance of the digital videos covering the Work area(s) by the City. The City shall have the authority to reject all or any portion of the audio-visual recordings and order that it be redone at no additional charge. The CM shall promptly reschedule the re-recording of unacceptable coverage after being notified. The City will designate those areas, if any, to be omitted from or added to the audio-visual coverage. The audio-visual recordings shall not be made more than thirty days prior to construction start. All audio-visual recordings and written records related to the recordings shall become property of the City. Submittals of pre- and post-construction digital video recordings will be as specified in the Construction Documents.

XX. WORK HOURS

A. Regular working hours are defined as up to ten (10) hours per day, Monday through Friday, beginning no earlier than 7:00 A.M. and ending no later than 7:00 P.M., excluding Saturdays, Sundays, and Holidays.

B. Requests for approval by the City to work other than regular working hours must be submitted to the City at least 48 hours prior to any proposed weekend work or scheduled extended workweek hours.

C. Unforeseen but necessary unscheduled work outside of allowed work hours on weekdays will be permitted provided that two hours' notice is provided to the City. Maintenance and cleanup may be performed during hours other than regular working hours.

XXI. EROSION CONTROL

Where certain thresholds are met relative to the amount of area disturbed by the Work, a National Pollutant Discharge Elimination System (NPDES) permit will be required and will be obtained by the Design Consultant. The

Construction Manager will obtain and follow the permit in accordance with the Construction Documents.

XXII. PROTECTION AND RESTORATION OF PUBLIC AND PRIVATE PROPERTY

A. The CM shall take all necessary precautions to prevent damage to public and private property. If any direct or indirect damage is done to public or private property by or on account of any act, omission, neglect, negligence, or misconduct in the execution of the Work on the part of the CM, or its subcontractors or agents, such property shall be restored by the CM, at the CM's expense, to its original or better condition to that existing before the damage was done, or the CM shall make good the damage in another manner acceptable to the City.

B. Should any claim be made by any adjacent property owner or occupant because of any act, omission, neglect, negligence, or misconduct in the execution of the Work on the part of the CM, or its subcontractors or agents, the CM shall promptly settle with such third party by negotiation or otherwise resolve the claim.

C. Along the location of the Work, all sidewalks, streets, driveways, mailboxes, walks, lawns, landscaped areas, bushes, trees, shrubbery, irrigation systems and other above and below ground physical features shall be protected by the CM from damage due to the Work, and where disturbed or damaged, promptly restored to their original or better condition by use of similar or comparable materials. Fences, walls, and other features removed by the CM shall be replaced as soon as conditions permit. All grassed areas which have been damaged by the CM shall be re-graded, and sodded or seeded and mulched as directed by the City.

D. Trees close to the Work shall be boxed or otherwise protected against injury. The CM shall trim all branches and roots that are liable to damage because of the CM's operations, but in no case shall any tree be cut or removed without prior notification of the City. All injuries to bark, trunk, limbs and roots of trees shall be repaired by dressing, cutting, and painting according to approved methods, using only approved tools and materials. The CM shall abide by the City's Tree Protection Ordinance.

E. The protection, removal, replacement, and restoration of existing physical features along the line of Work shall be a part of the Work under the Agreement. Final Completion will not be provided, and final payment will not be made until all public and private property has been restored to the satisfaction of the City.

F. In case of failure on the part of the CM to promptly restore damaged property, or make good such damage or injury, the City may, after providing seven days written notice to the CM, proceed to repair, rebuild or otherwise restore such property and the cost thereof will be deducted from

any monies due or which may become due the CM under the Agreement.

XXIII. PROTECTION OF HISTORIC AND ARCHEOLOGICAL RESOURCES

A. If historic or archeological resources are encountered during the CM's operations, the CM shall notify the City immediately, stop work in the area until directed to restart, and proceed as directed below.

B. According to Florida Statutes Chapter 872, it is unlawful to disturb, vandalize, or damage a human burial.

C. In such cases, the CM shall move to another area of the Work until the issue is resolved.

XIV. INSPECTION AND EXAMINATION OF THE WORK

A. The City and authorized designees shall have free access to the Work of the CM at any time for purposes of inspection and testing and shall be reasonably assisted by the CM in conducting such inspections and testing of the Work performed and the nature of same. Such assistance of the Contractor shall, if necessary, include the uncovering, testing, or removal of portions of finished Work. If a portion of the Work has been covered that the Design Consultant has not specifically requested to examine prior to it being covered, the Design Consultant may request to see such work and it shall be uncovered by the Contractor. If such work is in accordance with the Construction Documents, the cost of uncovering and replacement shall, by appropriate Change Order, be at the City's expense. If such work is not in accordance with the Construction Documents, such cost of correction shall be at the Contractor's expense unless the condition was caused by the City.

B. The City will not supervise, direct, control, or have authority over or be responsible for the CM's means, methods, techniques, sequences, or procedures of construction, or the safety precautions and programs incident thereto, or for any failure of the CM to comply with laws and regulations applicable to the performance of the Work.

C. All materials and equipment shall be subject to inspection, examination, and testing by the City at any time during manufacture, and at places where manufacturing of the materials and equipment is taking place. The City may reject defective materials and equipment during manufacture or before or after they have been incorporated into the Work. If the CM fails to replace defective Work or rejected materials and equipment, the City may replace such materials and equipment or correct such defective Work and charge the cost thereof to the CM.

D. No final inspection, acceptance of Work, materials or equipment or final or interim acceptance of same by the City or certification of the Design

Consultant shall relieve the obligation of the CM to the City to do the Work in a good, workmanlike manner, and to furnish proper, specified equipment and materials, and to perform properly all terms and any obligations of the Agreement.

XXV. RIGHT TO REJECT DEFECTIVE WORK

A. The City has the authority to reject Work which is defective, or will not produce a completed Work that conforms to the Construction Documents or that will prejudice the integrity of the design concept of the completed Work as a functioning whole as indicated by the Construction Documents. The City also has the authority to require special inspection or testing of the Work, whether or not the Work is fabricated, installed, or completed.

B. Prompt notice of all defective Work of which the City has actual knowledge will be given to the CM.

XXVI. PROJECT SIGNAGE

A. General: The CM shall furnish and install project signage as follows:

1. Project Signs: One 60” x 36” sign with content provided by the City.

2. Construction Notice Signs: Minimum 2ft x 3ft signs, as required for public safety, temporary wayfinding, and information purposes. These signs may be relocated from time to time as dictated by the phasing of the work.

3. Limits of Construction Fencing: Banner-type fabric screens, with content approved by the Administrative Agent, designed to cover construction fencing and screen construction activities from public view.

B. Sign Locations:

1. Project Signs shall be placed at the locations designated by the City.

2. All signs shall comply with applicable FDOT and City land development regulations.

3. Signs shall be placed in a position that will not obstruct pedestrian or vehicular traffic.

4. Signs shall be placed at a location that will not create a hazard.

C. Project Sign Construction:

1. The project sign(s) shall be constructed of wood or other substantial material (for example: plywood sheet with 4” x 4” supports and 2” x 4” cross braces).

2. The sign face dimensions shall allow four feet of clearance provided from the bottom of the sign face to the ground.

3. Upon completion of the Project, the CM shall remove and dispose of the sign(s) and support and restore the site to the satisfaction of the City.

D. All project signage described herein or required by the Construction Documents shall be included in the GMP.

XXVII. GENERAL RESPONSIBILITIES

The CM shall have general responsibility for the functions set forth below, and unless specifically provided otherwise, the costs for performing these tasks shall be included in the GMP:

A. A Daily Construction Diary shall be maintained at the site during Construction Phase services and available to the City and the Design Consultant. A complete Daily Construction Diary shall be submitted to the City at the conclusion of the Project.

B. Maintain a roster of companies on the Project with names and telephone numbers of key personnel and provide a method of identifying workmen on site.

C. Establish procedures to ensure compliance with federal and state immigration laws (if any) applicable to employment of non-US citizens, including, but not limited to, compliance with the provisions of section 448.095, Florida Statutes, "Employment Eligibility" as amended from time to time.

D. Establish and enforce job rules governing dress, parking, clean-up, use of facilities and worker discipline.

E. Provide reasonable labor relations management for a harmonious, productive Project.

F. Provide a general safety program for the Project to meet OSHA requirements, including any corresponding safety and health requirements established by state and local authorities.

G. Monitor compliance for Trade Contractors without relieving them of responsibilities to perform work in accordance with the CM's Safety and Health Process Manual. The CM will administer this program and govern involvement CMs employees, subcontractors, suppliers, vendors and deliveries with accordance with program. Delegation of duties will be at CMs discretion.

H. Provide for engineering layout of the entire Project to ensure dimensional and elevation controls. Such engineering layout will be done from control axis and established benchmarks by a professional surveyor approved by the Administrative Agent.

I. Provide for first aid services for the Project to the extent appropriate.

J. Arrange for temporary fire protection during construction.

K. Provide on-site office that supports the efforts of the CM and the Project administrative activities of the Administrative Agent.

L. Timely communicate the Project construction schedule with neighboring affected parties, including information regarding traffic impacts and construction noise.

M. Maintain, stay current with, and review all environmental studies, reports, and documents relating to the Site, issued by any governmental agency and/or its consultants and any Project Team member.

N. Administrative Services - The CM shall provide job-site administrative functions during construction to ensure proper documentation, including but not limited to the following activities, and unless specifically provided otherwise, the costs for performing these tasks shall be included in the GMP:

1. Job Meetings - Regularly held progress and coordination meetings.

2. Material and Equipment Expediting - Provide staff to closely monitor material and equipment deliveries, critically important checking and follow-up procedures on supplier commitments of all Trade Contractors.

3. Payments to Trade Contractors - Develop and implement a procedure for review, processing, and payment of applications by Trade Contractors for progress and final payments.

4. Document Interpretation - Refer to the Design Consultant all questions for interpretation of the documents prepared by the Design Consultant.

5. Prior to Final Completion - All required guarantees, affidavits, releases, bonds and waivers, operation manuals, record drawings, and maintenance books shall be transmitted to the Administrative Agent via the Design Consultant.

6. Final Completion of each Phase - Monitor the Trade Contractors' performance on the completion of the Project and provide notice to the Project Team that the work is ready for final inspection after the completion of the punch list.

7. Startup - Prior to Substantial Completion of each Phase, conduct with the City’s personnel a direct checkout of utilities, operation of systems and equipment for readiness, and assist in their initial start-up and testing by the Trade Contractors.

O. Record Drawings - The CM shall monitor the progress of its Trade Contractors on marked-up field prints at the completion of each phase of the Project, which shall be sent to the Design Consultant for review prior to preparation of the final as- built record drawings on AutoCAD files by the

Design Consultant. Field mark-up of said as-built drawings shall be a direct cost item as part of the GMP. Updating record drawings will be a condition precedent to the monthly payments of the CM and the Trade Contractors. The Administrative Agent and the Design Consultant will monitor the status of the updated drawings. The CM will write this requirement for record drawings into the Trade Contracts.

P. Physical Testing – The City, in consultation with the Design Consultant, shall contract with an independent qualified third party to perform physical testing (vertical construction components and subsurface items), according to industry standards applicable to the Project. The CM shall schedule and coordinate all appropriate testing.

Q. Administrative Records - The CM will maintain on a current basis, files and records including, but not limited to those set forth below, and, unless specifically provided otherwise, the costs for performing these tasks are included in the GMP:

1. Contracts or purchase orders
2. Shop drawing submittal/approval logs
3. Equipment purchase/delivery logs
4. Construction drawings and specifications with addenda
5. Warranties and guarantees
6. Correspondences
7. Other material project related information

R. Cost accounting - The CM will maintain on a current basis files and records to include, but not be limited to, those items set forth below. Such files and records will be maintained at the jobsite. The Project records shall be available at reasonable times or on an as-needed basis to the Administrative Agent and the Design Consultant for reference or review.

1. Trade contracts
2. Labor costs, if applicable
3. Material costs
4. Equipment costs
5. Cost proposal requests
6. Force account records
7. Payment request records (and invoices)
8. Cost estimates

9. Bulletin quotations

10. Insurance certificates and bonds

11. Contract changes

12. Purchase orders

13. Material purchase delivery logs

14. Bid/Award information

15. Bid analysis and negotiations

16. CM contingency Report

S. The CM shall provide consultation and project management to facilitate occupancy and provide transitional services to get the work, as completed by the Trade Contractors, in such conditions as will satisfy operational requirements.

T. The CM shall require the Trade Contractors to provide operational training on equipment to be used in the Project.

U. The CM shall conduct the preliminary punch list inspection and supervise the Trade Contractors in the completion of all punch list work prior to notifying the Design Consultant to perform its punch list work.

V. The CM shall catalog operational and maintenance requirements of the equipment to be operated by the City's operations and maintenance personnel and convey these to the Administrative Agent in such a manner as to promote their usability.

W. At all times, the CM shall provide the Design Consultant and the Administrative Agent easy and safe access to the Project construction Site(s) wherever it is in preparation and progress so Design Consultant and Administrative Agent may perform their functions. CM shall confine operations at the site to areas permitted by law, ordinances, permits, and the Construction Documents and not unreasonably encumber the Site with any materials or equipment. CM shall conform at all times to the City's requirements for protection of plant, materials, equipment, and noise levels. CM shall keep driveways and entrances serving the Sites clear and available to the City and emergency vehicles at all times and will not use these areas for parking or storage of materials.

XXVIII. WARRANTY

A. The CM shall secure required guarantees and warranties and assemble and deliver them to the Administrative Agent in a manner that will facilitate their maximum enforcement and ensure their meaningful implementation.

B. Where any work is performed by Trade Contractors under contract with the CM, the CM and the Trade Contractors respectively shall warrant that all materials furnished under the contract will be of good quality and new unless otherwise required or permitted by the Construction Documents, that the Work will be free from defects not inherent in the quality required or permitted, and that the Work will conform to the requirements of the Construction Documents. Work not conforming to these requirements, including substitutions not properly approved and authorized, may be considered defective.

C. The CM further agrees to have all Work found by the City to be defective in material or workmanship and not in conformance with the Construction Documents corrected by the appropriate Trade Contractor for a period of one (1) year from the date of Final Completion of the Project or for such longer periods of time as may be set forth with respect to specific warranties contained in the trade sections of the specifications. The CM shall collect and deliver to the Administrative Agent any written warranties given by others as required by the Construction Documents. Also, the CM shall conduct, jointly with the Administrative Agent and the Design Consultant, a warranty inspection between nine (9) and eleven (11) months after the date of Final Completion of the Project and corrective action shall promptly be accomplished by the CM. The management of all warranty work shall be included in the GMP.

D. Where warranty items are complete and final within one phase, warranty periods will begin at final completion of that phase.

XXIX. ADMINISTRATIVE RESPONSIBILITIES OF CITY

A. The Administrative Agent shall conduct periodic reviews of the work of the CM necessary for the completion of the CM's services during the Project.

B. City Commission approval will be required for Change Orders and Pay Applications to the extent set forth in Section XXXIII of this Exhibit. For all other changes, the Administrative Agent and the CM shall agree in writing to the change.

XXX. TRADE CONTRACTS

A. The CM shall request and receive proposals from Trade Contractors and suppliers and will award those contracts after the Administrative Agent and the CM have reviewed each proposal, unless otherwise directed by the Administrative Agent.

B. All Trade Contracts and supply contracts will be between the CM and the Trade Contractors and suppliers. The form of the Trade Contracts, including the general conditions, shall be reasonably satisfactory to the City and comply with applicable law. Approval of a Trade Contract shall not be

unreasonably withheld by the Administrative Agent.

C. The CM shall include in all contracts with Trade Contractors and lower-tier subcontractors (lower-tier subcontractors being defined as sub- or sub-subcontractors, sub- or sub-sub-consultants, or professionals hired by a Trade Contractor employed by the CM, for work on the Project) the following provisions:

   1. "The Trade Contractor [or lower-tier subcontractor] shall indemnify and hold harmless the City, its officers and employees from liabilities, damages, losses, and costs, including but not limited to reasonable attorney's fees to the extent caused by the negligence, recklessness, or intentional wrongful misconduct of the Trade Contractor [or lower-tier subcontractor] and persons employed or utilized by the Trade Contractor [or lower-tier subcontractor] in the performance of this Agreement."

D. By an appropriate written Trade Contract, the CM shall require each Trade Contractor to be bound to the CM by the terms of this Agreement, to the extent of the work to be performed by the Trade Contractor, and to assume toward the CM all the obligations and responsibilities which the CM by this Agreement assumes toward the City. Said Trade Contracts shall preserve and protect the rights of the City with respect to the work to be performed by the Trade Contractor so that the contracting thereof will not prejudice such rights. The CM shall require each Trade Contractor to enter into similar contracts with its trade subcontractors.

E. Nothing contained in this Agreement or any or all of CM's contracts with its Trade Contractors or lower-tier subcontractors shall create any contractual obligations on behalf of the City and any third party. However, the Parties understand and agree that the City is the intended third-party beneficiary of all of CM's Trade Contracts and subcontracts. CM shall require that all of its contracts with its Trade Contractors or lower-tier subcontractors expressly provide for the City to be intended third-party beneficiaries of such contracts so as to enable City to maintain a cause of action directly against such Trade Contractors or lower-tier subcontractors as necessary for any negligence, recklessness, or intentional wrongful misconduct related to this Project. CM shall provide evidence of such contractual provisions to City upon request, and CM agrees not to modify such provisions.

F. It shall be the responsibility of the CM to have the appropriate Trade Contractor remove and replace any work or materials found to be defective, without additional cost to the City. If the Design Consultant, the City or public authorities having jurisdiction determine that portions of the Work require additional testing, inspection, or approval not otherwise included hereunder, the Design Consultant will, upon written

authorization from the Administrative Agent, instruct the CM to make arrangements for such additional testing, inspection or approval by an entity acceptable to the City, and the CM shall give timely notice to the Design Consultant of when and where tests and inspections are to be made so that the Design Consultant may be present for such procedures. Such costs shall be at the CM's expense where work or materials are found to be defective or not in compliance with the Construction Documents and/or requirements of authorities having jurisdiction.

XXXI. SUBSTANTIAL COMPLETION AND OCCUPANCY

A. Substantial Completion is the point in the progress of the Work, when the Project or designated portion thereof is sufficiently complete in accordance with the Agreement so that the City is able to fully occupy and fully utilize the Project for its intended use with all required certificates of occupancy obtained.

1. The City and the CM acknowledge that the Project will be constructed in phases, where each "phase" is a generally isolated scope that together constitutes all of the Work. Unless otherwise authorized by the Administrative Agent, the CM shall provide for Substantial Completion at each phase.

B. The Substantial Completion date for each project phase shall be as set forth in **Exhibit C-1**. The CM shall notify the Design Consultant when the Project or phase is ready for Substantial Completion inspection of each project phase. The Design Consultant and the Administrative Agent shall inspect the Project jointly to ascertain if the Project is substantially complete. If the entire Project or Project Phase is determined to be substantially complete by the Design Consultant and the Administrative Agent, the CM shall prepare a Certificate of Substantial Completion to be executed by the Administrative Agent. At the time of the Substantial Completion inspection for the Project, the CM shall provide to the Administrative Agent a listing of Project deficiencies that must be remedied in order to attain Final Completion. The Administrative Agent shall promptly review said listing and provide comments as to the completeness of the listing. Concurrently, the CM shall take action to remedy the deficiencies noted in this listing and as amended by the comments of the Administrative Agent. The CM shall have thirty (30) calendar days from the date of issuance of the Certificate of Substantial Completion of the Project within which to remedy the deficiencies and obtain Final Completion (or Final Acceptance for intermediate phases). At the end of the thirty (30) day period, the Administrative Agent shall conduct a final inspection of the Project or Project phase and ascertain if the deficiencies have been remedied and that the Project or Project Phase has achieved Final Completion or Final Acceptance as applicable.

C. The services to be provided under this Agreement shall be in accordance with the Project Schedule.

D. CM shall obtain all required certificates of occupancy prior to Substantial Completion and in a timely manner in accordance with the Project Schedule.

E. The City reserves the right to occupy and to place and install equipment in completed areas of the Site, before Substantial Completion and before Final Completion, provided such occupancy does not unreasonably interfere with completion of the Work. Such placement of equipment and partial occupancy shall not constitute acceptance of incomplete portions of the Work, nor shall it relieve the CM of its responsibility for completion of the Work in accordance with the Agreement.

XXXII. LIQUIDATED DAMAGES

A. At the time this Agreement is executed, the Project milestones in **Exhibit C-1,** shall become active. CM agrees to complete the Work in accordance with said milestones. CM acknowledges that failure to substantially complete the Work will result in substantial damages to the City.

B. It is specifically agreed by and between CM and the City that the City will be entitled to liquidated damages in an amount equal to $500 per day (weekend and holidays included). Liquidated Damages will be assessed for each day and shall continue until actual substantial completion of the Project is achieved. The Parties specifically agree that the liquidated damages provided for herein do not constitute a penalty and are the sole remedy for CM caused delay.

C. Nothing contained herein shall be construed to prevent the City or CM from seeking and recovering damages sustained by either or both of them as a result of a breach of any term or provision of this Agreement. The Parties shall, in addition to any other legal or other relief available to them, be entitled to obtain specific performance or other equitable relief against the threatened breach of such provisions or the continuation of any such breach, without the necessity of proving actual damages and without the necessity of posting bond or other security.

XXXIII. CHANGES IN THE PROJECT

A. CM acknowledges and expressly agrees that the City, upon the direction of the Administrative Agent, may, without notice to the CM's surety company, if any, make changes in the Work, including additions, deletions or modifications to the Work or the Project schedule thereof. City and CM acknowledge and agree that the volume and/or extent of changes in the Work ordered is expected to be substantial and that CM may make claims for additional compensation when and only if changes

in the Work will increase Direct Costs, and not solely on processing the number or extent of such changes, but subject in all instances to the provisions and limitations contained in this Agreement.

1. Except in an emergency endangering life or property, no changes in the Work shall be performed by the CM unless a properly executed IFCA or Agreement Amendment is received by the CM.

B. Change Orders

1. The Administrative Agent may approve a change to the Project. Such changes to the Project may consist of changes within the general scope of this Agreement consisting of additions, deletions, delays not attributable to the CM or other revisions that do not result in an increase to the GMP.

2. The CM shall not be entitled to a price adjustment due to the costs for review of any documents necessitated by a change to the Project or to the GMP, regardless of the reason for the change, including but not limited to amendments to this Agreement.

3. For changes initiated by the City, the CM will receive a directive for change, will make recommendations to the Administrative Agent regarding the requested change, and shall provide a price within fourteen (14) calendar days or sooner if practicable, to the City for the items delineated in the request for change. Should the Administrative Agent so direct the CM to proceed in the preparation of a Change Order, the CM shall do so utilizing documents prepared by the Design Consultant.

4. A Change Order is a written order to the CM approved at the direction of the Administrative Agent approved by the City Commission, signed by the City and CM, issued after the execution of this Agreement, authorizing a change in the Project requirements, Construction Documents and/or the GMP, the CM's fee and/or Project Schedule. Each adjustment in the GMP resulting from a change shall clearly separate the adjustment associated with the change.

5. A Change Order shall be determined in one or more of the following ways:

    i. By mutual acceptance of a lump sum properly itemized and supported by sufficient substantiating data to permit evaluation by the Design Consultant and the Administrative Agent.

    ii. By unit prices stated in the Agreement or subsequently agreed upon.

    iii. If a lump sum or unit price cannot be agreed upon, the CM,

provided it receives a written order approved and signed by the City, shall promptly proceed with the work involved. The cost of such change shall then be determined on the basis of the actual cost and savings of those performing the work attributed to the change. The CM shall keep and present, in such form as the Administrative Agent may prescribe, an itemized accounting together with appropriate data supporting the increase in the cost of the Project.

iv. The amount of a decrease in the GMP to be allowed for any deletion or change that results in a net decrease in cost will be the amount of the actual net decrease.

6. Interim Field Change Agreement (IFCA)/Agreement Amendment

   i. A Change Order will either be: (i) an IFCA or (ii) an Agreement Amendment, depending on whether the GMP stipulated in the Agreement will be exceeded or not.

   ii. An IFCA will be issued for changes within the general scope of the Work that will not exceed the GMP. Whenever an IFCA is issued, the CM shall be entitled to General Conditions costs associated with the Change Order. In no event shall the General Conditions costs exceed ten percent (10%).

   iii. An Agreement Amendment will be entered into for changes in the Scope of Work or any change that will increase the GMP. The City, with the CM's input, will determine the extent of adjustment to Scope of Work, GMP and Project Schedule and will prepare the Agreement Amendment. The CM shall be entitled to General Conditions Costs associated with the Change Order. In no event shall the General Conditions Costs exceed ten percent (10%) in an Agreement Amendment.

   iv. The Change Order will include a detailed description of the Work to be performed, and any adjustments in the GMP or Project Schedule or both, which are agreed to by the parties. The Change Order may also include supporting data detailing the costs, including, but not limited to General Conditions Costs, associated with the change in the Work.

   v. Once an IFCA or Agreement Amendment is signed by the City and the CM, the CM shall promptly proceed with the Work.

7. All Change Orders will clearly indicate their impact, if any, on the date of Substantial Completion of the Project, as indicated in the Project Schedule. If the Change Order is not anticipated to impact the date of Substantial Completion, the Change Order shall so state.

XXXIV. DESIGN CONSULTANT-INITIATED CHANGES

Without superseding the CM's rights, the Design Consultant will have the authority to recommend minor changes in the Project not involving an adjustment in the GMP or an extension of the Substantial Completion date and not inconsistent with the intent of the Construction Documents. Documentation of changes shall be determined by the Project Team and displayed weekly in the Project Management Information System (PMIS). Such minor changes shall be affected by written order approved by the Administrative Agent and the CM prior to the commencement of work. If CM disagrees with the assessment as a minor change, it shall pursue its rights as otherwise provided in this Agreement.

XXXV. PAYMENTS TO CM

A. Schedule of Values - Prior to the first Application Payment, the CM shall submit for review and acceptance by the Administrative Agent and the Design Consultant, a Schedule of Values that includes quantities and prices for all lump sum bid items, which when added together equal the lump sum contract price for each such item bid and subdivides the lump sum items into component parts in sufficient detail to serve as the basis for the review and approval of progress payments during performance of the Work. The Schedule of Values shall be coordinated with the Construction Schedule and be broken down into sufficient detail to allow for the analysis of monthly pay applications.

B. Progress Payments – Shall be made as set forth in the Agreement.

C. Retainage - Retainage shall be withheld on the entire GMP from each monthly payment request, in an amount of 5% of the request. The City has no obligation to further reduce the retainage but may do so, provided, however, that the Work has proceeded to the satisfaction of the City. All remaining retainage shall be requested in the final payment after Final Completion of the Work by the City.

XXXVI. TIMES FOR PAYMENT

A. The City will pay or cause to be paid to the CM that portion of the GMP, properly allocable to services, labor, materials, and equipment already incorporated or to be incorporated in the work that has been satisfactorily performed in accordance with the requirements of the Construction Documents.

B. The CM shall process each Trade Contractor payment within seven (7) working days upon receipt of payment from the City out of the amount paid to the CM for the Trade Contractor's work, the amount to which said Trade Contractor is entitled, reflecting the percentage retained, if any, from payments to the CM for such Trade Contractor's work.

C. The CM's and the Trade Contractor's notices, claims and lien waivers are to be submitted with the current month's application for payment, and no additional payments will be made by the City without lien waivers for the preceding month's application for payment unless the surety consents to payment as provided by law.

D. The City shall not have any obligations to pay or to see to the payment of any monies to any Trade Contractors except as may otherwise be required by law.

E. No certificates for a progress payment, nor any progress payment, shall constitute an acceptance of any work not in accordance with the Construction Documents. Such payments shall not constitute acceptance that the work was performed in accordance with the Agreement requirements.

F. Payments Withheld:

1. The City may decline to accept requests for payment to such extent as may be necessary, in its opinion, to protect the City from loss because of:

    i. Work not performed strictly in accordance with the Agreement requirements, including defective work not remedied after notice and an opportunity to cure,

    ii. Failure of the CM to make payments properly to Trade Contractors or for labor, materials, or equipment in accordance with subcontracts.

    iii. Property damage to the City or third party, due to act or omission of the CM not otherwise covered by CM's insurance.

    iv. Reasonable evidence that the work will not be completed within the Project schedule; or

    v. Persistent failure to carry out the Work in accordance with the Construction Documents.

2. When the above conditions are remedied, payment shall be made for amounts withheld because of them, with appropriate withholding for any losses incurred.

G. Payments for Materials and Equipment - Payments will be made for materials and equipment not yet incorporated in the Work but delivered and suitably stored at the site or another location subject to prior approval and acceptance by the Administrative Agent on each occasion. The CM shall cause material stored off-site to be stored in a bonded warehouse or other facility approved by the City with the consent of the surety and provide such

documentation as may be required by the Administrative Agent to prove unconditional ownership of such material, including but not limited to, bills of sale and fully executed Uniform Commercial Code forms. Payments shall not be made for deposit or pre-payment for materials and equipment not yet delivered or stored as described above unless approved in advance by the City and with the consent of the surety.

H. Final Payment - Upon acceptance of Final Completion of the Project by the Administrative Agent, CM shall submit a final invoice for payment of the outstanding balance of the amount earned by the CM under the GMP. Upon acceptance of the final invoice by City, the City shall pay the invoice amount as set forth above. Final Completion shall not be approved unless the CM has completed all punch-list items, furnished to the Administrative Agent all warranty documents, operating manuals, as-builts, and attic stock and otherwise complied in all respects with the Construction Documents Project Close-Out requirements.

I. Debts Paid - Before issuance of final payment for the Project, the Administrative Agent shall require satisfactory evidence, including but not limited to releases of all liens, that all of CM's payrolls, materials bills and other indebtedness connected with the Project have been paid or otherwise satisfied, unless the surety consents to final payment. The Administrative Agent shall have the right to verify such payments at any time. The City reserves the right to audit all records from the participants in the Project without limitation. All financial and project records for the Project shall be maintained for a period of ten (10) years after issuance of final payment for the Project or such longer time as required by law.

J. Payment as Waiver - The acceptance of final payment for the Project shall constitute a waiver of all claims for compensation and fees by the CM except those previously made in writing and unsettled.

K. Discounts - All discounts, rebates, and refunds shall accrue to the City and the Project to the extent the cost of the Project item is paid directly by the City. All trade discounts, rebates and refunds, and all returns from the sale of surplus materials and equipment shall be credited to the City and the Project. The CM shall make reasonable efforts to notify the Administrative Agent of the availability of cash discounts or other discounts, rebates and refunds.

L. Costs in Excess of CM's Estimates - If bids or proposals for the Project are received that exceed the CM's cumulative estimated budget of the Project, the CM shall nevertheless complete the Project in accordance with the Construction Documents and shall not be entitled to any increase in the GMP.

XXXVII. SAFETY AND PROTECTION

EXHIBIT A-1
CONSTRUCTION PHASE SERVICES

A. Safety Precautions and Programs - The CM shall ensure that each of the Trade Contractors implements safety programs for the safety of persons and property and for compliance with all federal, state, and local statutes, rules, regulations, and orders applicable to the conduct of the Work.

B. Safety of Persons and Property

1. Until acceptance of Final Completion of the Project by the City, the CM shall have the charge and care and shall take precautions against injury or damage to any part thereof by the action of the elements or from any other cause whether from the execution or from the non-execution of the Work.

2. The CM shall enforce all reasonable precautions for safety and shall provide all reasonable protection thereof to prevent damage, injury, or loss to:

    i. All employees or Trade Contractors on the Project and all other persons who may be affected.

    ii. All the work and all materials and equipment to be incorporated therein, whether in storage on or off the site, under the care, custody or control of the CM or any Trade Contractor.

    iii. Other property at the site or adjacent thereto, including trees, shrubs, lawns, walks, pavements, roadways, structures and utilities not designated for removal, relocation or replacement in the course of construction.

3. The CM shall cause to be erected and shall maintain, as required by existing conditions and progress of the work, all reasonable safeguards for safety and protection, including posting danger signs and other warnings against hazards, promulgating safety regulations and notifying the Administrative Agent and users of adjacent utilities.

4. The CM shall provide all pedestrian and vehicular barriers, gates and boundaries to effectively segregate construction operations from portions of the site not under construction and shall provide on-site flagmen to direct safe conduct when and where construction vehicles or activities temporarily interact with the public.

5. The CM shall be responsible for and shall promptly remedy all damage or loss to any property caused in whole or in part by the CM, any Trade Contractor or anyone directly or indirectly employed by any of them or by anyone for whose acts any of them may be liable.

6. The CM shall designate a responsible member of its organization, as approved by the Administrative Agent, whose duty shall be the prevention of accidents on the site.

7. The CM shall not knowingly load or permit any part of the Work to be loaded so as to endanger the structural integrity of the Work.

C. Emergencies

1. In any emergency affecting the safety of persons or property, the CM shall act in its discretion to prevent threatened damage, injury or loss. Any additional compensation or extension of time claimed by the CM on account of emergency work shall be determined as provided herein for changes in the work.

XXXVIII. DRAWINGS AND SPECIFICATIONS

A. Generally, the Specifications describe work that cannot be readily indicated on the Drawings and indicate types, qualities, and locations for the installation of the various materials and equipment required for the Work. It is not intended that the Specifications will mention every item of Work which can be adequately shown on the Drawings nor is it intended that the Drawings show all items of Work described or required by the Specifications even if they are of such nature that they could have been shown thereon. All materials or labor for Work which is shown on the Specifications and Drawings or is reasonably inferable there from as being part of the Work shall be provided by CM and included in the GMP whether or not such material or labor are expressly covered in the Drawings and Specifications.

B. By execution of the Agreement, CM represents and covenants that:

1. CM has visited the Site, become familiar with local and all special conditions under which the Work is to be performed and based on information provided by the City and public utilities and other available information, understands what is required to enable CM to coordinate the Work with the efforts of the City and public utilities performing work in the vicinity of the Site; and

2. CM has checked with all public utilities having facilities at or near the Site, and understands based on information provided by the public utilities what is required to not interrupt utility services to other buildings in the vicinity of the Site; and

3. Without assuming the obligations of the Design Consultant, CM has carefully examined the Drawings and Specifications prepared to date, and will carefully examine modifications of, and additions to, the Drawings and Specifications throughout the Project. Any change to the GMP must follow the procedures set forth in Section XXXIII of this Exhibit, subject to the provisions of and limitations contained elsewhere in this Agreement. Other than as provided in Section XXXIII of this Exhibit, but subject in all instances to the provisions of and limitations

contained in this Agreement, CM shall not be entitled to extra or additional compensation for the performance of Work to deliver the Project as contemplated by the Construction Documents.

C. Any difference noted between the requirements of the Drawings and the Specifications or any differences noted within the Drawings themselves or within the Specifications themselves, shall be referred to the Design Consultant by the CM. The Design Consultant/City shall determine which provisions shall apply.

D. The CM shall be responsible for the removal of man-made obstructions, utilities and natural underground obstructions to the extent identified in the Construction Documents, or to reasonably be expected considering the nature of the Site and their historical and current use.

E. CM shall be responsible for all structural excavation to the extent required for the installation of grade beams, slab on grade, stone, subbase, and the like. If any material additional excavation is required due to the existence of unsuitable soil conditions as determined by the Design Consultant, and such soil conditions could not have been identified by the CM, then CM, with the approval of the Administrative Agent, may be entitled to claim an adjustment to the Project Schedule and/or GMP, subject in all instances to the provisions of and limitations in Section XXXIII herein and elsewhere in this Agreement. CM may claim such adjustment only if the CM has used commercially reasonable efforts to mitigate or take other appropriate actions to address the conditions and avoid any additional delay or cost.

XXXIX. TEMPORARY FACILITIES

A. CM will provide a suitable and reasonable office trailer for the purpose of managing the Project which shall be referred to as the Project office trailer. The Project office trailer shall include all necessary items for proper Project administration to successfully manage the Project. The Project office trailer shall be subdivided into two spaces, an office area for the superintendent and a meeting space with a table and chairs to accommodate eight (8) persons. CM shall maintain the Project office trailer, including janitorial services, and pay for all necessary services for heating and/or air conditioning.

B. The Project office trailer shall have a high-speed internet connection for use by supervisory personnel as well as the Design Consultant (if needed).

C. Project office trailer shall be provided with proper tie-downs to meet current code requirements.

XL. DELAY AND FORCE MAJEURE

A. Extension of Time

EXHIBIT A-1
CONSTRUCTION PHASE SERVICES

1. The CM shall diligently expedite the Work and achieve Substantial Completion for each phase of the work within the Project Schedule together with completion of portions of the Work designated in the Project Schedule as Milestone items not later than the dates established for such Milestone items.

2. In the event unreasonable delays occur on the part of the City or regulatory agencies as to the approval of any plans, permits, reports or other documents submitted by the CM which delay the Project Schedule completion date, the Administrative Agent shall not unreasonably withhold the granting of an extension of the Project Schedule time limitation equal to the aforementioned delay.

3. The Project Schedule shall be extended for such time as the City shall determine if CM is delayed in the Work's critical path as defined in the most recent approved Project Schedule if CM is unable to mitigate despite its best efforts, at any time in the progress of the Work for any of the following reasons, to the extent that such delays are not caused by CM:

    i. delays caused by any "Force Majeure Event," as such term is defined below; or

    ii. delays caused by the City or Design Consultant, which have been adequately documented by the CM; or

    iii. delays caused by the failure of the City to issue approvals or make material decisions as may be required under the CM within ten (10) days, after written request from CM accompanied by all documents and other information necessary for making the decision; or

    iv. delays caused by Scope Changes; or

    v. delays authorized by the City pending a decision concerning a disputed item and which, in the City's reasonable discretion, shall justify a delay in the performance of the Work; or

    vi. by any other cause which City may in its sole discretion determine justifies delay; or

    vii. delays caused by man-made obstructions, utilities natural underground obstructions, or unsuitable soil, which are not identified from the Construction Documents and could not reasonably have been known to the CM, or

    viii. delays caused by the exercise of the City's right to suspend the work.

4. If the CM should be delayed at any time in the progress of the Work by any negligent act or omission by the City or its employees, by any contractor employed by the City, by changes ordered in the Project, by fire, unusual delay in transportation, unavoidable casualties, by delay authorized by the City pending arbitration, or by any cause which the City determines justifies the delay, then the time of completion may be reasonably extended by the City.

    i. No extension of time shall be made unless the CM notifies the City in writing within ten (10) calendar days of the event or incident causing the delay, and as otherwise provided herein. The CM shall demonstrate in its notice the impact on the critical path of the Project Schedule to justify the extension of time. Reasonable extensions of time, as determined by the City, will be granted to the CM for time lost due to rainfall to the extent such rainfall exceeds the average for the City of Wildwood for the applicable period, based on US Weather Bureau statistics for the preceding 10 (ten) years. Delays to the critical path due to lightning events or the day(s) following a rainfall event will not be excluded for consideration from a time extension analysis. All such impacts shall be properly identified on the CMs daily reports.

5. The CM will rebuild, repair, restore, and make good all injuries or damages to any portion of the Work by any of the above causes before acceptance of Final Completion, and bear the expense thereof except for damage to the Work due to causes beyond the control of and without the fault or negligence of the CM, including but not restricted to acts of God such as earthquake, tidal wave, tornado, hurricane, or other cataclysmic phenomenon of nature, or acts of the public enemy or of governmental authorities. In case of suspension of work for any cause, the CM is responsible for the Project, will take precautions to prevent damage to the Project, provide for normal drainage, and will erect necessary temporary structures, signs, or other facilities. During such suspension of work, the CM shall properly and continuously maintain in an acceptable growing condition all living material in newly established plantings, seedlings, and sodding furnished under this Agreement, and shall take adequate measures to protect new tree growth and other important vegetative growth against injury. CM shall be entitled to request compensation for additional work resulting from the provisions of this Section.

6. The term "Force Majeure Event" shall have the meaning set forth in the Agreement. The CM shall resume activities related to the Project as soon as possible after the conclusion of the Force Majeure Event.

7. Any delay claimed under this Section shall be reduced by the portion of an additional delay caused by any act or omission of CM, its Trade Contractors or lower-tier subcontractors, or anyone for whom the CM is responsible. Any delay under this Section shall only be for the period of time that the delay continues. CM shall promptly give written notice of such delay to the City and Design Consultant. Said written notice shall set forth the claimed reason of the delay so as to sufficiently inform the City and the Design Consultant regarding the cause of the same.

8. CM shall notify the Administrative Agent promptly of any event or occurrence that may require a modification to the Project Schedule or any component or segment thereof.

9. Nothing herein shall be construed as explicitly prohibiting the CM from requesting a change in contract price in accordance with the provisions of XXXIII.

XLI. SUBSTITUTIONS

A. When more than one particular manufacturer's products or processes are specified for an item of Work, any one thereof is acceptable and the choice is left to the CM, unless otherwise directed by the Administrative Agent. When a singular service, process, product, material, equipment, or method of construction is required by the Construction Documents, the one specified shall be used. However, if in the judgment of the CM one of the conditions enumerated below exists with respect to any item specified, the CM may offer for the Administrative Agent's consideration a substitute product or process that completely fulfills the requirements of the Construction Documents. Substitutions will only be considered if the CM submits a written request to the Design Consultant and only under the following circumstances:

   1. When the specified product(s) or process(s) is/are discontinued or otherwise not available from the manufacturer or supplier;

   2. When, in the judgment of CM, the specified product(s) or process(s) will not produce the desired results;

   3. When such substitution, in the opinion of the Design Consultant or the Administrative Agent, is otherwise in the best interest of City.

B. Design Consultant will make recommendations to the Administrative Agent regarding Substitutions offered by CM. Substitutions that are accepted are the responsibility of the CM and shall be affected through the issuance of a Change Order. A recommendation by Design Consultant or approval by the Administrative Agent shall not make City responsible for any Substitution.

C. Procedure for Substitutions - Requests for Substitutions of products or processes shall be in writing and will be accompanied by evidence that the proposed Substitution: (1) is equal in quality and serviceability to the specified item; (2) will not entail changes in details and construction of related work; (3) will be acceptable in consideration of the required design and artistic effect; and (4) will not involve additional costs to City, unless the Substitution is for a specified product or process which is discontinued or is otherwise unavailable from the manufacturer and is approved in writing by the Administrative Agent. The increase or decrease in the Cost of the Work resulting from such proposed Substitution shall be described in an accompanying request for a Change Order. CM will furnish with its request such drawings, specifications, samples, performance data and other information as may be required to assist Design Consultant in making its recommendation. Submission by CM of a request for a Substitution shall constitute a representation by CM that it has a good faith belief that the proposed Substitution meets the foregoing requirements. Construction Manager shall provide written cost benefit analysis as requested by the Administrative Agent.

D. In the event that a Substitution is approved, the Cost of Work relating to such item shall be increased or decreased and adjusted by Change Order as specified herein.

E. In the event of a deductive Change Order, the GMP shall be reduced correspondingly.

XLII. TESTING

A. Testing

1. The City, in consultation with the Design Consultant, will engage the services of an independent testing agency to verify compliance with required physical characteristics or to monitor the CM's Quality Control Program (as described herein). The testing agency shall verify CM's compliance with the Construction Documents and applicable legal and regulatory requirements and record its observations and submit reports. CM shall, at no cost or expense to the City:

    i. Notify Administrative Agent and Design Consultant at least one (1) day before installing Work to be tested for work identified at the preconstruction conferences.

    ii. Furnish incidental labor and facilities at the site necessary to facilitate City's testing.

    iii. Furnish samples and access to all materials and component parts of the Work as required for testing.

iv. Furnish storage facilities for the material test samples.

v. Furnish full and ample means of assistance for monitoring CM's testing and CM's quality control program.

vi. In all other ways cooperate and facilitate the coordination and expeditious completion of the tests undertaken at City's direction.

B. Project Schedule shall include sufficient durations to allow testing activities and review of testing agency reports.

C. CM shall not be relieved of CM's obligations to perform or cause performance of the Work in accordance with the Construction Documents by reason of any errors or omissions contained in any tests performed by or for City, notwithstanding that such tests and the results thereof may have been delivered to CM and that CM may have relied upon the correctness of such tests. The fact that City has provided to CM any such tests or the results thereof, shall not relieve CM of the obligation to provide all testing necessary to assure CM that the Work performed by CM is in compliance in all respects with the requirements of the Construction Documents and applicable legal and regulatory requirements. CM shall coordinate the activities of all entities conducting tests and shall cooperate fully with such agencies to facilitate all tests and inspections.

D. In the event that CM or Trade Contractor performs any tests or engages any testing agency, other than at the direction of the City, any costs incurred shall be the sole responsibility of the CM and copies of all written reports or summaries of any oral reports shall be submitted promptly to City and Design Consultant.

XLIII. SUPPLEMENTARY CONDITIONS

A. In the event unreasonable delays occur on the part of the City or regulatory agencies as to the approval of any plans, permits, reports or other documents submitting by the CM which delays the Project Schedule completion date, the Administrative Agent shall not unreasonably withhold the granting of any extension of the Project Schedule time limitation equal to the aforementioned delay.

B. In the event the Project Schedule completion date is delayed due to the City or its agents beyond the date stated in **Exhibit C-1**, the CM shall continue its efforts hereunder in full force and effect until otherwise directed by the Administrative Agent, or until twelve (12) additional months have elapsed, whichever is less, and the City and CM may negotiate a fair and equitable compensation for the CM's continued service hereunder, and amend this Agreement accordingly.

C. In executing this Agreement, City and CM each individually represents that it has the necessary financial resources to fulfill its obligations under this Agreement, and each has the necessary corporate approvals to execute this Agreement, and perform the services described herein.

D. CM agrees to comply with the provisions of Section 448.095, Fla. Stat. (2023), "Employment Eligibility," as amended from time to time. This includes, but is not limited to, utilization of the E-Verify System to verify the work authorization status of all newly hired employees, and requiring all subcontractors to provide an affidavit to CM attesting that the subcontractor does not employ, contract with, or subcontract with, an unauthorized alien. Design-Builder agrees to maintain a copy of such affidavit for the duration of this Agreement. A knowing violation of Section 448.095 will result in the termination of this Agreement as provided in Section 448.095, Fla. Stat. (2023), as amended; and CM will not be awarded a public contract for at least one (1) year after the date on which the Agreement was terminated. CM will also be liable for any additional costs to City incurred as a result of the termination of this Agreement in accordance with this section.

E. **PURSUANT TO SECTION 558.0035, FLORIDA STATUTES, AN INDIVIDUAL EMPLOYEE OR AGENT MAY NOT BE HELD INDIVIDUALLY LIABLE FOR NEGLIGENCE.**

F. In no event shall either party be liable to the other for any consequential, incidental, punitive, or indirect damages including, but not limited to loss of income or loss of profits.

XLIV. CONSEQUENTIAL DAMAGES

A. The City waives claims against the CM, and the CM waives claims against the Owner, for the following damages, to the extent caused by the CM or City's breach of this Agreement and regardless of whether any of these damages would be classified as consequential, special, direct, indirect, incidental, or otherwise:

1. City's expenses of relocating and operating out of temporary facilities during repair
2. City's increased transportation costs from shipping products to and from alternative locations during repair
3. Loss of financing
4. Loss of goodwill
5. Loss of reputation
6. Loss of contracts because of delayed opening

7. Consequential damages, including, but not limited to, punitive and/or exemplary damages, loss of bonding capacity, loss of bidding opportunities, loss of credit standing, cost of financing, interest paid, loss of other work or insolvency

B. Exceptions. This waiver does not apply to claims under the following:

1. Any indemnity clauses in the Agreement to the extent that City or CM to the extent that such indemnity would be overridden by the application of this waiver.

2. Damages resulting from misuse of Work Product to the extent that they involve consequential damages and CM has no adequate remedy due misuse of Work Product by Owner, subject to any statutory and constitutional sovereign immunity protections. Work Product is understood to be the work contracted between the Owner and CM as defined in a GMP.

C. The damages waiver set forth in Section XLIV.A. above is not intended to affect the payment of liquidated damages, if any, set forth in Section XXXII of the Agreement, which both parties recognize has been established, in part, to reimburse City for some damages that might otherwise be deemed to be consequential.

EXHIBIT B-1
GMP EXAMPLE

EXHIBIT B-1
GMP EXAMPLE

EXHIBIT B-1 GMP SUMMARY

Wildwood WRF BNR Improvements GMP		
PHASE 1 WORK		
	Phase Work Direct Cost	
	Phase Work Direct Cost	
	Phase Work Direct Cost	
	Subtotal Direct Cost (A)	
ALLOWANCES & CONTINGENCIES		
	Construction Manager Contingency	
	Owner Contingency	
	Escalation Allowance	
	90% Design Phase Allowance	
	Hazardous Material Survey Allowance	
	Builders Risk Insurance Deductable Allowance	
	Subtotal Contingencies (B)	
Indirect Cost		
	CMAR General Conditions	
TBD%	CMAR Insurance	TBD% x (A+B)
TBD%	Payment & Performance Bond	TBD% x (A+B)
TBD%	Builders Risk	TBD% x (A+B)
	Subtotal Indirect Cost (C)	
CMAR Fee		
9.00%	CMAR Fee (A+B+C) x 9% **(D)**	
GMP TOTAL (A+B+C+D)		

Descriptions for Allowances & Contingency as included in GMP Summary:

- Permit Fee Allowance: $0 – Permit fees shall be paid for by the City.
- Testing and Inspection Fee Allowance: $0 – Testing & Inspection costs shall be by the City in consultation with the Design Consultant.
- CM Contingency: $XXX – Contingency to be used at CM's discretion to cover CM risk and scope gaps. The City shall own all unused Contingency costs unless a shared contingency is agreed upon in an Amended Agreement.
- Owner's Contingency: $XXX – Contingency to be used at the City's discretion for additional Project work.
- Escalation Allowance: $XXX – Allowance used to cover unforeseen vendor and subcontract escalation cost.
- 90% Design Phase Allowance: $XXX – Estimated funds needed to address items that are not known, resolved, or clearly detailed in the 90% design specifications or drawings.
- Hazardous Material Survey Allowance: $XXX – Hazardous Material Survey Allowance is for survey of the existing plant.
- Builder's Risk Insurance Deductible Allowance: $250,000 – See Exhibit F, Line Item 136 for description.

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Pepper Tree Village - No Street Parking Request**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The Pepper Tree Village Homeowners Association is requesting that the City of Wildwood enact a no street parking provision for their neighborhood streets. If approved, staff will have signs placed throughout the neighborhood indicating the no street parking rule, which would be incorporated into the parking ordinance at a later date.

Pepper Tree Village Homeowners Association, Inc.

July 18, 2024

Jason F. McHugh, CPM, AICP
City Manager
City of Wildwood City Hall
100 N. Main Street
Wildwood, FL 34785

RE: Pepper Tree Village - No Street Parking Request

Dear Mr. McHugh,

The Pepper Tree HOA would like to request that the City of Wildwood restore the no street parking provision within our community.

The streets here are narrow and there is only one way in and out. If cars and trucks are parked in the street it creates an obstacle for emergency vehicles that may need to pass and could unnecessarily delay response to those in need.

Also, with many kids in the neighborhood, automobiles parked in the narrow streets hinder the ability of drivers to see children playing in or near the street. Thus, we would like restricted street parking to improve visibility for drivers and pedestrians, reducing the risk of accidents and to ensure that emergency vehicles have unobstructed access to homes.

Sincerely,

Pepper Tree Village Board of Directors

Eric Rigg
PRESIDENT

good people Great Communities specialty management company
1000 pine hollow point • altamonte springs, florida 32714
phone (407) 647-2622 • (800) 962-2622
www.greatcommunities.com

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Designation of the City of Wildwood's Voting Delegate for the FLC 2024 Annual Business Session**

REQUESTED ACTION: Staff recommends the City Commission designate a City Commissioner as the voting delegate.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The Florida League of Cities Annual Conference will be held on August 15-17, 2024. League By-Laws require that each municipality send one delegate to vote on the city's behalf at the Annual Business Session.

FLC
FLORIDA LEAGUE OF CITIES

To: Key Official

From: Eryn Russell, Florida League of Cities

Date: June 10, 2024

Subject: 2024 Annual Conference Voting Delegate Information

The Florida League of Cities Annual Conference will be held at the Diplomat Beach Resort in Hollywood, Florida, from August 15-17, 2024. This conference will provide valuable educational opportunities to help Florida's municipal officials serve their citizenry more effectively.

We ask that each member municipality sending delegates to the Annual Conference designate one of their officials to cast their votes at the Annual Business Session, which will be held on **Saturday, August 17**. Election of League leadership and adoption of resolutions are undertaken during the business meeting. One official from each municipality will vote on matters affecting the League.

In accordance with the League's by-laws, each municipality's vote is determined by population, and the League will use the Estimates of Population from the University of Florida.

Conference registration materials were sent to each municipality via the League's e-newsletter and are available online at *flcities.com*.

If you have any questions about voting delegates, please email *erussell@flcities.com*.
Voting delegate forms must be received by the League no later than July 31, 2024.

Attachments: Form Designating Voting Delegate

2024 Annual Conference
Florida League of Cities, Inc.
August 15-17, 2024
Hollywood, Florida

It is important that each member municipality sending delegates to the Annual Conference of the Florida League of Cities designate one of their officials to cast their votes at the Annual Business Session. League By-Laws require each municipality to select one person to serve as the municipality's voting delegate. *Municipalities do not need to adopt a resolution to designate a voting delegate.*

Please fill out this form and return it to the League office so that your voting delegate may be properly identified. **Voting delegate forms must be received by the League no later than July 31, 2024.**

Designation of Voting Delegate

Name of Voting Delegate: _____

Title: _____

Delegate Email: _____

Municipality of: _____

AUTHORIZED BY:

_____
Name

_____
Title

Return this form to:
Eryn Russell
Florida League of Cities, Inc.
Post Office Box 1757
Tallahassee, FL 32302-1757
Email: *erussell@flcities.com*

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Set FY 25 Third Budget Workshop for August 19, 2024 at 9:00am**

REQUESTED ACTION:

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The City Manager requests the FY 25 third budget workshop be set for August 15, 2024, at 9:00am pursuant to the FY 25 Budget Calendar.

CITY OF WILDWOOD BUDGET CALENDAR

DATE	RESPONSIBLE PARTY	REQUIRED ACTIVITY	REQUIREMENT REFERENCE
3/11 – 3/15/2024	Executive Dept. & Assistant CFO	Preliminary discussions with each Department concerning Capital/Equipment requests	
3/22/2024	Assistant CFO	Open budgeting modules in ClearGov	
4/30/2024	Department Directors	Capital/Equipment requests due from all Departments	
5/24/2024	Department Directors	Operating budget requests due from all Departments	
6/1/2024	Property Appraiser	Estimated taxable values are submitted to the City	Florida Statutes
6/3 - 6/7 2024	Executive Dept. & Assistant CFO	Discussions with each Department concerning budget requests	
On or before 7/1/2024	Property Appraiser	Certified taxable values (DR420) are submitted to the City	Florida Statutes
7/15/2024	City Manager & City Commission	1st Budget Workshop	
7/22/2024	City Commission	Tentative millage rate is set, and public hearing dates are determined	
7/29/2024	City Manager & City Commission	2nd Budget Workshop	
7/29-8/2/2024 (Tentative)	Executive Dept. & Assistant CFO	Discussion with each Department concerning budget requests	
8/2/2024	Assistant CFO	DR-420 is submitted to the Property Appraiser	
8/19/2024 (Tentative)	City Manager & City Commission	3rd Budget Workshop	
Not later than 8/23/2024	Property Appraiser	TRIM notice mailed to residents	Florida Statutes
9/9/2024	City Commission	First reading and first public hearing on proposed budget	Florida Statutes
9/23/2024	City Commission	Second reading/public hearing; Adoption of budget for FY2024	Florida Statutes

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Local Construction Projects Update**

REQUESTED ACTION: For information only.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Please see the attached local construction projects update.

Local Infrastructure Projects
Construction Update
August 8, 2024
Updates Shown in Red

1. **City Water Projects**

   a. *CR 209 Water Main - Phase 2&3 and CR 462 Line Relocation*
      i. Hughes Brothers completing the work pursuant to the Twisted Oaks Developer's Agreement; SDC credits funding the work
      ii. Updated plans sent to Hughes Brothers
      iii. Preconstruction meeting scheduled for August 9th

   b. *Ashley Well and Water Use Permit Modification*
      i. Well Pump #2 Installation:
         i. Sawcross - $277,00
         ii. Notice to Proceed – October 16, 2023
         iii. Substantial Completion: January 14, 2024
         iv. Final Completion: March 17, 2024
         v. CM approved a change order to add additional days to the contract due to electrical delays
         vi. Contractor completing punch list items
         vii. Pay App. No 2 in the amount of $50,825 approved at the Jul 8th City Commission meeting
         viii. Retainage being held; contractor needs to replace the wiring of chlorine pump #3

   c. *Oxford Water Treatment Plant – Corrosion Inhibitor*
      i. Water quality improvement to mitigate iron in the system (per KHA Technical Memorandum)
      ii. Plans complete
      iii. Coordinating bid schedule with KHA

   d. *Coleman WTP- Iron Filtration and High Service Pump Upgrades*
      i. Construction Plans for iron filtration, electrical upgrades, and pump upgrades completed
      ii. Water quality improvement to mitigate iron in the system (per KHA Technical Memorandum)
      i. Bids received – Low bidder: SGS $2,715,700
         i. Commission to consider bid award at the August 12, 2024 meeting
         ii. KHA Proposal to provide construction administration services to be considered at the August 12, 2024 City Commission meeting

2. City Wastewater Projects

a. *Water Reclamation Facility*
   i. CPH designing the expansion of the new plant to 8 MGD
   ii. Commission moved to build 4 MGD new plant and maximize the capacity of the existing plant; both will be AWT with a total capacity estimated at 5.5 MGD
      i. Phase 1 - 60% construction plans received; 90% plans underway
         i. GMP anticipated in December
      ii. Phase 2 –60% plans received 8/6/2024
         i. GMP anticipated in February
   iii. Garney Preconstruction Agreement approved at the January 22, 2024 Commission meeting
   iv. Construction contract to be considered at the August 12, 2024 City Commission meeting
      i. ODP items for Phase 1 and 2 tentatively scheduled for September
   v. Dissolved oxygen issue
      i. The Commission approved the installation of flat panel, fine bubble aeration (Veola) proposed for the Kruger ditches
      ii. PO issued for Veola
         i. Garney to install once contract approved and equipment received – September installation

b. *Oxford Oaks/CR 209 Lift Station*
   i. Approval for additional property from the HOA received
      i. Working to finalize the easement
   ii. Commission approved CPH design activities
      i. Design complete
   iii. Commission to consider bidding the project once pilot program test results are presented
   iv. Technical Memorandum from KHA recommends implementation of bioxide chemicals
      i. To be addressed during FY 25 budget meetings ($750K yearly cost

c. *SR 44 Forcemain and CR 219 Lift Station Improvements*

i. Funded by Sumter County BOCC (ARPA funds); awarded to Art Walker Construction
ii. NTP issued on 4/1/2024
iii. Construction progress – 15% Complete
iv. Discussing unsuitable fill along the pipeline route

d. *Osceola Forcemain/St. Claire Lift Station Rehab (Huey Street Reroute)*
    i. Lift Station upgrades being completed by Staff
        i. Panels and pumps have been ordered
        ii. FDEP permit received
        iii. Generator purchase on the May 13, 2024 City Commission agenda; existing generator to be relocated to Industrial Drive station
        iv. Pipeline portion (Art Walker) is complete

e. *Millennium Park Reclaimed Water Line Extension*
    i. Pump Station design at RIBS site – Design complete
        i. Invitation to bid – July 22nd
        ii. Bid opening – September 16th
        iii. KHA to provide Technical Memorandum on maximum line capacity and alternative outfall locations to increase reuse capacity
            i. Estimated max – 3.6 MGD
            ii. KHA to provide OPC
    ii. Reclaimed line design – 80% complete
        i. Phase 1 (Millennium Park)
            i. Complete.
        ii. Phase 2: St. Claire Street
            i. DB Civil - $524,828.60
            ii. Construction progress -95%
            iii. Pay App. No. 3 in the amount of $205,081.06 approved at the June 10th Commission meeting
        iii. Phase 3: Broken Oak Drive
            i. Complete.
        iv. Phase 4: Assembly of God
            i. Critical easement needed from C-466A to Broken Oak
            ii. Easement negotiations resumed with Assembly of God church for 15' of western property boundary
        v. Phase 5: Solamar
            i. Easement Agreement including installation of reuse main needed
                1. Coordinating with contractor on final pricing to install line
        vi. Phase 6: Turkey Run Development and North

i. Easement on The Villas property received
ii. Coordinating easement D32-093 (Dixon – Cassablanca)
    1. Awaiting sketch and legal to complete easement document for execution
iii. Coordinating route through Turkey Run/ Inspiration Drive; Easement negotiations resumed with owner of Lot 2 in Turkey Run; draft easement sent to owner for review
    1. Project will be bid once we have this easement

f. *SR 44 Forcemain – Decommissioning of the Continental Country Club WWTF*
    i. DB Civil - $3,434,899
        i. NTP – October 16, 2023
        ii. Final Completion – May 13, 2024
        iii. CM approved Change Order to August 23, 2024; delay due to FDOT roadway project
        iv. SR 44 forcemain component nearing completion
        v. Construction Progress – 85%
        vi. Pay Application No. 7 in the amount of $120,993.16 approved at the July 8th Commission meeting

3. City Projects (Other)

a. *Wildwood Community Center 2nd Floor Rehab*
    i. Public Works Staff completing the installation of cubicles for Parks and Recreation Staff on 2nd Floor
    ii. Furniture purchase from Ernie Morris approved at the July 8th Commission meeting
    iii. PO's issued for access control and data drops

b. *Millennium Park Phase 1 and II*
    i. Commission approved project in CIP for FY 25
    ii. CPH finalizing design and preparing bid specifications
    iii. Coordination with Parkview for Joint Stormwater/Reuse pond:
        i. Coordinating lighted pathway and new tie-in location around the joint pond
            i. Finalized electrical design of the fountain
            ii. Commission approved Juliette's project contractor to complete the installation at the July 8th Commission meeting
        ii. CPH designing a pedestrian bridge and the tie-in location on the City side
        iii. Staff and CPH reviewing Change Order pricing for fountain installation and electrical work

c. *Dr. Martin Luther King Jr. Park Recreation and Outreach Center*
    i. OLC Design contract approved at the 5/22 City Commission meeting
    ii. Design progress – OLC preparing 60% design documents

d. *Lake Deaton Pier Renovation*
    i. Fender Marine Construction, Inc - $394,497.55
    ii. Under construction; Boat ramp and pier are closed
    iii. Pay Applications Nos. 1 and 2 totaling $192,356.19 on the May 13, 2024 City Commission agenda
    iv. Punchlist created; contractor addressing punch list items (park is currently open but will be closed when work is completed)

e. *Public Works Annex – The Villages*
    i. Design work awarded to OLC at the July 8th City Commission meeting
    ii. OLC has started design activities
    iii. Design funded in FY 25

f. *Police Substation – The Villages*
    i. RFQ published for design work
    ii. Responses due August 15, 2024
    iii. Design funded in FY 25

g. *Downtown Master Plan Related*
    i. Coordinating with FDOT on Complete Streets Project
        i. Development Services Department working directly with FDOT on Complete Street application
            i. Included in FDOT's 5 Year Work Plan
        ii. Project may require a 50% match
    ii. CSX Coordination
        i. Meeting held CSX Real Estate team on July 15th
        ii. City reviewing conceptual screen layout proposed by KHA
    iii. Christian Worship Center
        i. Commission moved to demolish the building and obtain an architect for conceptual design options
    iv. Commercial Properties
        i. City Attorney coordinating real estate closing with G3 development; removing TIF deed from FDOT
            i. TIF Release has been received and recorded
        ii. G3 responded to the latest round of comments on site plan submittal;
        iii. Tentatively scheduled for the August PRC meeting
    v. Parking Garage

i. Construction Progress – 60%
ii. Pay App. No. 3 and No. 4 and Change Order #3 totaling in the amount of $902,771.82 approved at the July 8th Commission meeting
iii. ODP invoice No. 2 in the amount of $1,195,050 approved at the June 10th Commission meeting

4. City Road and Drainage Projects

a. FY 24 Pavement Activities
i. Updating Pavement Management Plan
ii. Rejuvenation Activities
i. Commission approved rejuvenation activities within The Villages development at the February 12, 2024 Commission meeting
ii. Reclamite application complete
iii. Generating list of roads for the next round in The Villages
iii. Paving Activities
i. FY 24 activities complete

b. Oak Grove Village Drainage Improvement
i. Property acquired to facilitate drainage project; trailer removed
ii. Geotechnical work is underway; survey work is completed
iii. Seeking grant funding

c. *Signature Drive and Clay Drain Road*
i. PES adopted by the City Commission on October 11, 2021
ii. FDOT permit comments received
iii. SWFWMD permit obtained
iv. Project to be broken out into phases (Signature Drive/SR 44 and Clay Drain Road/US 301); KHA Proposal for additional design, permitting, and bid administration services to be considered at the August 12, 2024 City Commission meeting
i. Signature Drive Phase included in the FY 25 CIP
ii. Clay Drain Road Phase included in later years
i. Meeting with KHA and City attorney held on July 18th to discuss process for property acquisition; awaiting City Attorney input on process

d. *Jackson Street (Utilities, Roadway, and Drainage)*
i. Design complete; ready to bid
ii. Project included in FY 25 CIP
iii. KHA Proposal for bid and construction administration services to be considered at the August 12, 2024 City Commission

e. *Barwick Street Improvements:*
    i. Under design
    ii. Closed on the acquisition of the pond property on March 8th
    iii. KHA incorporating stormwater pond into design
    iv. City and KHA to discuss FDR design options
    v. Second pond (near Osceola Rd.)
        i. Foreclosure process complete for 602 Osceola; City was outbid at the auction; coordinating meeting with property owner for acquistion
        ii. City Attorney coordinating acquisition of 2nd property
    vi. Project included in FY 26 CIP

f. *Huey Street Improvements (Old Water Line, Roadway, Drainage)*
    i. Project awarded to Art Walker Construction
    ii. Construction Progress – 30% complete
    iii. Substantial Completion – 8/7/2024
    iv. Final Completion – 8/21/2024
    v. Pay App. No 1 in the amount of $476,100.49 to be considered at the August 12, 2024 City Commission meeting
    vi. FDEP clearance received for the water main; completing tie-ins week of August 5th and 12th