



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

Special Magistrate – Lindsay C.T. Holt

**Agenda
Regular Meeting
April 8, 2025 2:00 PM
City Hall Commission Chamber
100 N Main Street**

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

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

I. Call to Order

II. APPROVAL OF SUMMARY MINUTES

1. **Planning & Zoning Board/Special Magistrate as Local Agency
Regular Meeting March 04, 2025, at 2:00 PM.**

III. OLD BUSINESS

IV. NEW BUSINESS

1. **CP 2404-003 Johary Real Estate
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.

Parcel G29-008

The applicant is seeking a favorable recommendation from the Planning and Zoning Board acting as the Local Planning Agency/Special Magistrate for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Agriculture (Sumter County) to Commercial (City) for the parcel listed above on 2 acres MOL. This request is accompanied by a rezoning request RZ 2404-002. **Staff recommends approval.**

2. PJ # A25-0016 Naimat Jesus Inc

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

The applicant is seeking a favorable recommendation from the Planning and Zoning Board acting as the Local Planning Agency/Special Magistrate for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Agricultural (Sumter County) to Central Mixed Use (City of Wildwood) for parcels G29A141, G29A142, G29A143, G29A145, G29A146, and G29A147 on 8 acres MOL. This request is accompanied by rezoning request PJ # A25-0017 (O2025-11). **Staff recommends denial.**

3. PJ #A25-0821 - SSPC - 5127 CR 169

Staff recommends approval

V. ADJOURNMENT

April 8, 2025 2:00 PM

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

EXECUTIVE SUMMARY

**SUBJECT: Planning & Zoning Board/Special Magistrate as Local Agency
Regular Meeting March 04, 2025, at 2:00 PM.**

REQUESTED ACTION:

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

PLANNING & ZONING BOARD AS LOCAL PLANNING AGENCY
CITY OF WILDWOOD, FLORIDA
REGULAR MEETING
March 4, 2025 2:00 PM
CITY HALL COMMISSION CHAMBER

(meeting taped)

I. Call to Order

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

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

II. APPROVAL OF SUMMARY MINUTES

1. Planning & Zoning Board/Special Magistrate as Local Agency
Regular Meeting February 04, 2025, at 2:00 PM.

Special Magistrate Holt saw no revisions necessary and approved the summary minutes for the February 4, 2025, meeting.

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

III. OLD BUSINESS

None.

IV. NEW BUSINESS

1. CP 2405-001 7202 Marsh Bend Trail

Special Magistrate Holt read aloud the title of CP 2405-001 7202 Marsh Bend Trail. The item was presented by Planner Bondi. The applicant, WGS Properties, LLC, sought a favorable recommendation from the Planning and Zoning Board acting as the Local Planning

Agency/Special Magistrate for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Commercial (Sumter County) to Commercial (City of Wildwood) for parcel K09A010 on 7.121 acres MOL. David Springstead of Springstead Engineering, on behalf of the applicant, was present for the hearing. He clarified that access off the main road had changed due to the county terminating CR 470 at Marsh Bend Trail. Therefore, CR 501 would no longer be an option and access would be off of Marsh Bend Trail. The changes would be reflected at the site plan stage. Special Magistrate Holt confirmed with Springstead that the applicant understood the city's capacity concerns, and he stated they were aware and had agreed. No further discussion. Special Magistrate Holt recommended favorable approval to go to the City Commission and conditioned that the recommended environmental survey(s) be conducted.

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

V. ADJOURNMENT

With no further business to discuss, the meeting was adjourned at 2:09 p.m.

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

SEAL

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

Date

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

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

EXECUTIVE SUMMARY

SUBJECT: CP 2404-003 Johary Real Estate

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	CP 2404-003 Johary Real Estate Services
Ordinance Number	O2025-8
Owner(s)	Johary Real Estate Services, LLC
Applicant(s)	C.F. Johary
Property Location	The subject property is located at 4176 Warm Springs Ave. Wildwood, FL 34785, approximately 900 feet east of the intersection of CR 515 and Warm Springs Ave, and approximately 230 feet east of the intersection of CR 513 and Warm Springs.
Parcel (s)	G29-008
Date	3/25/2025

The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate acting as the Local Planning Agency for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Agriculture (Sumter County) to Commercial (City) for the parcel listed above on 2 acres MOL. This request is accompanied by a rezoning request RZ 2404-002 (O2025-9).

ANALYSIS:

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 Agriculture (Sumter County) to Commercial (City), as supported in the 2050 Comprehensive Plan. The proposed land use amendment would allow for the existing structure to be used as a commercial office, on 2 acres MOL. Policy 1.1.1.c is intended to support a mix of commercial and office uses.

(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 Agriculture (Sumter County) to Commercial (City). Policy 1.1.1.c. supports the proposed land use change, which is intended to accommodate a mix of commercial and office uses. The maximum intensity is 0.5 Floor Area Ratio (FAR) or 75% Impervious Surface Ratio (ISR), whichever number is less. The maximum FAR for the development is 43,560 square feet and the development is proposing to repurpose the existing 2,686 square foot building into a small office, which meets the criteria of the proposed land use.

(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 along Warm Springs Ave. Potable water is available on the south side of Warm Springs Ave, however, sanitary sewer is not available to the subject parcel. The applicant has indicated that the existing septic system has the capacity to support the proposed small office use. When sanitary sewer is available to the subject parcel connection will be required. Policy 1.2.1 states “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 surrounding land uses are Agriculture in the County with several single-family residences in the area. The Warm Springs Ave corridor is expected to see an increase in commercial uses. This land use change conforms with Objective 1.2 of the Comprehensive Plan by discouraging the proliferation of urban sprawl and promoting the efficient use of public infrastructure. The proposed development directly combats urban sprawl by focusing on maximizing existing space for compact development, providing a wider 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 not required as the property had been previously developed.

(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 Warm Springs Ave. The applicant has applied for an exemption for the TIA submittal which was granted by Sumter County Public Works, due to the site producing less than 50 trips per day. In the event that the applicant proposes a medical/dental office, since it will produce more trips when compared to the small office building land use, a revised TIA will be required. The daily trips for a 2,304 sf medical/dental building would be 83, which is above the exemption limit of 50 daily trips.

Potable Water & Sewer: City potable water is available on the south side of Warm Springs

Ave. City sewer is not available to the subject property. The proposed project will continue to use the existing septic system to service the new use of a small office. Based on the most recent analysis of utility capacity, staff is unable to verify adequate wastewater treatment plant capacity for new applications which result in an increase in density or intensity. 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 commercial development will not generate any school age children.

The applicant seeks a favorable recommendation of Ordinance Number O2025-8 to be forwarded to the City Commission for further action.

A handwritten signature in black ink, appearing to read 'McKenna', with a stylized flourish at the end.

McKenna Page
Planner I, Development Services

ORDINANCE NO. O2025-8

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:

G29-008
JOHARY REAL ESTATE SERVICES LLC
2 +/-

LEGAL DESCRIPTION:

BEGIN AT THE SOUTHWEST CORNER OF THE EAST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 29, TOWNSHIP 19 SOUTH, RANGE 23 EAST, RUN EAST 210 FEET TO THE POINT OF BEGINNING, THENCE NORTH 210 FEET, EAST 210 FEET, SOUTH 210 FEET, WEST 210 FEET, LESS THE ROAD RIGHT-OF-WAY OF STATE ROAD NO. 468, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. AND

BEGIN 210 FEET NORTH AND 210 FEET EAST OF THE SOUTHWEST CORNER OF THE EAST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 29, TOWNSHIP 19 SOUTH, RANGE 23 EAST, RUN NORTH 210 FEET, EAST 210 FEET, SOUTH 210 FEET, WEST 210 FEET TO THE POINT OF BEGINNING, SUMTER COUNTY, FLORIDA.

This property is to be reclassified from Agricultural (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.

SECTION 5. 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 _____, 2025, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION

CITY OF WILDWOOD, FLORIDA

Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

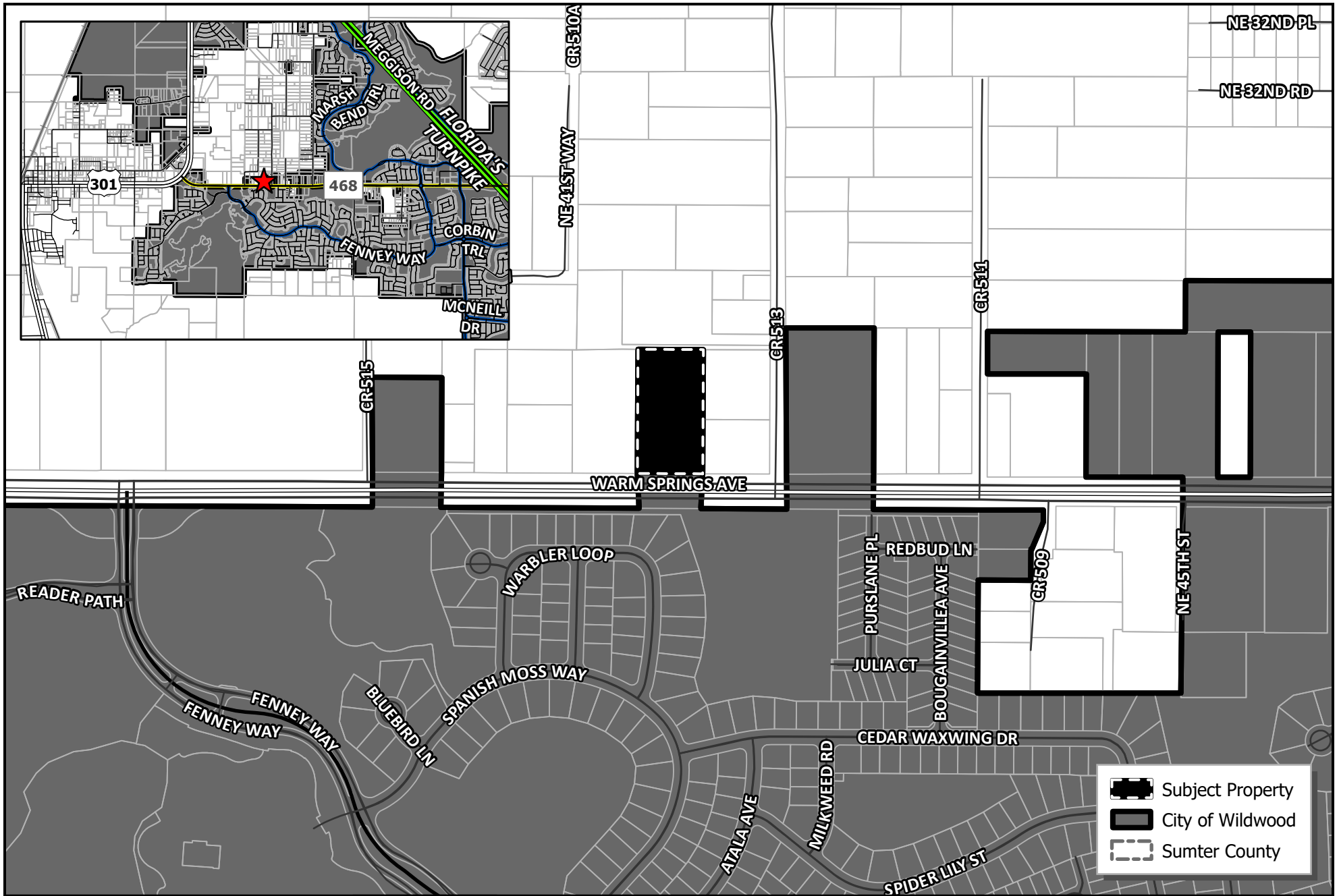
First Reading: _____

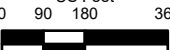
Second Reading: _____

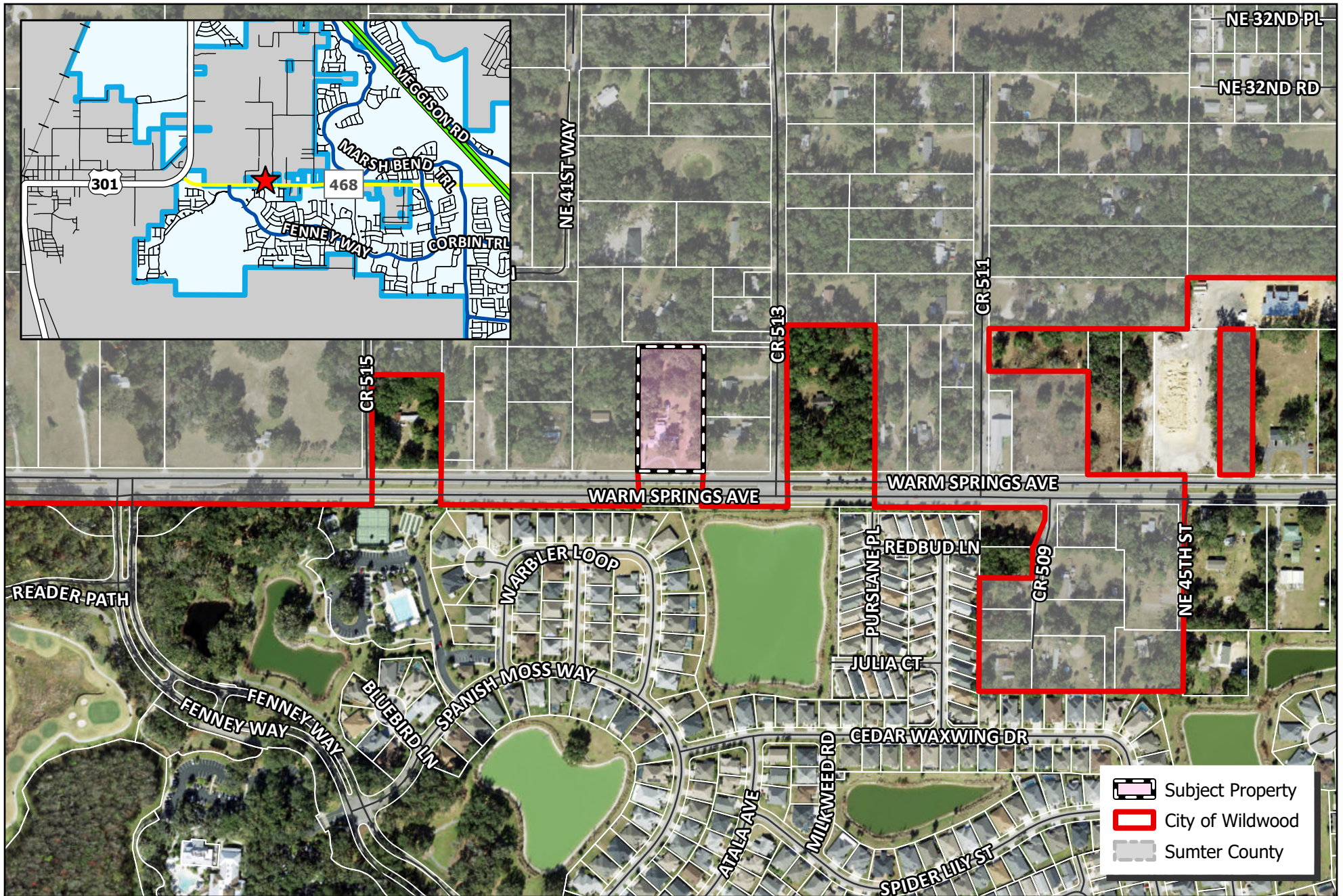
Approved as to form:

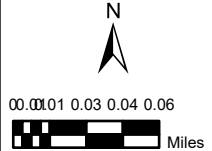
City Attorney

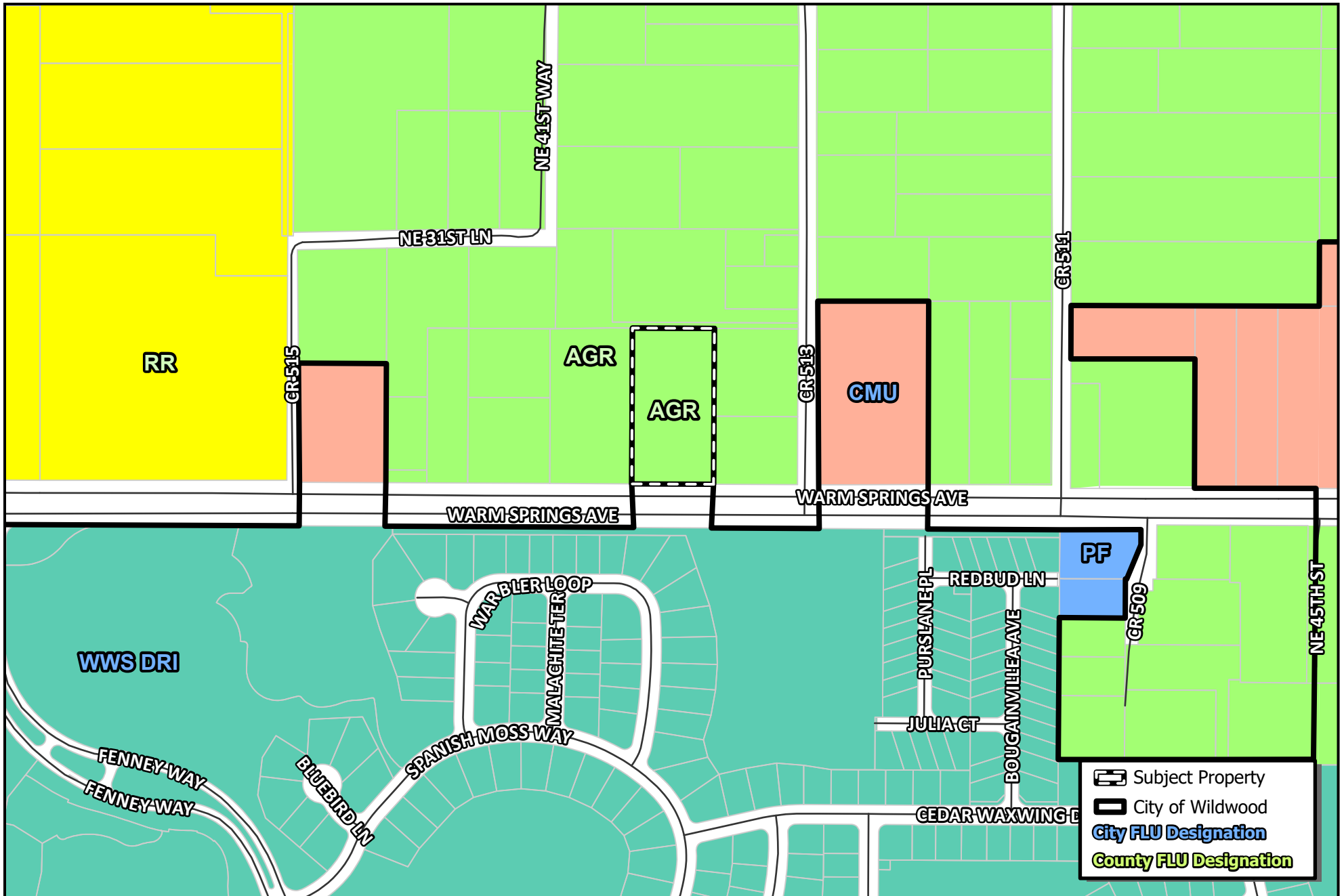
EXHIBIT A

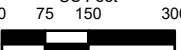


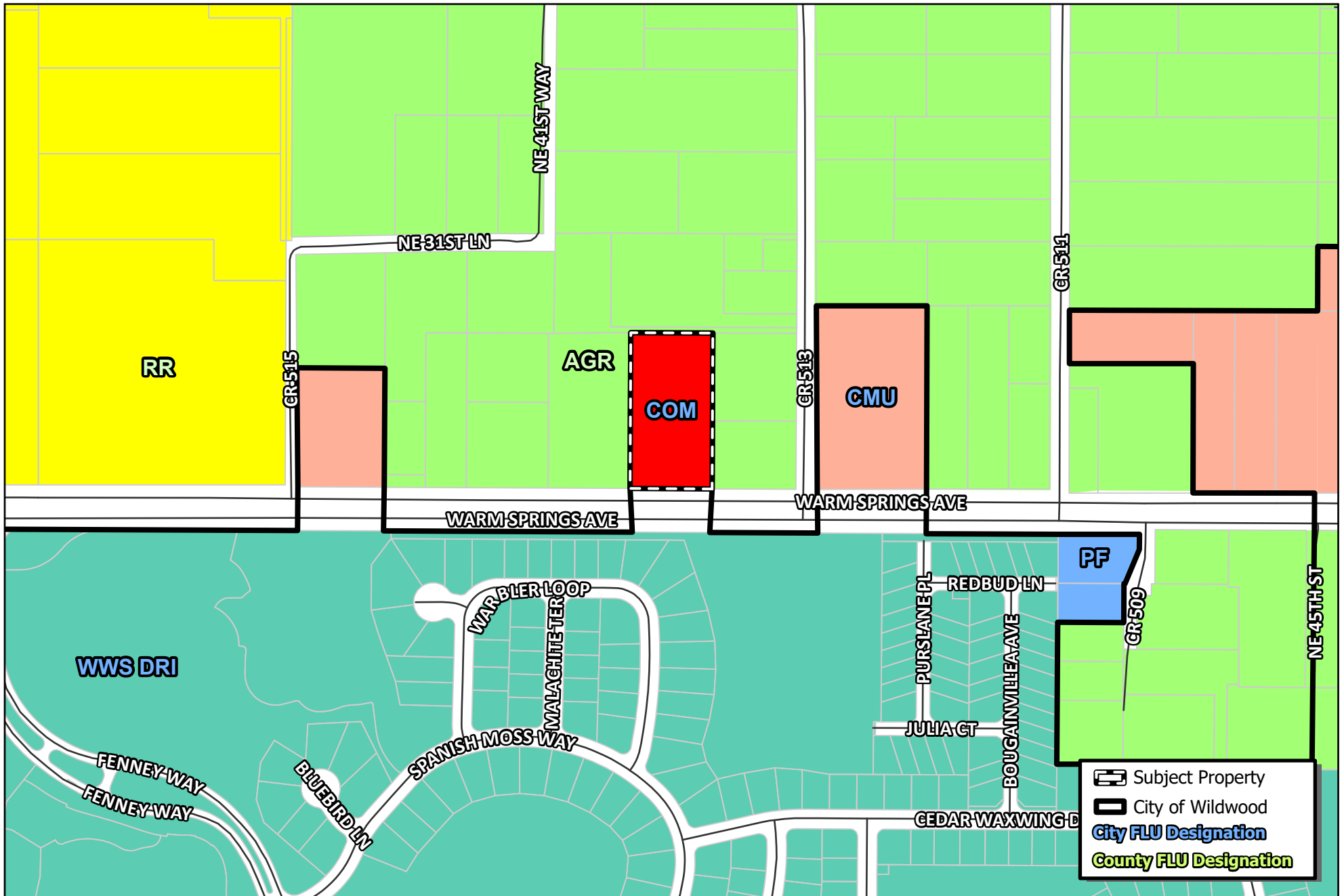
 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	N US Feet 0 90 180 360 	CP 2404-003 JOHARY REAL ESTATE SERVICES PARCEL G29-008	MAP 1A LOCATION MAP MAR 2025
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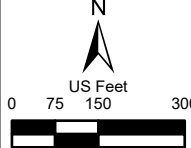


 CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 N 0.00 0.01 0.03 0.04 0.06 Miles	CP 2404-003	MAP 1B	
		JOHARY REAL ESTATE SERVICES		LOCATION MAP
		PARCEL G29-008		MAR 2025



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	N US Feet 0 75 150 300 	CP 2404-003 JOHARY REAL ESTATE SERVICES PARCEL G29-008	MAP 2A EXISTING LAND USE MAR 2025
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 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 N US Feet 0 75 150 300	CP 2404-003 JOHARY REAL ESTATE SERVICES PARCEL G29-008	MAP 2B PROPOSED LAND USE MAR 2025
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Business Impact Estimate

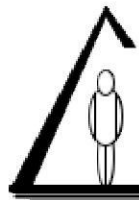
This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Wildwood website by the time notice of the proposed ordinance is published.

Proposed ordinance's title/reference: O2025-8

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

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

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



Design / Build Specialists
SENATORE INC.

JAMES P. SENATORE, ARCHITECT • SENATORE CONSTRUCTION
Architect FL License No. AR0006808 • Certified Contractor FL License No. CB C060129

1317 Sumter Street, Leesburg, Florida 34748 • Phone 352.787.1121 Fax: (352) 728-8292

Mr. Matthew Tadlock
Sumter County Development Services
7375 Powell Road Suite 115
Wildwood, FL 34785



RE: **4176 Warm Springs Ave – Trip Generation Letter**

Dear Mr. Tadlock

This letter serves as a traffic statement to the above referenced project. Using the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition, and the land use code (LUC) for Small Office Building (LUC 712), the weekday daily, weekday AM peak hour, and weekday PM peak hour trip generation for the proposed 2,304 square foot building are estimated and summarized below:

Time Period	ITE Trip Generation Rate	Project Trips	Entering Trips	Exiting Trips
Weekday Daily	14.39 trips/1,000 SF	33	17	16
Weekday AM Peak Hour	1.67 trips/ 1,000 SF	4	3	1
Weekday PM Peak Hour	2.16 trips/ 1,000 SF	5	2	3

The project trips for each Time Period were calculated by multiplying the respective ITE Trip Generation Rate by the square footage of the building, divided by 1,000. Should you have any questions, please do not hesitate to ask.

Sincerely,

Senatore Inc.

Nicholas Brantley

Land Use: 712

Small Office Building

Description

A small office building is the same as a general office building (Land Use 710) but with less than or equal to 10,000 square feet of gross floor area. The building typically houses a single tenant. It is a location where affairs of a business, commercial or industrial organization, or professional person or firm are conducted. General office building (Land Use 710) is a related use.

Additional Data

Attorney office, mortgage company, financial advisor, insurance agency, home health care provider, and real estate company are examples of tenants included in the small office building database. The diversity of employer types results in a wide range in employee density in the database. Densities range from a high of 1,300 to a low of 240 square feet per employee with an overall average of nearly 600 square feet per employee (a value much larger than the average observed in a general office building study sites).

In addition to the significant difference in employee density, small office buildings tend to be dominated by a single tenant (or very few) that are more service-oriented than a typical general office building. The result is more frequent and regular visitors and higher trip generation rates.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s and the 2010s in Alberta (CAN), California, Texas, and Wisconsin.

Source Numbers

418, 890, 891, 959, 976

Small Office Building (712)

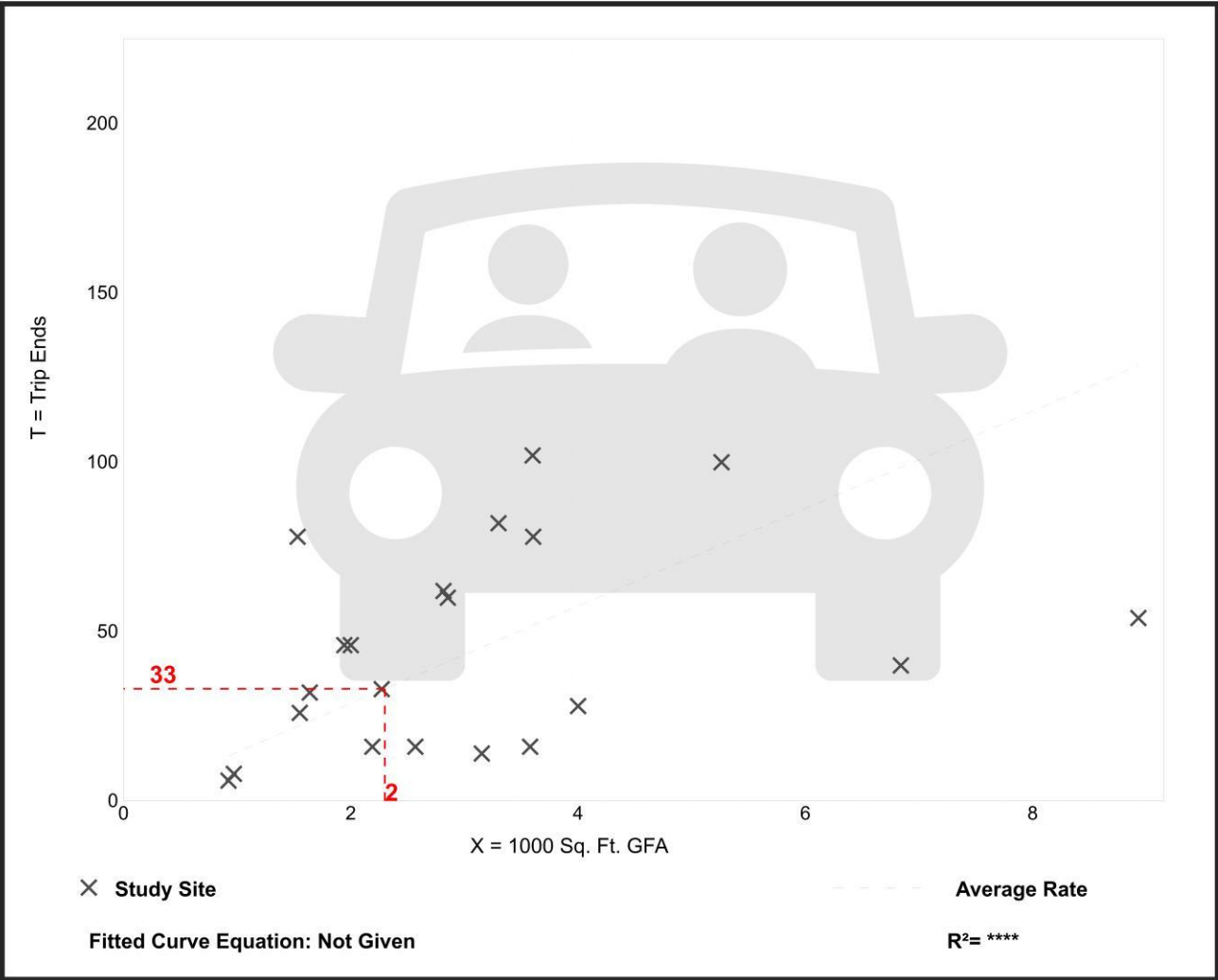
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 21
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
14.39	4.44 - 50.91	10.16

Data Plot and Equation



Graph Look Up

QueryFilter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
712

LAND USE GROUP:
(700-799) Office

LAND USE :
712 - Small Office Building

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

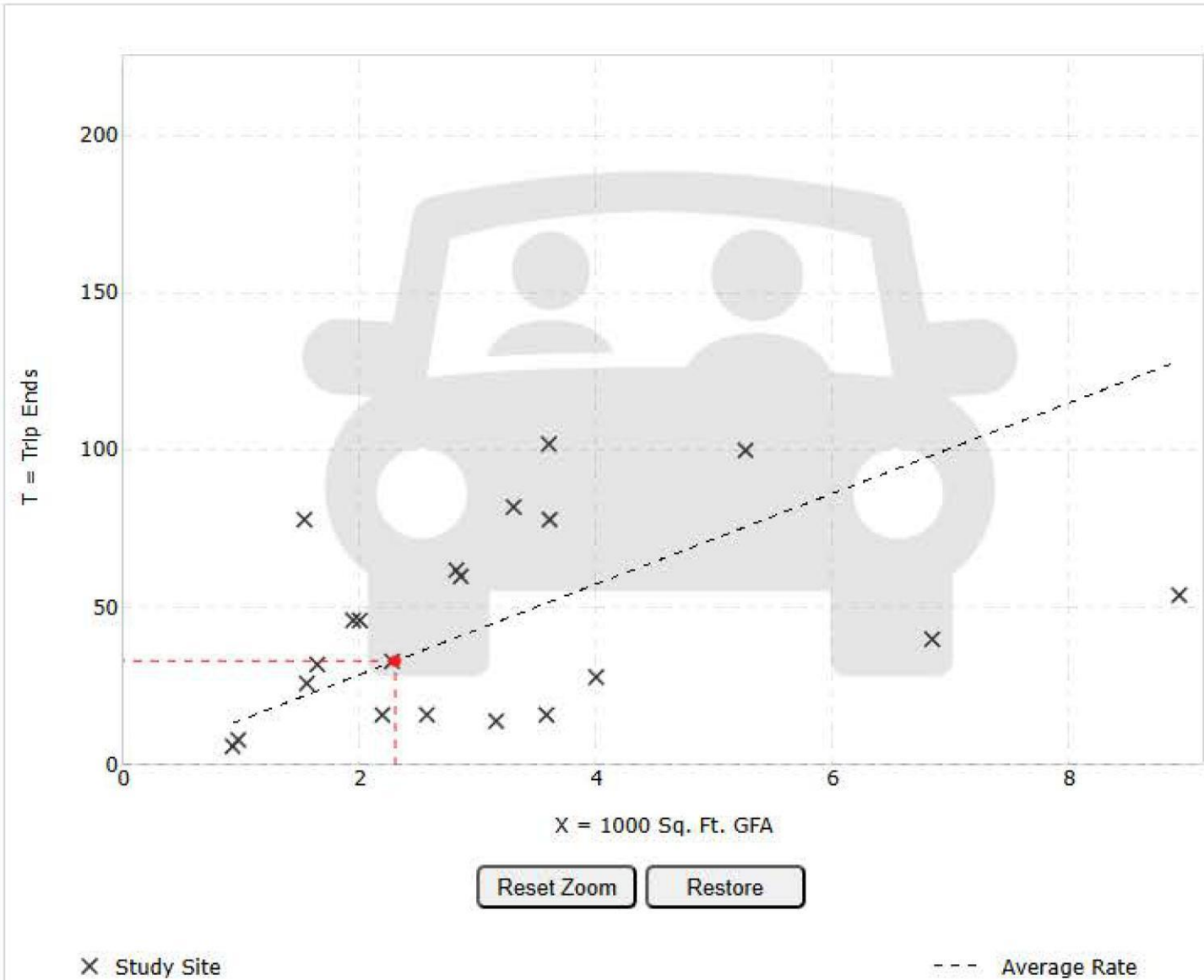
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
2.3Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:	Small Office Building (712) Click for Description
	Data Plots
Independent Variable:	1000 Sq. Ft. GFA
Time Period:	Weekday
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	21
Avg. 1000 Sq. Ft. GFA:	3
Average Rate:	14.39
Range of Rates:	4.44 - 50.91
Standard Deviation:	10.16
Fitted Curve Equation:	Not Given
R ² :	****
Directional Distribution:	50% entering, 50% exiting
Calculated Trip Ends:	Average Rate: 33 (Total), 17 (Entry), 16 (Exit)

Small Office Building

(712)

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: 21

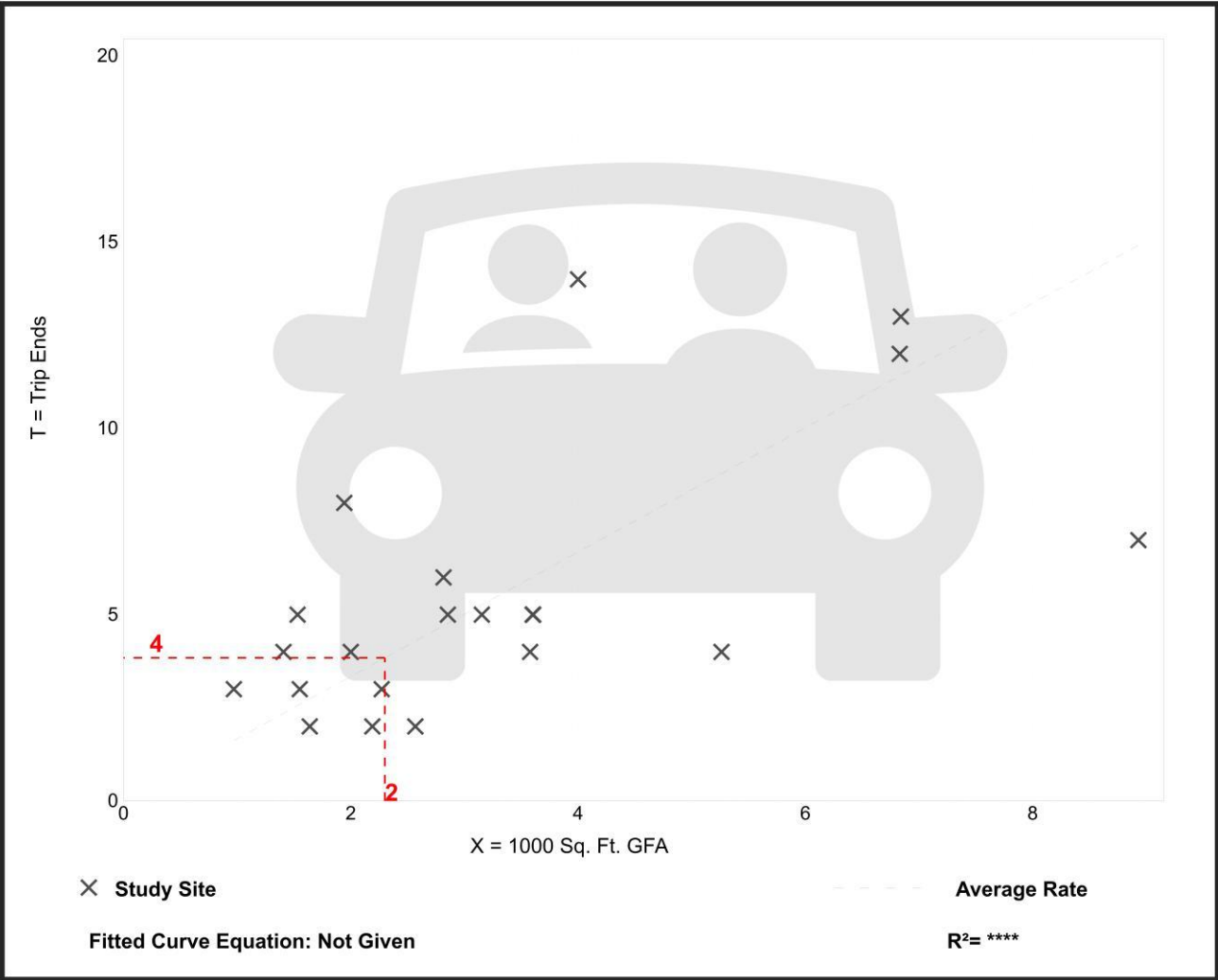
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 82% entering, 18% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.67	0.76 - 4.12	0.88

Data Plot and Equation



 Graph Look Up

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

712



LAND USE GROUP:

(700-799) Office

LAND USE:

712 - Small Office Building

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

1000 Sq. Ft. GFA

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street Traffic

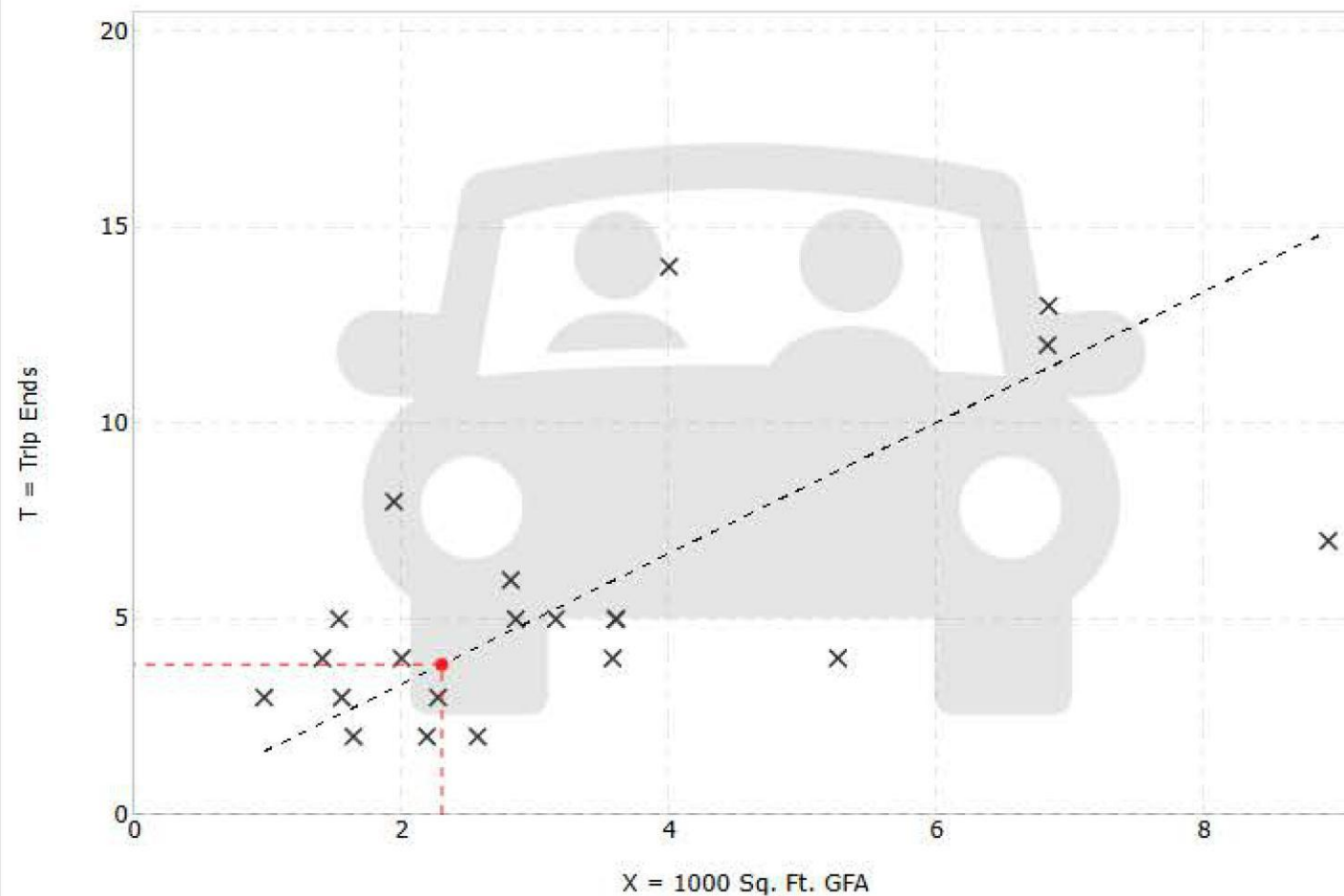
TRIP TYPE:

Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

2.3

Calculate



Land Use:

Small Office Building (712) [Click for Description](#)
[Data Plots](#)

Independent Variable:

1000 Sq. Ft. GFA

Time Period:

Weekday

Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

21

Avg. 1000 Sq. Ft. GFA:

3

Average Rate:

1.67

Range of Rates:

0.76 - 4.12

Standard Deviation:

0.88

Fitted Curve Equation:

Not Given

R²:

Directional Distribution:

82% entering, 18% exiting

Calculated Trip Ends:

Average Rate: 4 (Total) 3 (Entry) 1 (Exit)

Small Office Building (712)

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: 21

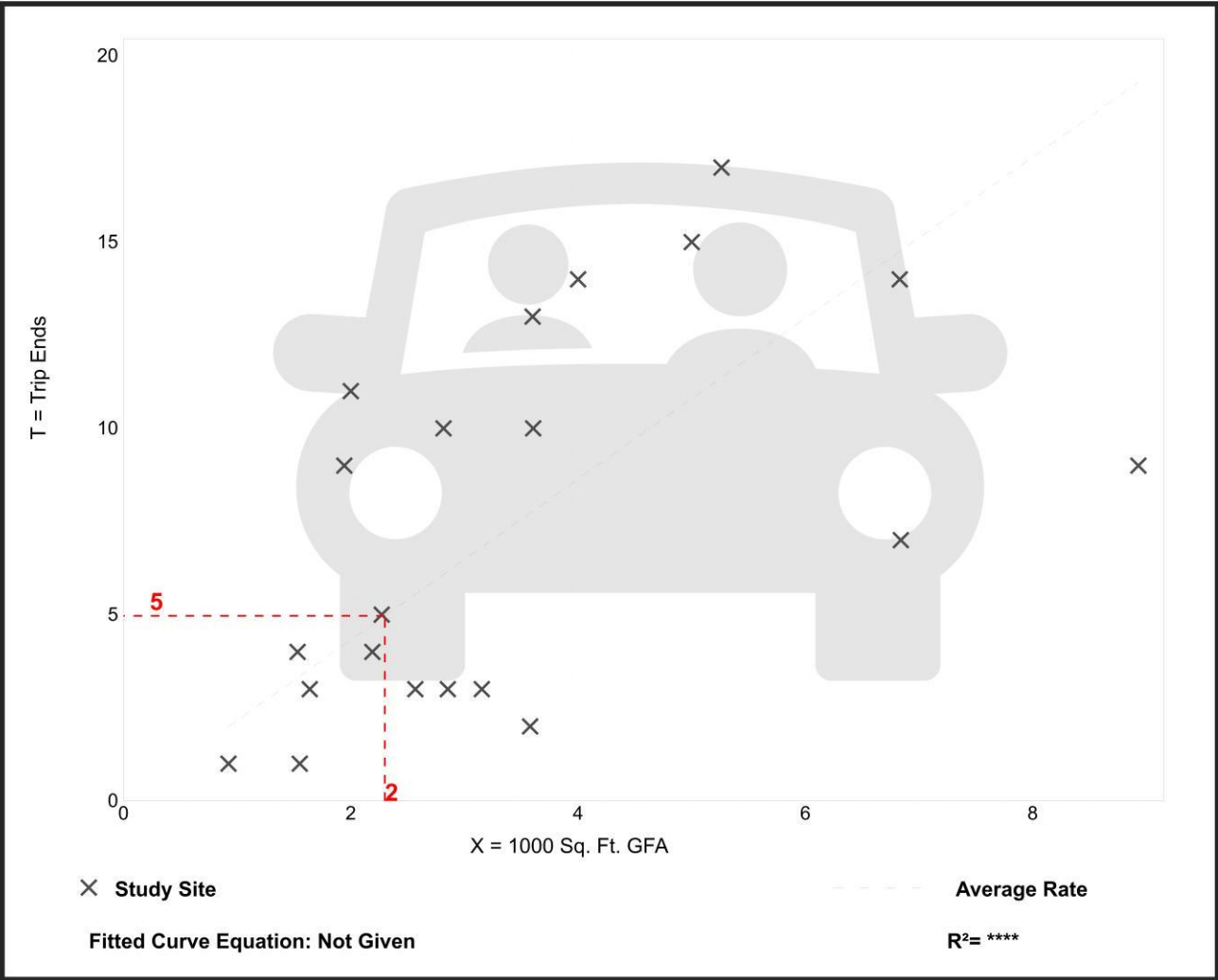
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.16	0.56 - 5.50	1.26

Data Plot and Equation



Graph Look Up

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

712



LAND USE GROUP:

(700-799) Office

LAND USE :

712 - Small Office Building

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

1000 Sq. Ft. GFA

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street Traffic

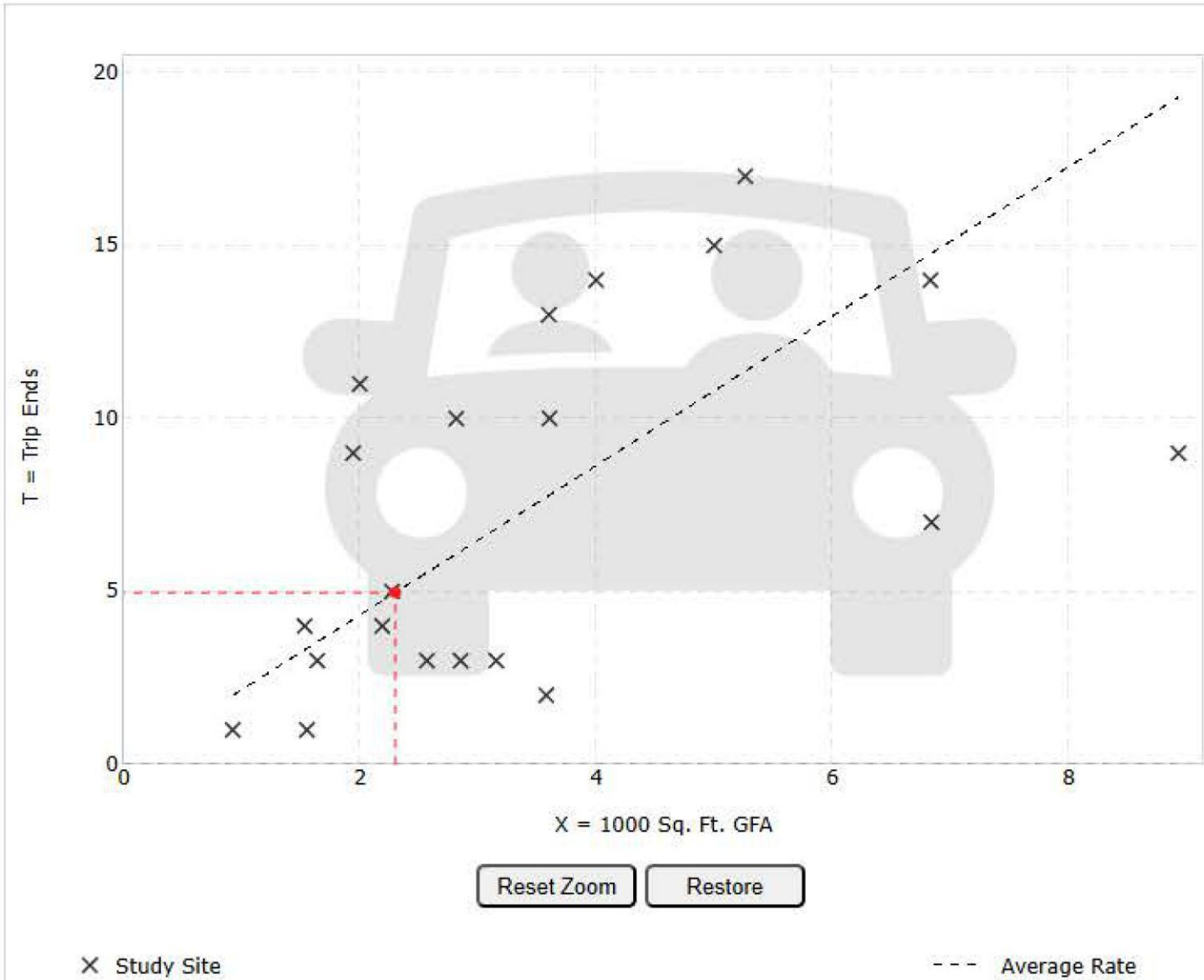
TRIP TYPE:

Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

2.3

Calculate



Land Use:
Small Office Building (712) [Click for Description](#)
[Data Plots](#)

Independent Variable:
1000 Sq. Ft. GFA

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
21

Avg. 1000 Sq. Ft. GFA:
3

Average Rate:
2.16

Range of Rates:
0.56 - 5.50

Standard Deviation:
1.26

Fitted Curve Equation:
Not Given

R²:

Directional Distribution:
34% entering, 66% exiting

Calculated Trip Ends:
Average Rate: 5 (Total), 2 (Entry), 3 (Exit)

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

SUBJECT: PJ # A25-0016 Naimat Jesus Inc

REQUESTED ACTION: Staff recommends denial.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number A25-0016 Naimat Jesus Inc

Ordinance Number O2025-10

Owner(s) Naimat Jesus Inc

Applicant(s) LPG Urban and Regional Planners, LLC

Property Location The subject property is generally located at the northeast corner of CR 507 and Warm Springs Ave intersection.

Parcel(s) G29A141, G29A142, G29A143, G29A145, G29A146, & G29A147

Date March 20, 2025

The applicant is seeking a favorable recommendation from the Planning and Zoning Board acting as the Local Planning Agency/Special Magistrate for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Agricultural (Sumter County) to Central Mixed Use (City of Wildwood) for the parcels listed above on 8 acres MOL. This request is accompanied by rezoning request A25-0017 (O2025-11).

ANALYSIS: The applicant is proposing to construct a fifty-four thousand one hundred (54,100) square-foot commercial building which would include medical/dental office, professional office, restaurant, and retail uses on the property and is requesting Central Mixed Use (CMU) land use.

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 submitted justification to the City of Wildwood for the proposed request to change the Future Land Use from Agricultural (County) to Central Mixed Use (City), as

supported in the 2050 Comprehensive Plan. Policy 1.1.1.b Central Mixed Use is intended to accommodate a mix of residential and nonresidential uses, but projects that are less than 10 acres in size may be developed as a single use. 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.b for Central Mixed Use future land use as it is intended to accommodate residential and nonresidential uses, with projects under 10 acres in size to develop as a single use. Along 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.” The subject property is located within the utility service area 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;

This parcel is located along Warm Springs Ave, a Sumter County owned and maintained minor arterial road with residential land use and mixed-use zonings surrounding the proposed development. The proposed non-residential development would serve the demands of the residential population in the general area. 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. The proposed development is located in an area where existing public infrastructure and services are available in which will be utilized. This 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.”

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

An environmental assessment was done by Stillwater Environmental, Inc on February 28, 2024. Onsite observations identified the following land cover classifications on the subject property: FLUCCS Code, 420 – Upland Hardwood Forest and FLUCCS Code, 110 Residential Low Density. 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 are no wetlands or other surface waters on the site. Although no endangered species were found during the environmental assessment, it is recommended that a 100% gopher tortoise survey be conducted prior to construction to allow permitting and relocation in the event tortoises are found on the subject property, using FWC guidelines. No protected plant species were found on the project site.

(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 was done by Walsh Traffic Engineering, LLC and accepted by Sumter County’s Public Works Department. Access to the property is proposed via a full-access driveway on CR 507 along with a right-in/right-out driveway along Warm Springs Ave. The proposed development is projected to generate 231 AM peak hour trips and 333 PM peak hour trips with a total of 3,272 daily trips. The US 301/Warm Springs

Ave intersection and the roadway segment of US 301 from Warm Springs Ave to the Florida Turnpike currently operate unacceptably or outside the required adopted level of service. As part of FDOT's widening project, US 301 through this intersection will be widened and signalized in which the intersection and roadway segment will operate acceptably at the 2027 buildout with committed FDOT improvements. A deficiency was identified at the signalization of Warm Springs Ave and Marsh Bend Trail and will continue to have deficiencies at the project buildout in 2027. The identified deficiencies can be addressed with providing an eastbound right-turn overlap and northbound right-turn overlap, but because the needed improvements are the same as those needed to mitigate deficiencies, the development is not responsible to mitigate impacts per Florida Statute 163.3180. 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 and peak direction traffic volumes, to ensure that acceptable traffic conditions are maintained."

Potable Water & Sewer: City water and sewer lines are available to the subject property and capacity within the lines will need to be verified, but connection to city utilities would be 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." The capacity of the wastewater treatment plant and the utility lines to service the property will need to be confirmed. The City's wastewater treatment plant has a current permitted capacity of 3.55 million gallons per day (MGD). Through a variety of analysis and forecasts, the City has determined it will be close to reaching its system wastewater capacity in or around 2026. The City has initiated the wastewater treatment plant expansion. The City anticipates construction to begin in or around the beginning of 2025. While certain milestones have been set to work towards a completion date of 2027, the actual completion date of the wastewater treatment plant expansion has not been established. Therefore, capacity cannot be guaranteed until substantial completion and occupancy of the wastewater treatment plant at its expanded, city-wide capacity of 5.5 MGD has been achieved. Policy 4.1.9., "No permits shall be issued for new development which would result in an increase in demand on deficient facilities prior to completion of improvements needed to bring the facility up to standard." 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 commercial development will not generate any school-aged children.



Amanda Bondi
Planner II, Development Services

ORDINANCE NO. O2025-10

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:

G29A141, G29A142, G29A143, G29A145, G29A146, & G29A147
Naimat Jesus Inc
8 +/-

LEGAL DESCRIPTION:

PARCEL G29A146

LOT 6, BLOCK F, WILDWOOD RANCH, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 3, PAGE 29, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

LESS AND EXCEPT THAT PORTION OF THE ABOVE DESCRIBED LANDS AS DESCRIBED IN THE STIPULATED ORDER OF TAKING AS RECORDED IN OFFICIAL RECORDS BOOK 3274, PAGE 155, STIPULATED FINAL JUDGEMENT FOR PARCEL NOS: 10, 10A & 10B (DIANA L. JOHNSEN) AND DISBURSEMENT OF PROCEEDS RECORDED IN OFFICIAL RECORDS BOOK 3390, PAGE 7 AND ORDER GRANTING STIPULATED MOTION TO CORRECT CLERICAL ERROR IN STIPULATED FINAL JUDGEMENT RECORDED IN OFFICIAL RECORDS BOOK 3390, PAGE 12, ALL OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

PARCEL G29A145

LOT 5, BLOCK F, WILDWOOD RANCH, ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK 3, PAGE(S) 29A AND 29B, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. LESS AND EXCEPT THE RIGHT OF WAY DESCRIBED IN OFFICIAL RECORDS BOOK 3146, PAGE 428.

PARCEL G29A143

LOT 3, BLOCK F, WILDWOOD RANCH, ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK 3, PAGE(S) 29A AND 29B, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

PARCEL G29A142

THE SOUTH ½ OF LOT 2, BLOCK F, WILDWOOD RANCH, ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK 3, PAGE(S) 29A AND 29B, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. LESS ROAD RIGHT OF WAY AS DESCRIBED IN OFFICIAL RECORDS BOOK 3165, PAGE 4.

PARCEL G29A141

LOT 1 AND THE NORTH ½ OF LOT 2, BLOCK F, WILDWOOD RANCH, ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK 3, PAGE(S) 29A AND 29B, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. LESS ROAD RIGHT OF WAY AS DESCRIBED IN OFFICIAL RECORDS BOOK 3146, PAGE 422.

PARCEL G29A147

LOT 7, BLOCK F, WILDWOOD RANCH, ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK 3, PAGES(S) 29, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

This property is to be reclassified from Agricultural (Sumter County) to Central Mixed Use (City of Wildwood)

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.

SECTION 5. 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 _____, 2025, by the City Commission of the City of Wildwood, Florida.

**CITY COMMISSION
CITY OF WILDWOOD, FLORIDA**

Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

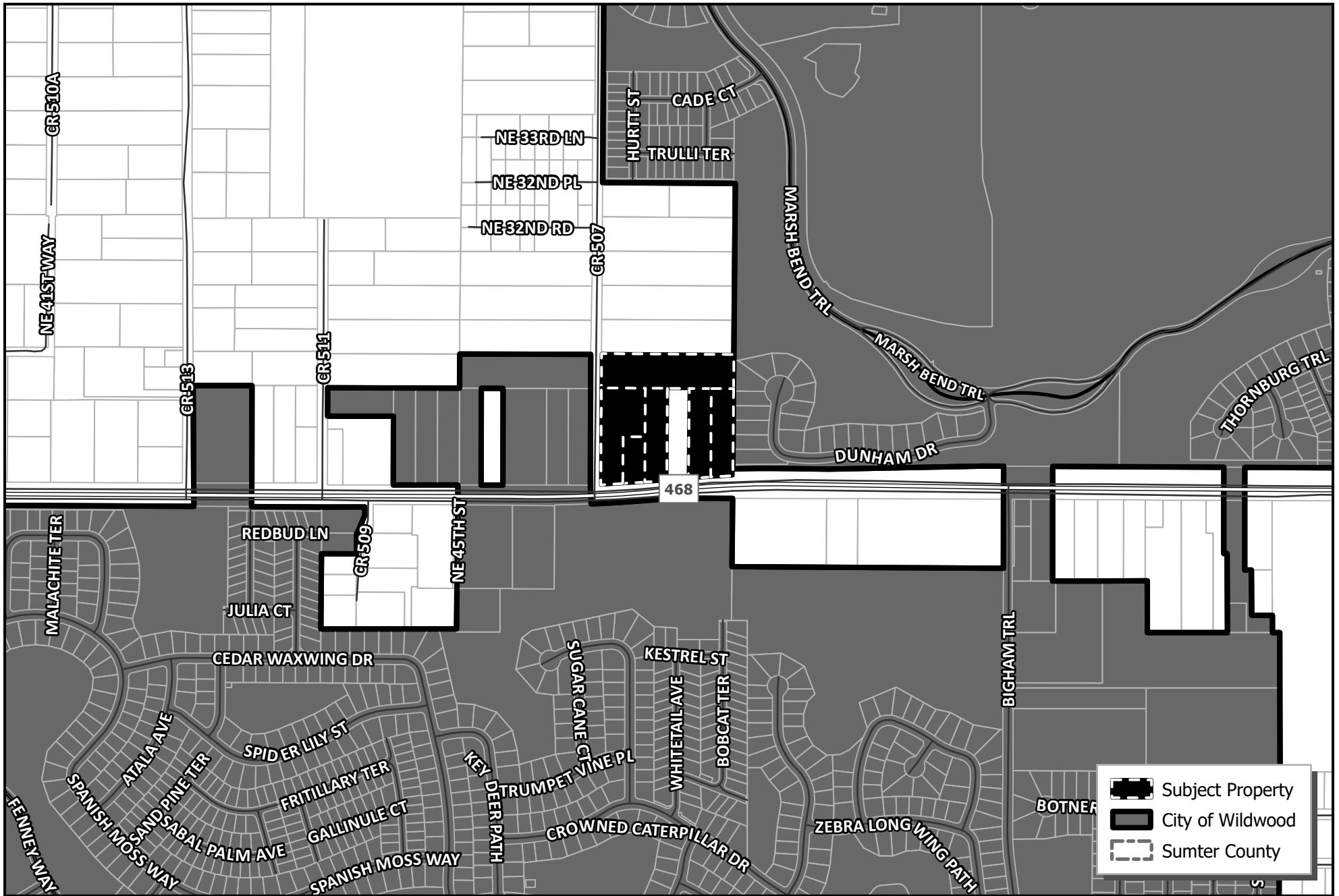
First Reading: _____

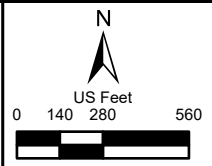
Second Reading: _____

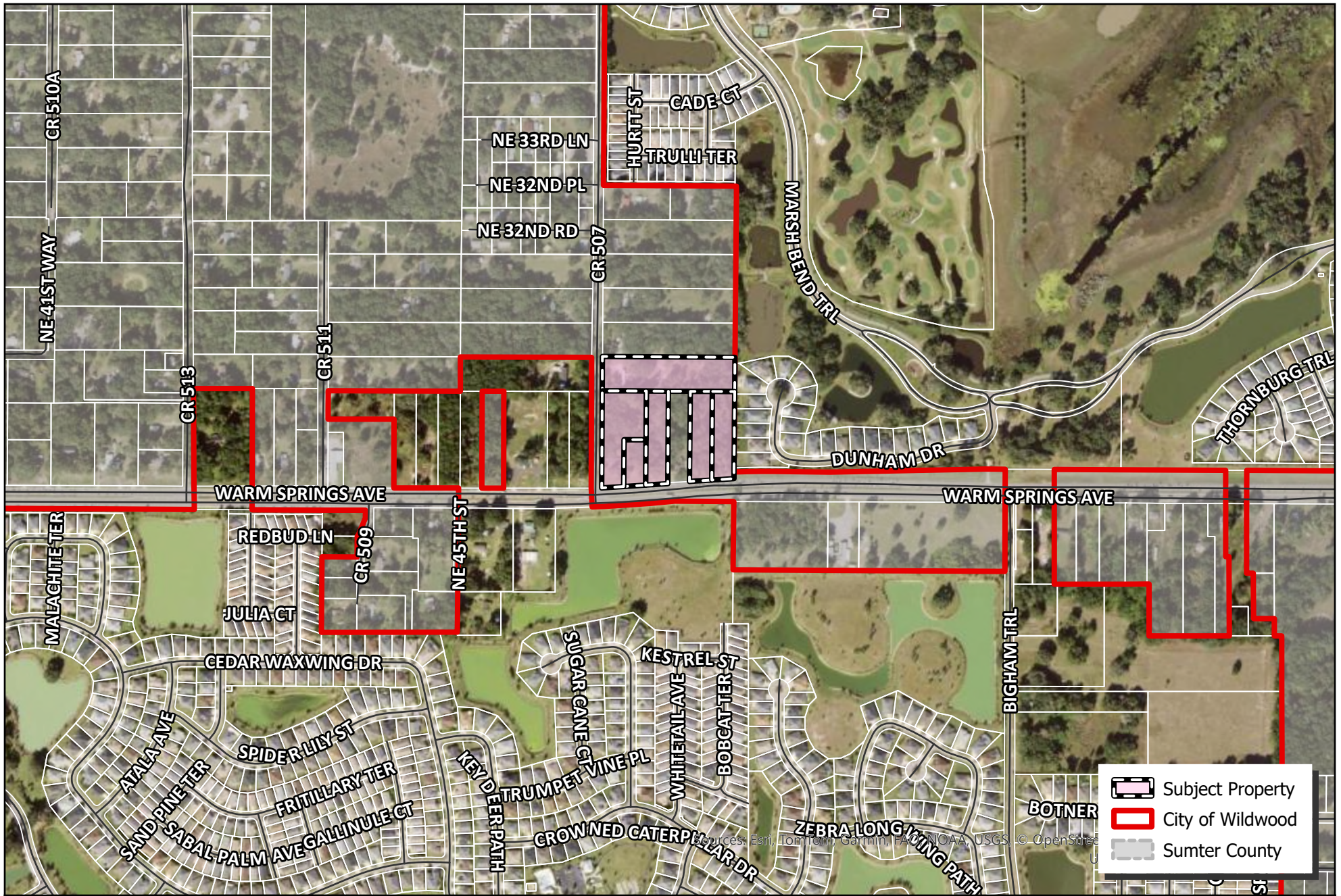
Approved as to form:

City Attorney

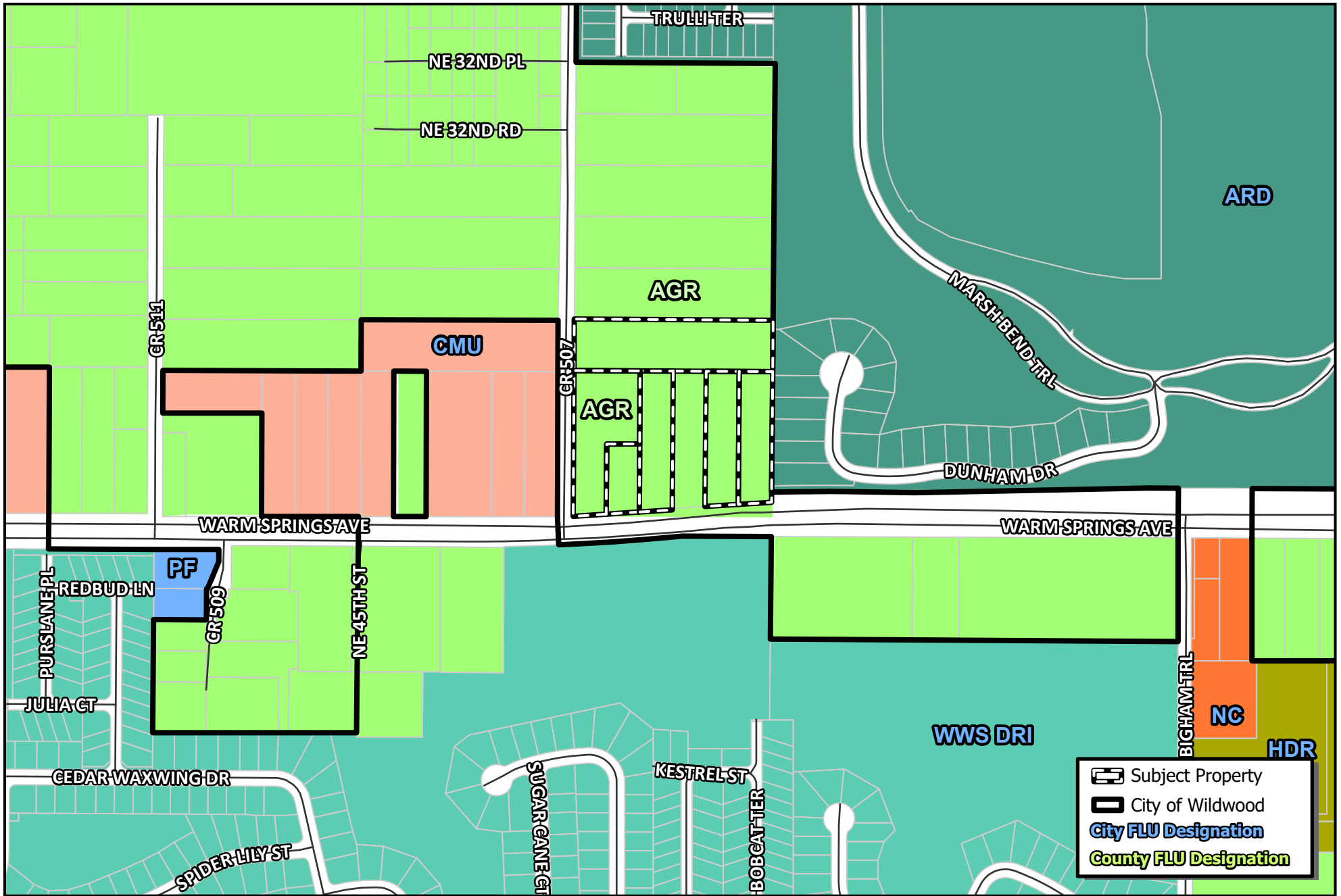
EXHIBIT A

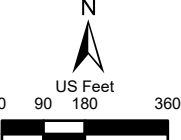


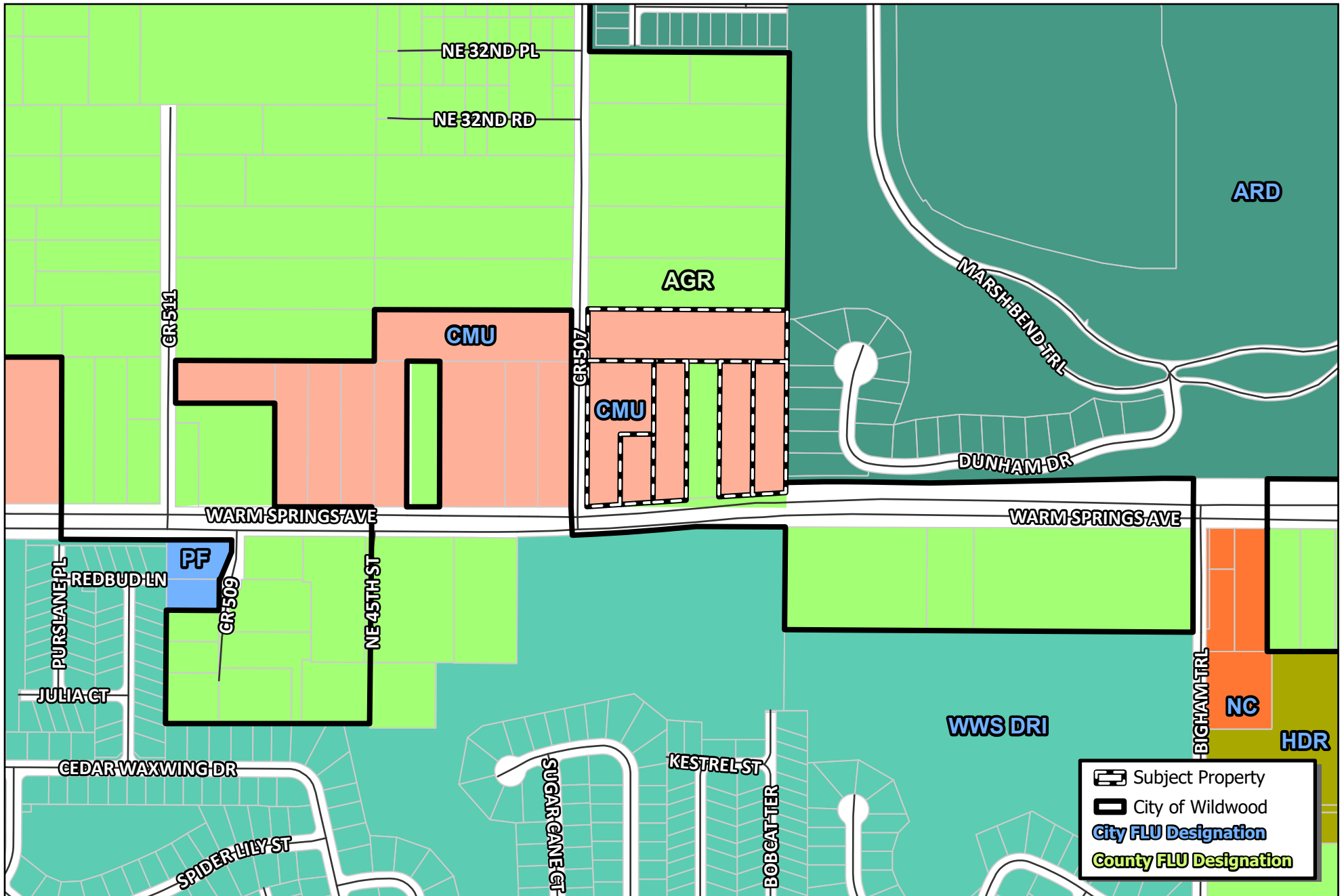
 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 US Feet 0 140 280 560	PJ #25-0016 NAIMAT JESUS INC PARCELS G29A141, G29A142, G29A143, G29A145, G29A146 & G29A147	MAP 1A LOCATION MAP JAN 2025
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 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	N 0 0.1020.040.060.08 Miles	PJ #25-0016 NAIMAT JESUS INC PARCELS G29A141, G29A142, G29A143, G29A145, G29A146 & G29A147	MAP 1B LOCATION MAP JAN 2025
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 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 US Feet 0 90 180 360	PJ #25-0016 NAIMAT JESUS INC PARCELS G29A141, G29A142, G29A143, G29A145, G29A146 & G29A147	MAP 2A EXISTING LAND USE JAN 2025
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CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	US Feet 0 90 180 360	PJ #25-0016 NAIMAT JESUS INC PARCELS G29A141, G29A142, G29A143, G29A145, G29A146 & G29A147	MAP 2B
			PROPOSED LAND USE
			JAN 2025



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: O2025-10

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

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

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



City of Wildwood, Florida
PUBLIC NOTICE
Development Services Department
www.wildwood-fl.gov

RECEIVED

MAR 26 2025

City Of Wildwood
Development Services Dept

March 20, 2025

JOHNSON LESIA M & RICHARD H
3168 CR 507
WILDWOOD, FL 34785

Your Parcel Number(s): G29A029

THIS LETTER IS TO INFORM YOU OF A PUBLIC HEARING FOR A PROPERTY IN YOUR AREA
NO CHANGES WILL BE MADE TO YOUR PROPERTY

TO: Property owners near a property which is being considered by the Planning & Zoning Board/Local Planning Agency/Special Magistrate to change the Future Land Use Map designation from Agricultural (Sumter County) to Central Mixed Use (City of Wildwood) and to change the Zoning Map designation from RR1 (Sumter County) to CMU (City of Wildwood).

OWNER: Naimat Jesus Inc
APPLICANT: LPG Urban and Regional Planner, LLC
CASE NUMBERS: A25-0016 & A25-0017
PARCEL NUMBERS: G29A141, G29A142, G29A143, G29A145, G29A146, & G29A147

The subject property is generally located at the northeast corner of CR 507 and Warm Springs Ave intersection.

A public hearing before the City of Wildwood Planning & Zoning Board/Local Planning Agency/Special Magistrate will be held in the City Hall Commission Chamber, 100 North Main Street, Wildwood, FL on **Tuesday, April 8, 2025, at 2:00 PM.**

The recommendations of the Planning and Zoning Board/Local Planning Agency/Special Magistrate will be presented to the City Commission at a first hearing to be held in the City Commission Chamber on **Monday, April 28, 2025, at 7:00 PM** and the final hearing to be held in the City Hall Commission Chamber on **Monday, May 12, 2025, at 9:00 AM.**

Written comments submitted will be heard. hearings may be necessary. Please
return this form to: City of Wildwood, Development Services Department, 100 N. Main Street, Wildwood, FL 34785.
Questions should be directed to the Development Services Department at (352) 330-1334.

APPEAL: NECESSITY OF RECORD. In order to appeal the Commission's decision in this matter, a verbatim record of the proceedings is required. The City Commission and the City of Wildwood assume no responsibility for furnishing said record.

☐ I support this request.

☐ I do not object to this request.

☒ I do not support this request for the following reason(s) What are the plans for the
Flooding. We are getting
flooded from the
Ocala Eye Clinic

Over

city of Wilwood Has no noise
Ordnesce We Get overwhelmed
With Noise (music) From The
Villages (Edmas on the Green) Almost
Every Weekend

And now you want To Add
Homes. This is not
A good idea

What About All the Critters
Where Are they going to
Go? Properly my hand



**NAIMAT JESUS INC
SMALL SCALE COMPREHENSIVE PLAN AMENDMENT
DECEMBER 2024**

Prepared By:

LPG Urban & Regional Planners, Inc.
1162 Camp Avenue
Mt. Dora, Florida 32757
(352) 385-1940

Small Scale Comprehensive Plan Amendment NAIMAT JESUS INC

Executive Summary

The proposed small scale comprehensive plan amendment consists of 8.0 ± acres and is located north of Warm Springs Avenue, east of CR 507, and west of Marsh Bend Trail (Figures 1 and 2). The subject property is located within the unincorporated limits of Sumter County and is identified by Parcel ID numbers G29A141, G29A142, G29A143, G29A145, G29A146, and G29A147. The property is located within the Sumter County/City of Wildwood Joint Planning Area (JPA) and the Sumter County Urban Development Area (UDA). The site is designated as Agriculture (AGR) on the Sumter County Future Land Use Map (Figure 3). Sumter County Comprehensive Plan Policy FLU Policy 1.3.4 indicates the Agriculture (AGR) land use category may only be located outside the UDA or within the UDA where it either serves as a holding area in anticipation of future annexation, is within a city jurisdiction, or is dedicated to a public agency for conservation purposes. It is proposed to annex the property into the City of Wildwood and to designate the site as Central Mixed Use (CMU) (Figure 4) to facilitate medical/dental, office, restaurant, and retail uses.

The existing Sumter County Agriculture (AGR) land use designation allows for residential and non-residential uses as specified in Sumter County Comprehensive Plan Policy FLU 1.2.4. The maximum density within the Urban Development Area (UDA) is 1 unit per 5 acres pursuant to Policy 1.2.1; the maximum intensity is not specified. The proposed City of Wildwood Central Mixed Use (CMU) land use designation allows for a maximum density of 15 units per acre and a maximum intensity of 0.75 FAR (outside CRA) pursuant to City of Wildwood Comprehensive Plan Policy 1.1.1.

For the purposes of the comprehensive plan amendment, a maximum development scenario was analyzed (Table 1). Under the existing land use the property could have been developed at a maximum residential density of 1 unit per 5 acres, which equates to 2 units (rounded to the nearest whole number). The proposed Central Mixed Use land use designation allows for a maximum of 120 residential units (15 units per acre). The maximum intensity for non-residential development is 0.75 FAR (261,360) or 80% ISR (278,784), whichever is less. Comprehensive Plan Policy 1.1.1 specifies that projects less than ten (10) acres in size may be developed as a single use. The development proposal does not include residential uses; therefore, the maximum development scenario includes non-residential only. The net result is a decrease of 2 residential units and an increase of 261,360 non-residential square feet. The site is located along a minor arterial roadway, which would support the mixed-use development. The proposed amendment is compatible with the existing adjacent future land uses as the subject site abuts land designated as Central Mixed Use (CMU), Age Restricted Development (ARD), a master planned development known as the Wildwood Springs Development of Regional Impact (WWS DRI). The amendment would assist in meeting commercial needs and would result in a logical development pattern.

Potable Water Analysis

Policy 8.3.1.e – LEVEL OF SERVICE (LOS)

“The following adopted LOS Standards for facilities and services required by the City of Wildwood:

Sanitary Sewer: 250 gallons per day per ERU

Potable Water: 300 gallons per day per ERU”

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 0.23873 mgpd (which includes Wildwood Self Storage project). An analysis was conducted of the proposed amendment based on land use and the City’s Level of Service (LOS) standards (Table 2). The estimated water demand is 0.087 mgpd. The analysis concludes that the proposed amendment will not cause a deficiency and the City will have a remaining available capacity of 0.151 mgpd.

Table 2: Water Analysis

Project Name	Acres	Existing Land Use	Proposed City Land Use	Maximum Development	Water Demand (gross) (mgpd)	Capacity or Deficit (mgpd)
Current Capacity						0.238
Naimat Jesus Inc	8.0 ±	Sumter County Agricultural	Central Mixed Use	261,360 SF (Commercial)	0.027	0.211

Water demand was calculated at 300 gallons per ERC pursuant to City’s LOS standard.
Maximum Commercial –
ERU for Commercial - .334 per 1,000 SF

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 current facility is currently permitted through the Florida Department of Environmental Protection to treat up to 3.55 million gallons per day. The City Commission released a memorandum on May 20, 2024 noting that comprehensive plan amendments are subject to delays due to wastewater treatment facility capacity concerns. Wastewater treatment facility upgrades are expected to bring the city’s total treatment capacity to 5.5 million gallons per day upon completion, scheduled for early 2027. As such, development permit approval will not be sought until the completion of the needed improvements to bring the facility up to standard pursuant to Policy 4.1.8.

An analysis was conducted of the proposed amendment based on land use and the City’s Level of Service (LOS) standards (Table 3). Wastewater demand was calculated at 250 gallons per ERU pursuant to City’s LOS standard. The estimated wastewater demand is 0.023 mgpd. The analysis concludes that the proposed amendment will not cause a deficiency and the City will have a remaining available capacity of 1.094 mgpd based on the current facilities and 3.044 mgpd based on the proposed improvements in 2027.

Table 3: Wastewater Analysis

Project Name	Acres	Existing Land Use	Proposed City Land Use	Maximum Development	Water Demand (gross) (mgpd)	Capacity or Deficit (mgpd)
Current Capacity						1.117*
Proposed Capacity Improvements - 2027						1.95
Naimat Jesus Inc	8.0 ±	Sumter County Agricultural	Central Mixed Use	261,360 SF (Commercial)	0.023	3.044

*Includes BlueRock Amendment
Wastewater demand was calculated at 250 gallons per ERC pursuant to City's LOS standard.
Maximum Commercial –
ERU for Commercial - .334 per 1,000 SF

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 number of anticipated employees to be no greater than 73 x 1.99 pph which equates to 145. The proposed amendment is estimated to generate 726 lbs per day. The proposed amendment will not cause a deficiency in the LOS.

Transportation Impact Analysis

A traffic impact analysis was prepared by Walsh Traffic Engineering, Inc. (Appendix A). Results of the analysis indicate that area roadways will not degrade the adopted level of service at buildout conditions.

Environmental Analysis

An environmental assessment was conducted by Stillwater Environmental, Inc. (Appendix B). No threatened flora or fauna species were observed during site surveys. Should protected species be observed during future surveys, the appropriate regulatory permits will be secured. 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 Sparr Fine Sand, bouldery subsurface, 0 to 5 percent slopes; and Immokalee Sand (Figure 6). The project area elevations range from approximately 65' msl to 70' msl (Figure 7).

Comprehensive Plan Compliance

The proposed amendment changing the Future Land Use designation of the subject property from Sumter County Agriculture (AGR) to City of Wildwood Central Mixed Use (CMU) would specifically comply with the following policies, among others of the City of Wildwood Comprehensive Plan.

Future Land Use

FLU Policy 1.1.1(b) 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%

Response: The subject property is consistent with the CMU category.

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.

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

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.

Response: City water is available to the subject site. City wastewater is not available to the site currently. Should wastewater become available to the site, no development permits will be sought until the completion of the needed improvements to bring the facility up to standard pursuant to Policy 4.1.8. The applicant/owner will work with City utilities at the construction plan stage to connect to available City 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.

Response: The subject site is within the USA.

Public Facilities

PUB Policy 4.1.9 No permits shall be issued for new development which would result in an increase in demand on deficient facilities prior to completion of improvements needed to bring the facility up to standard.

Response: Wastewater treatment facility upgrades are expected to bring the city's total treatment capacity to 5.5 million gallons per day upon completion, scheduled for early 2027. As such, development permit approval will not be sought until the completion of the needed improvements to bring the facility up to standard.

JUSTIFICATION CRITERIA PER LDR 1.7(D)

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

The developer intends to use the parcels as commercial. 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.

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.

The proposed development is located along Warm Springs Ave. within the City of Wildwood's JPA, MSA, and Sumter County's UDA. The proposed development abuts existing City of Wildwood development.

2. Promotes the efficient and cost-effective provision or extension of public infrastructure and services.

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.

The proposed development will provide connectivity to adjacent properties consistent with the land development regulations.

4. Promotes conservation of water and energy.

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.

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.

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.

The proposed nonresidential development would serve the demands of the residential population in the general 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](#).

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: Results of the traffic impact analysis prepared by Walsh Traffic Engineering Inc. indicate that area roadways will not degrade the adopted level of service at buildout conditions.

Potable Water & Sewer: City water is available to the subject site. City wastewater is not available to the site currently. Should wastewater become available to the site, no development permits will be sought until the completion of the needed improvements to bring the facility up to standard pursuant to Policy 4.1.8. The applicant/owner will work with City utilities at the construction plan stage to connect to available City utilities.

Schools: The proposed development will have no impact to public schools as the proposed use is non-residential.

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
Raveena Holdings	8.0 +/-	Agriculture (1 unit/5 acres)	2 units	Central Mixed Use (0.75 FAR)	261,360 sf	
TOTAL	8.0 +/-		2 units		261,360 sf	-2 units +261,360 sf

Existing Sumter County Agriculture - Max Density 1 unit per 5 acres per FLU Policy 1.2.1 (non-residential intensity not specified)
Proposed City of Wildwood Central Mixed Use – Max Intensity 0.75 FAR per FLU Policy 1.1.1

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

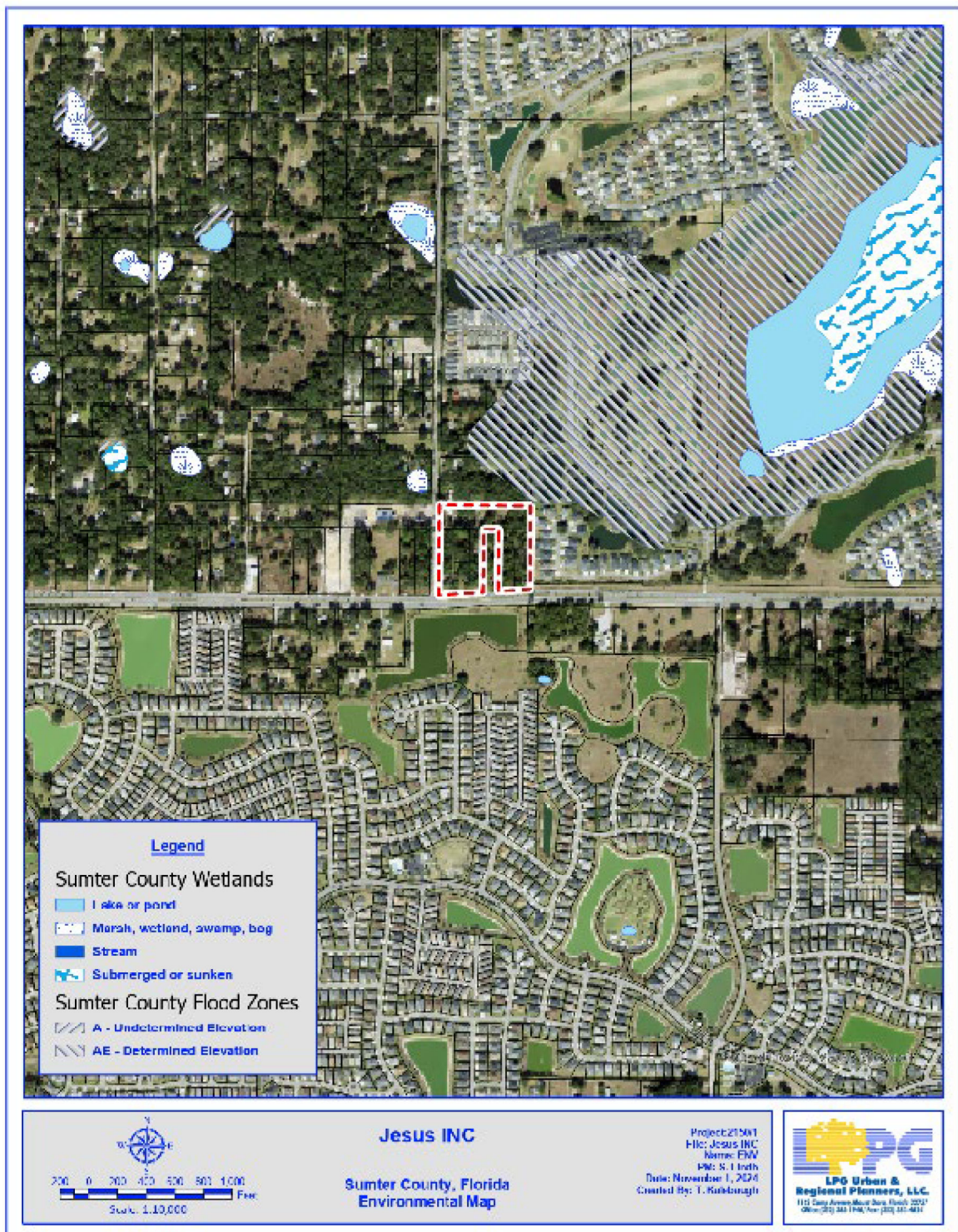


Figure 6
Soils Map

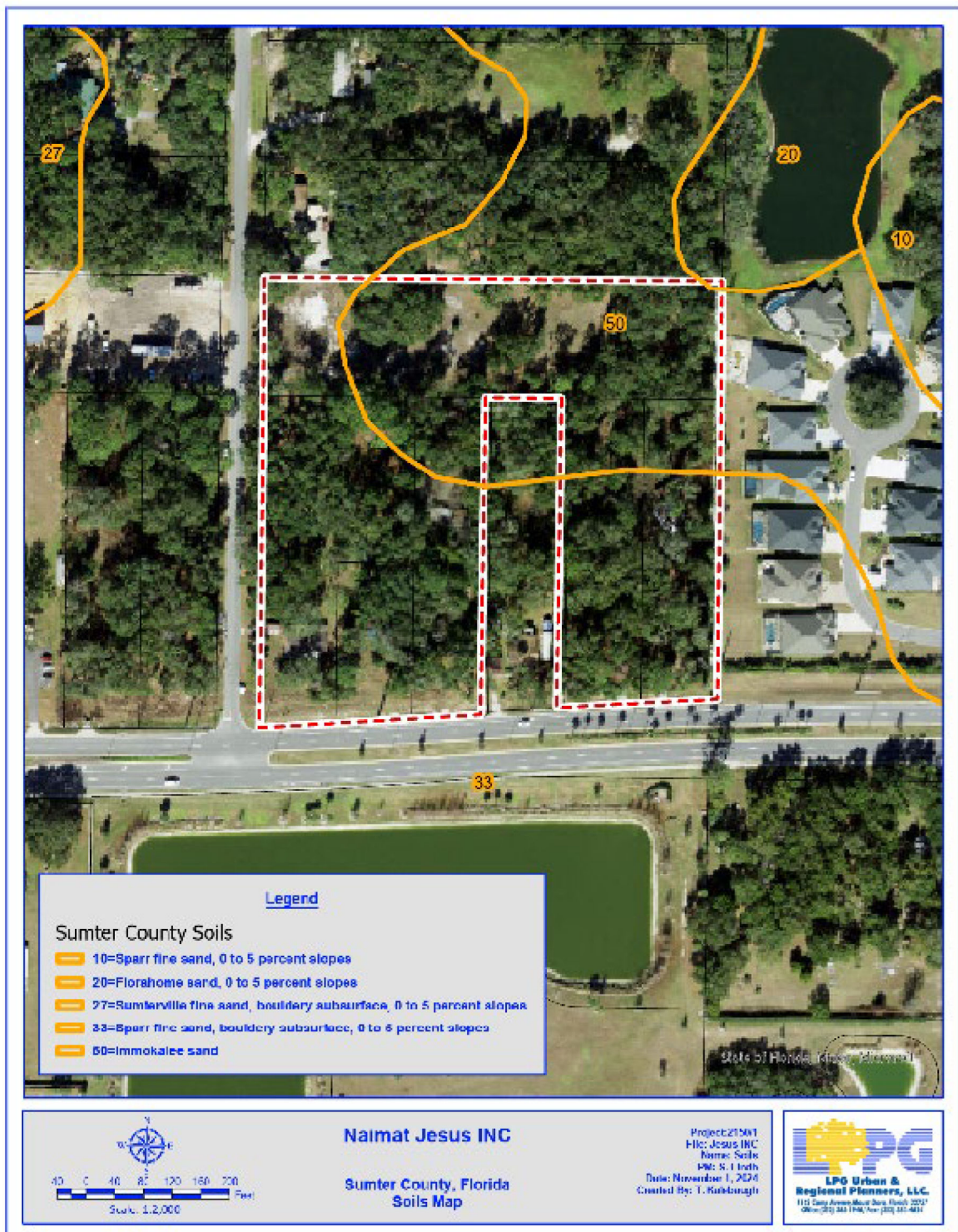


Figure 7
Topography Map



Appendix A – See Attached Traffic Impact Analysis

Appendix B – See Attached Environmental Assessment

Print

Sumter County Traffic Impact Analysis (TIA) - Submission #1274543

Date Submitted: 12/18/2024

First Name*

Chris

Last Name*

Walsh

Email Address*

chris.walsh@walshtraffic.com

Name of Project:*

Warm Springs at CR 507 Commercial Development

Phone*

386 801-5682

Parcel Number*

G29A141, G29A142,
G29A143, G29A145,
G29A146, G29A147

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:

Matthew
Tadlock

Digitally signed by Matthew Tadlock
DN: cn=Matthew Tadlock, o=Sumter
County Public Works, ou=Planning and
Design,
email=matthew.tadlock@sumtercount
yfl.gov, c=US
Date: 2025.02.28 08:10:03 -05'00'

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

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

10136-Wildwood Warm Springs at CR 507 Commercial
Traffic Impact Analysis - December 2024-SS.pdf

**Date of Methodology
Acceptance by County**

Applicable Jurisdiction

Please check the applicable Jurisdiction:

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

Link

[FDOT Systems Implementation Office](#)

Link

[FDOT Roadway Design - Florida Greenbook](#)

Link

[Lake-Sumter MPO](#)

Link

[FDOT Traffic Information](#)

WARM SPRINGS AVENUE AT CR 507 COMMERCIAL DEVELOPMENT

SUMTER COUNTY, FLORIDA

DECEMBER 2024

PREPARED BY:

WALSH TRAFFIC ENGINEERING, LLC

285 PALMETTO SPRINGS STREET

DEBARY, FLORIDA 32713

PHONE – 386.668.0062

WARM SPRINGS AVENUE AT CR 507 COMMERCIAL DEVELOPMENT

SUMTER COUNTY, FLORIDA

DECEMBER 2024

PREPARED BY:

CHRIS J. WALSH, P.E.

WALSH TRAFFIC ENGINEERING, LLC

285 PALMETTO SPRINGS STREET

DEBARY, FLORIDA 32713

PHONE – 386.668.0062

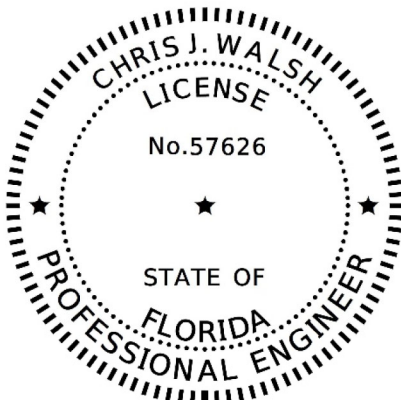
PROJECT #: 10136

PREPARED FOR:

NAIMAT JESUS, LLC

10138 LAKE MIONA WAY

OXFORD, FLORIDA 34484



THIS DOCUMENT 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

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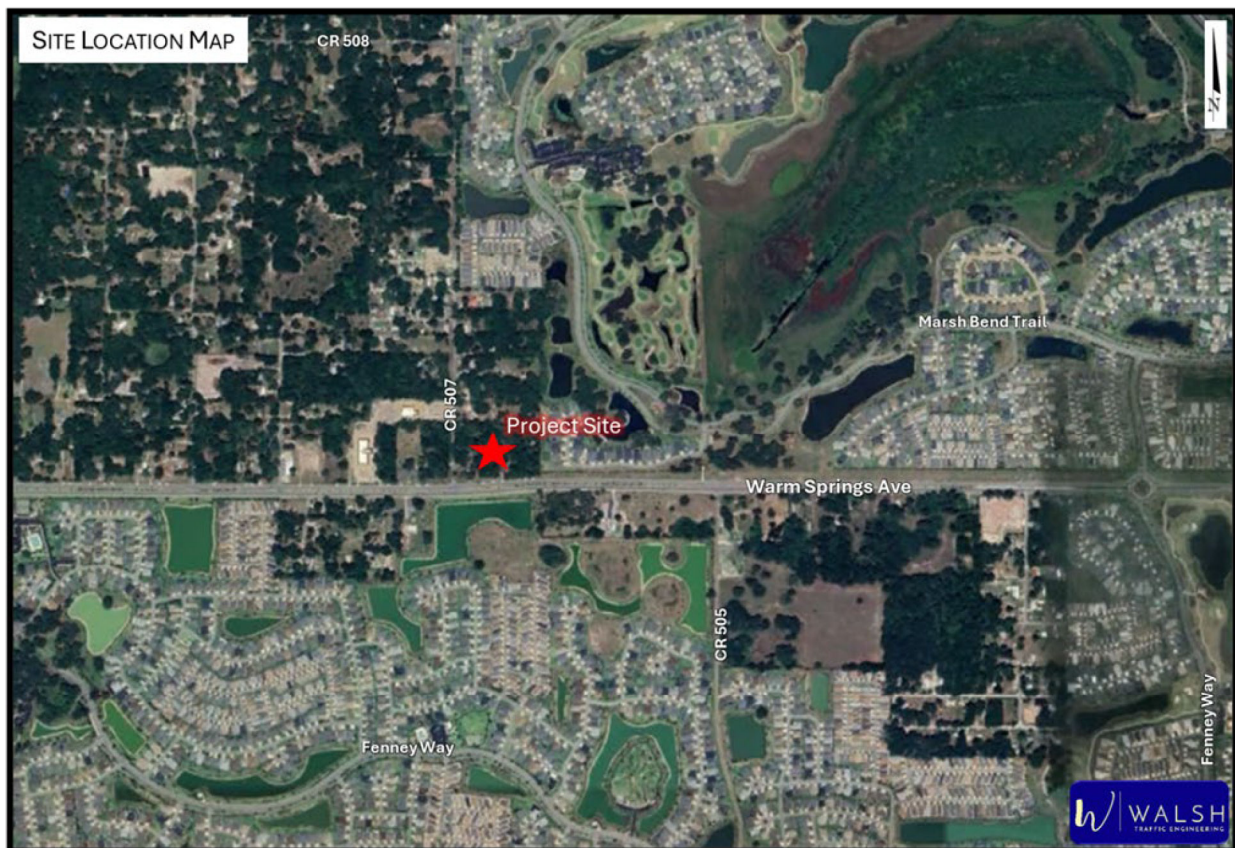
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Appendix B	Traffic Impact Analysis Methodology
Appendix C	Traffic Counts
Appendix D	Existing Conditions Synchro Printouts
Appendix E	Improvement Plans for US 301 at Warm Springs Avenue
Appendix F	Turning Movement Worksheets
Appendix G	Future Conditions (2027) Synchro Printouts
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INTRODUCTION

Walsh Traffic Engineering, LLC (Walsh Traffic) has been retained to conduct a traffic impact analysis for a commercial development proposed in the northeast quadrant of the Warm Springs Avenue/CR 507 intersection in Sumter County, Florida (see *Figure 1*). The parcel ID #'s for the associated property are G29A141, G29A142, G29A143, G29A145, G29A146, and G29A147.

The development is proposed to include 54,100 square-feet of commercial uses, including medical/dental office, professional office, restaurant, and retail uses (a preliminary development plan is provided in *Appendix A*). The property is currently within Sumter County but is proposed to be annexed into the City of Wildwood. A Small-Scale Comprehensive Plan Amendment and concurrent rezoning are proposed. It is proposed to change the Future Land Use (FLU) for the property (~8.0 acres) from Sumter County-Agriculture (AGR) to Wildwood Central Mixed Use (CMU). It is also proposed to change the existing zoning (Sumter County-Rural Residential [RR1]) to Wildwood Central Mixed Use (CMU). The buildout year for this analysis 2027. This study was conducted in accordance with the approved methodology included in *Appendix B*.

Figure 1 - Site Location Map



Project Access

Access to the development is proposed via a full-access driveway on CR 507, approximately 550 feet north of Warm Springs Avenue. Additionally, a right-in/right-out driveway is proposed on Warm Springs Avenue approximately 700 feet east of CR 507.

Study Area

Per the Sumter County TIA Guidelines (June 2022) and as included in the approved methodology, the study area for a Major TIA is to include all roadways located adjacent to the development plus all roadways where the project's peak-hour trips consume three percent (3%) or more of a roadway's two-way peak-hour generalized service volume based on the adopted LOS and committed number of lanes. Additionally, the study area is to include any roadway where the project's trips are projected to exceed 70 peak-hour two-way trips. The study intersections are to include major intersections that are part of the impacted roadways, major intersections within 1,320 feet of the site access, and all site access intersections. The study roadway segments and intersections as included in the approved methodology are summarized below:

Study Roadway Segments

- Warm Springs Avenue – from US 301 to Fenney Wy
- Warm Springs Avenue – from Fenney Wy to CR 513
- Warm Springs Avenue – from CR 513 to CR 507
- Warm Springs Avenue – from CR 507 to Marsh Bend Trl (CR 501)
- Warm Springs Avenue – from Marsh Bend Trl (CR 501) to Sandalwood Dr
- CR 507 – from Warm Springs Ave to CR 508
- US 301 – from Warm Springs Ave to FL Turnpike

Study Intersections

- US 301 at Warm Springs Avenue
- Warm Springs Ave at CR 507
- Warm Springs Ave at Project Driveway
- Warm Springs Ave at Marsh Bend Trail
- CR 507 at Project Driveway Existing Conditions

Existing Volumes

For purposes of this study, AM and PM peak-period turning movement counts, from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, were conducted at the study intersections. *Figure 2* and *Figure 3* summarize the existing AM and PM peak-hour turning movement volumes at the study intersections. The seasonal factor from FDOT's Peak Season Factor Category Report for Sumter County (2023) was then applied to the existing turning movement volumes. Printouts of the traffic counts are provided in *Appendix C*.

Existing Roadway Segment Conditions

The existing AM peak-hour directional volumes on the roadway segments were obtained from the turning movement counts whereas the existing PM peak-hour directional volumes were obtained from the Sumter County 2023 CMP Database (see *Table 1* and *2*).

Table 1 - Existing Roadway Segment Volumes (AM Peak Hour)

Roadway Segment	ID	Existing Volume #1				Existing Volume #2				Applied Existing Volume			
		NB/EB	SB/WB	Source	Year	NB/EB	SB/WB	Source	Year	NB/EB	SB/WB	Source	Year
Warm Springs Avenue													
US 301 to Fenney Wy	3557110	660	357	TMC	2024					660	357	TMC	2024
Fenney Wy to CR 513	3557110	660	357	TMC	2024	679	333	TMC	2024	670	345	TMC	2024
CR 513 to CR 507	3557120	679	333	TMC	2024					679	333	TMC	2024
CR 507 to CR 501	3557120	660	314	TMC	2024	654	385	TMC	2024	657	350	TMC	2024
CR 501 to Sandalwood Dr	3557130	1,056	1,036	TMC	2024					1,056	1,036	TMC	2024
CR 507													
Warm Springs Ave to CR 508		27	27	TMC	2024					27	27	TMC	2024
US 301													
Warm Springs Ave to FL Turnpike	3253210	655	903	TMC	2024					655	903	TMC	2024

Note: Source=TMC - the peak-hour directional volumes were obtained from the approach and departure volumes of the turning movement counts

Table 2 - Existing Roadway Segment Volumes (PM Peak Hour)

Roadway Segment	ID	Applied Existing Volume			
		NB/EB	SB/WB	Source	Year
Warm Springs Avenue					
US 301 to Fenney Wy	3557110	376	472	CMP	2023
Fenney Wy to CR 513	3557110	376	472	CMP	2023
CR 513 to CR 507	3557120	378	548	CMP	2023
CR 507 to CR 501	3557120	378	548	CMP	2023
CR 501 to Sandalwood Dr	3557130	496	521	CMP	2023
CR 507					
Warm Springs Ave to CR 508		45	28	TMC	2024
US 301					
Warm Springs Ave to FL Turnpike	3253210	689	605	CMP	2023

Note: Source=CMP - the peak-hour directional volumes obtained from Sumter County 2023 CMP Database

Source=TMC - the peak-hour directional volumes were obtained from the approach and departure volumes of the turning movement counts

Figure 2 - Existing AM Peak-Hour Traffic Volumes (Year 2024)

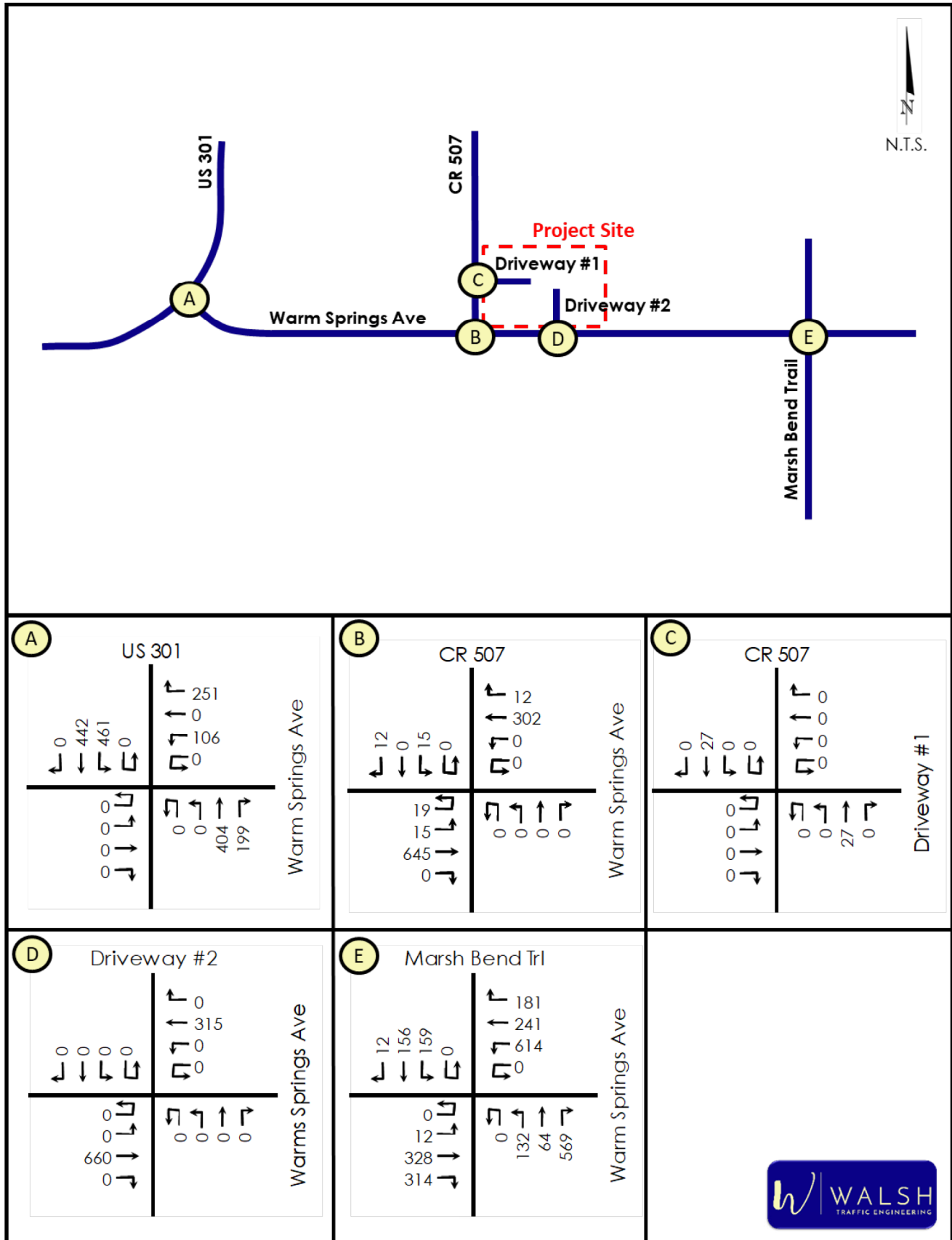
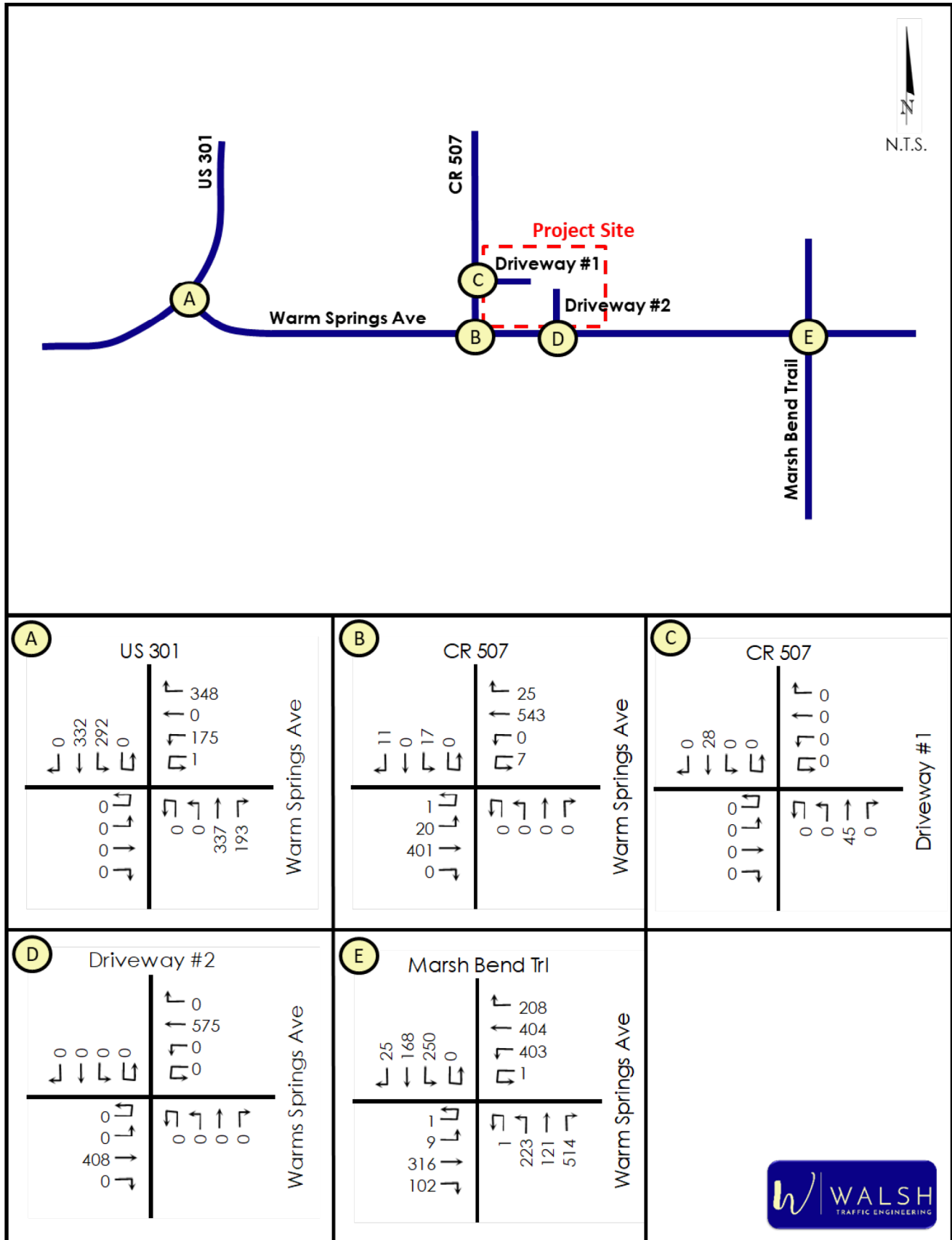


Figure 3 - Existing PM Peak-Hour Traffic Volumes (Year 2024)



The roadway segment volumes were then compared against the generalized service volumes. **Table 3** and **4** show the adopted level of service and generalized service volume under the adopted level of service for each study roadway segment. As shown, with one exception, the existing AM and PM peak-hour volumes for all the study roadway segments are below the generalized service volume thereby indicating that all study roadway segments currently have acceptable operating conditions. The existing AM peak-hour volume on US 301 from Warm Springs Avenue to the Florida Turnpike exceeds the generalized service volume. However, this roadway is committed to be widened to four lanes.

Table 3 - Existing Roadway Segment Operating Conditions (AM Peak Hour)

Roadway Segment	ID	Existing # of Lanes	Adopted LOS	Service Volume (vph)	Source	Existing Volume (vph)		Volume Exceeds Svc Vol?	
						NB/EB	SB/WB	NB/EB	SB/WB
Warm Springs Avenue									
US 301 to Fenney Wy	3557110	4	D	1,665	CMP	660	357	no	no
Fenney Wy to CR 513	3557110	4	D	1,665	CMP	670	345	no	no
CR 513 to CR 507	3557120	4	D	1,665	CMP	679	333	no	no
CR 507 to CR 501	3557120	4	D	1,665	CMP	657	350	no	no
CR 501 to Sandalwood Dr	3557130	4	D	1,748	CMP	1,056	1,036	no	no
CR 507									
Warm Springs Ave to CR 508		2	D	999	ADJ	27	27	no	no
US 301									
Warm Springs Ave to FL Turnpike	3253210	2	D	730	CMP	655	903	no	yes

Note: Source=CMP - Sumter County 2023 CMP Database; ADJ - based on service on similar adjacent roadway

Table 4 - Existing Roadway Segment Operating Conditions (PM Peak Hour)

Roadway Segment	ID	Existing # of Lanes	Adopted LOS	Service Volume (vph)	Source	Existing Volume (vph)		Volume Exceeds Svc Vol?	
						NB/EB	SB/WB	NB/EB	SB/WB
Warm Springs Avenue									
US 301 to Fenney Wy	3557110	4	D	1,665	CMP	376	472	no	no
Fenney Wy to CR 513	3557110	4	D	1,665	CMP	376	472	no	no
CR 513 to CR 507	3557120	4	D	1,665	CMP	378	548	no	no
CR 507 to CR 501	3557120	4	D	1,665	CMP	378	548	no	no
CR 501 to Sandalwood Dr	3557130	4	D	1,748	CMP	496	521	no	no
CR 507									
Warm Springs Ave to CR 508		2	D	999	ADJ	45	28	no	no
US 301									
Warm Springs Ave to FL Turnpike	3253210	2	D	730	CMP	689	605	no	no

Note: Source=CMP - Sumter County 2023 CMP Database; ADJ - based on service on similar adjacent roadway

Existing Intersection Conditions

The AM and PM peak-hour existing operating conditions of the study intersections were evaluated using *Highway Capacity Manual (HCM)* methodologies within the Synchro 11 software. The existing AM and PM peak-hour turning movement volumes, existing roadway geometry, and existing signal timings (where applicable) were utilized in the analyses. **Table 5** summarizes the results of the intersection operational analyses.

With Regards to the US 301/Warm Springs Avenue intersection, the westbound approach currently operates at level of service (LOS) F in both the AM and PM peak hours. However, US 301 is programmed to be widened to a four-lane roadway within the next three years. Additionally, as part of this widening project, the intersection will also be signalized.

At the Warm Springs Avenue/CR 507 intersection, the southbound approach currently operates acceptably under STOP control at LOS B in both the AM and PM peak hours. Further, the southbound approach currently has a volume-to-capacity ratio below 0.1 in both the AM and PM peak hours.

At the Warm Springs Avenue/Marsh Bend Trail signalized intersection, the northbound approach currently operates at LOS F. This failure is due to the heavy northbound right-turn movement which has a v/c ratio of 1.73 in the AM peak hour and 1.21 in the PM peak hour. Printouts of the operational analyses are provided in **Appendix D**.

Table 5 - Existing Intersection Operating Conditions (Year 2024)

Intersection	Control	MOE	AM Peak Hour					PM Peak Hour				
			Approach				Overall Intxn	Approach				Overall Intxn
			EB	WB	NB	SB		EB	WB	NB	SB	
US 301 at Warm Springs Avenue		Delay (sec/veh)	-	637.7	-	-	-	-	142.8	-	-	-
		LOS	-	F	-	-	-	-	F	-	-	-
		Highest V/C	-	4.96	-	-	-	-	1.64	-	-	-
Warm Springs Avenue at CR 507		Delay (sec/veh)	-	-	-	12.0	-	-	-	-	13.5	-
		LOS	-	-	-	B	-	-	-	-	B	-
		Highest V/C	-	-	-	0.057	-	-	-	-	0.067	-
Warm Springs Avenue at Marsh Bend Trail		Delay (sec/veh)	47.5	40.6	299.4	39.5	113.2	39.1	35.3	100.6	26.2	54.8
		LOS	D	D	F	D	F	D	D	F	C	D
		Highest V/C	0.88	0.88	1.73	0.48	-	0.5	0.81	1.21	0.56	-

FUTURE CONDITIONS

As previously conveyed, the proposed development will have a buildout date of 2027.

Committed Roadway Improvements

Improvements programmed for construction within the study area within the next three years within FDOT's Work Program, Sumter County's and Wildwood's Capital Improvements Programs, and the Lake Sumter MPO's Transportation Improvement Program are considered committed for this study. The widening of US 301 from CR 525E to the Florida Turnpike is currently programmed for construction in 2025 (FPID 430132-3). Thus, in the future conditions analysis, US 301 will be evaluated as a four-lane roadway with a signalized intersection at the Warm Springs Avenue intersection. A copy of preliminary intersection improvement plans are provided in *Appendix E*.

Future Background Conditions

ROADWAY SEGMENTS

Future background traffic is the non-project-related traffic projected to utilize the study roadways and intersections. Consistent with the approved methodology, the future background traffic was estimated by applying to the existing volumes the higher of the historical annual growth rate for each roadway as obtained from the Sumter County 2023 CMP Database or a 2% annual growth rate. Additionally, as requested by the County during the methodology review, trips from the Bigham Plaza development (to be located in the southeast quadrant of the Warm Springs Avenue/CR 505 intersection) were included as background traffic based on the September 4, 2023 Traffic Study Report prepared by Wey Engineering, PLLC. Excerpts from this study are provided in *Appendix F. Table 6* and *Table 7* show the resulting future background AM and PM peak-hour directional volumes on the study roadway segments.

INTERSECTIONS

With regards to the future background turning movements, annual growth rates were applied to existing turning movement volumes and the trips from the Bigham Plaza development added. The resulting future background AM and PM peak-hour turning movement volumes are provided in *Figure 4* and *Figure 5*. Turning movement worksheets are provided in *Appendix F*.

Table 6 - Future Background Volumes for Roadway Segments (AM Peak Hour)

Roadway Segment	Applicable Annual Growth Rate	Applied Annual Growth Rate	Existing Volume (vph)			Buildout Year	Volume Growth based on Rate		Bigham Plaza		Applied Growth		Total Background Vol. (vph)	
			NB/EB	SB/WB	Year		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Warm Springs Avenue														
US 301 to Fenney Wy	3.5%	3.5%	660	357	2024	2027	69	37	13	9	82	46	742	403
Fenney Wy to CR 513	3.5%	3.5%	670	345	2024	2027	70	36	13	9	83	45	753	390
CR 513 to CR 507	9.25%	9.25%	679	333	2024	2027	188	92	13	9	201	101	880	434
CR 507 to CR 501	9.25%	9.25%	657	350	2024	2027	182	97	13	9	195	106	852	456
CR 501 to Sandalwood Dr	1.0%	2.0%	1,056	1,036	2024	2027	63	62	1	2	64	64	1,120	1,100
CR 507														
Warm Springs Ave to CR 508	-	2.0%	27	27	2024	2027	2	2	0	0	2	2	29	29
US 301														
Warm Springs Ave to FL Turnpike	1.0%	2.0%	655	903	2024	2027	39	54	7	11	46	65	701	968

Table 7 - Future Background Volumes for Roadway Segments (PM Peak Hour)

Roadway Segment	Applicable Annual Growth Rate	Applied Annual Growth Rate	Existing Volume (vph)			Buildout Year	Volume Growth based on Rate		Bigham Plaza		Applied Growth		Total Background Vol. (vph)	
			NB/EB	SB/WB	Year		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Warm Springs Avenue														
US 301 to Fenney Wy	3.5%	3.5%	376	472	2023	2027	53	66	31	31	84	97	460	569
Fenney Wy to CR 513	3.5%	3.5%	376	472	2023	2027	53	66	31	31	84	97	460	569
CR 513 to CR 507	9.25%	9.25%	378	548	2023	2027	140	203	31	31	171	234	549	782
CR 507 to CR 501	9.25%	9.25%	378	548	2023	2027	140	203	31	31	171	234	549	782
CR 501 to Sandalwood Dr	1.0%	2.0%	496	521	2023	2027	40	42	4	4	44	46	540	567
CR 507														
Warm Springs Ave to CR 508	-	2.0%	45	28	2024	2027	3	2	0	0	3	2	48	30
US 301														
Warm Springs Ave to FL Turnpike	1.0%	2.0%	689	605	2023	2027	55	48	25	25	80	73	769	678

Figure 4 - Future Background (2027) AM Peak-Hour Traffic Volumes

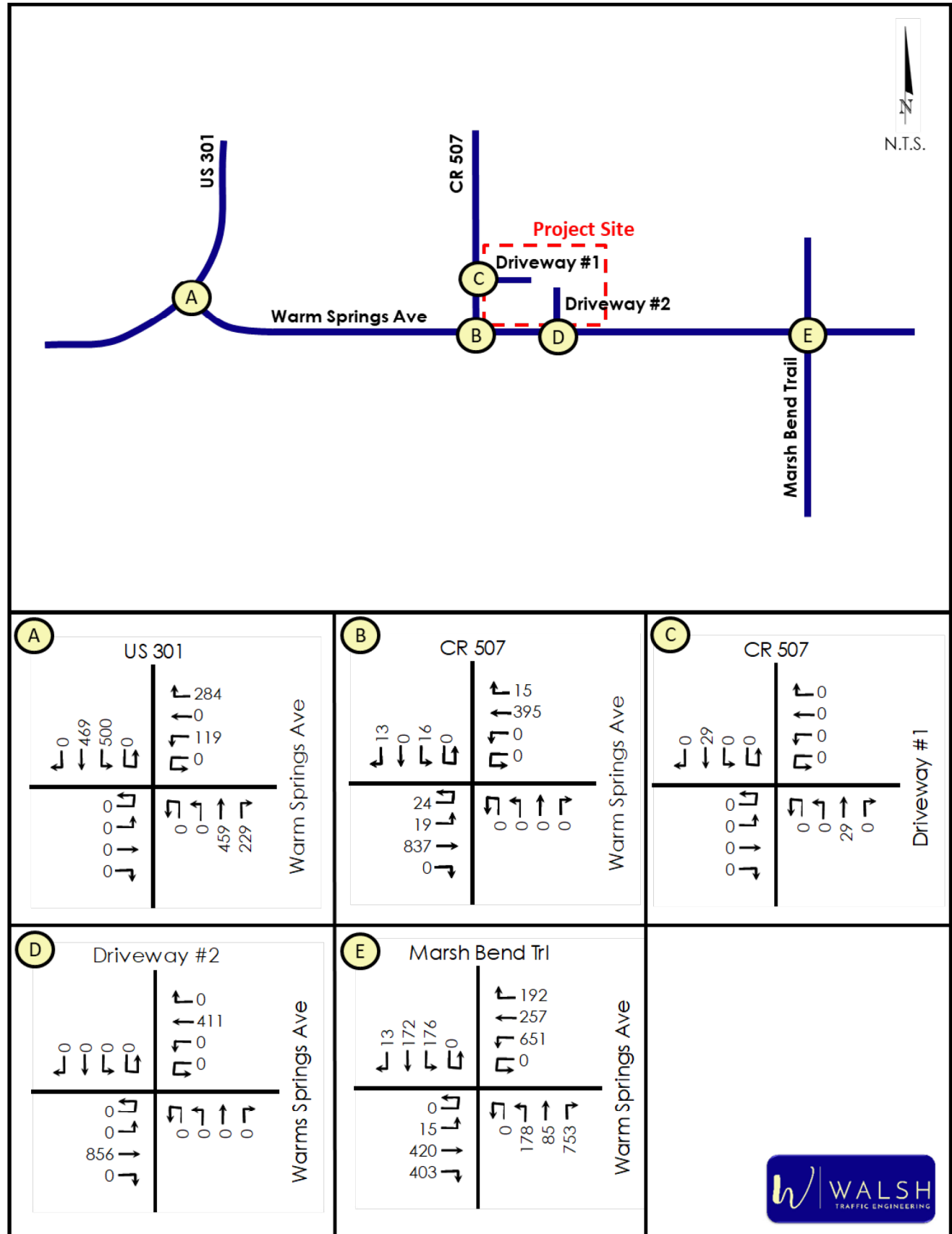
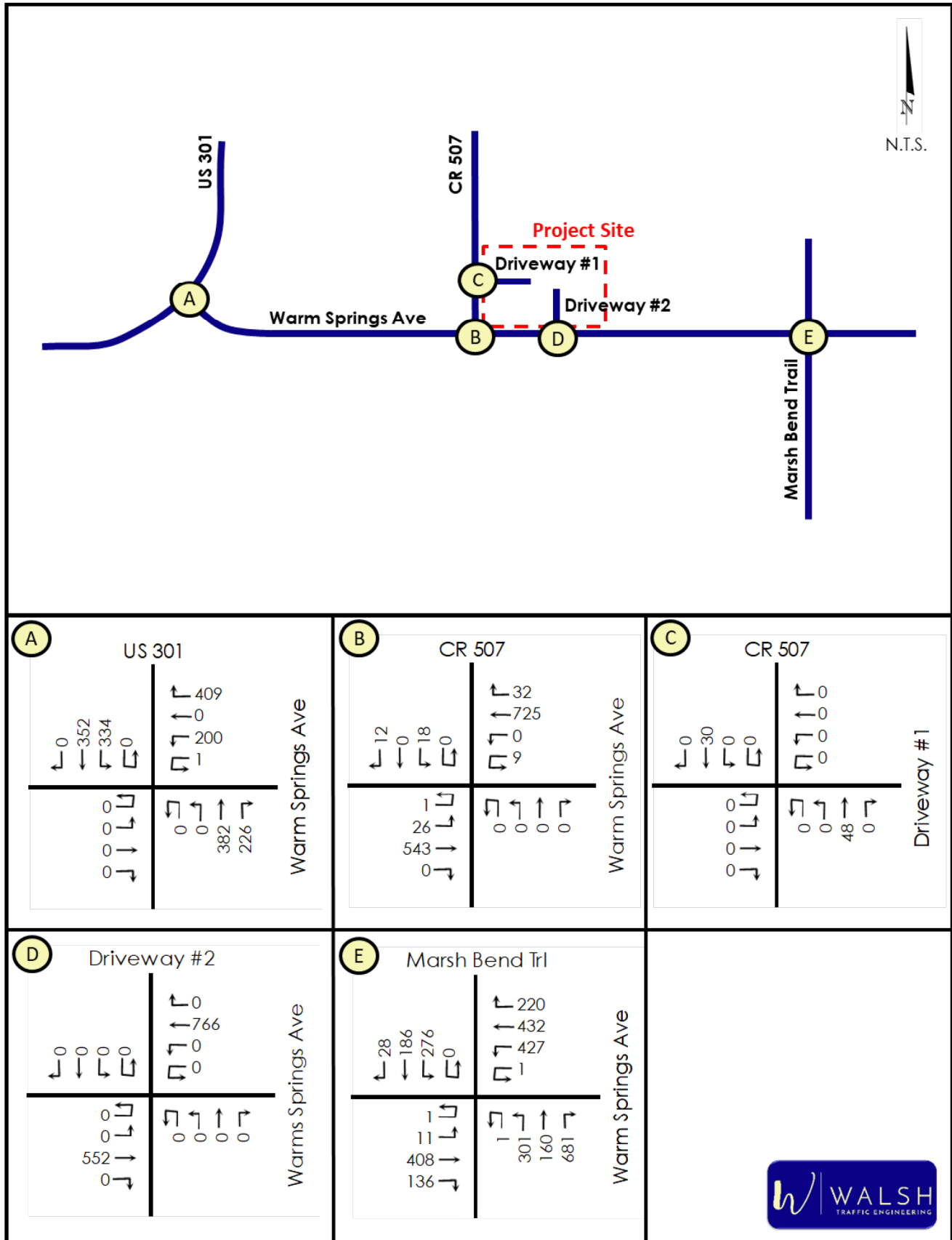


Figure 5 - Future Background (2027) PM Peak-Hour Traffic Volumes



Project Trips

TRIP GENERATION

The total daily, AM peak-hour, and PM peak-hour trip generation potential for the proposed development is provided below based on trip generation equations/rates provided in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition*. As summarized in **Table 8** and as provided in the approved methodology, the proposed development is projected to generate 3,272 total daily trips, 231 total AM peak-hour trips (144 in, 87 out), and 333 total PM peak-hour trips (163 in, 170 out).

Table 8 – Total Trip Generation Projection for Proposed Development

Land Use	ITE Land Use Code	Intensity	Daily		
			Total Trips		
			In	Out	Total
Medical Office	720	21.0 KSF	397	397	794
Retail	822	20.0 KSF	537	537	1,074
Restaurant	932	13.1 KSF	702	702	1,404
Total			1,636	1,636	3,272

Land Use	ITE Land Use Code	Intensity	AM Peak Hour		
			Total Trips		
			In	Out	Total
Medical Office	720	21.0 KSF	47	12	59
Retail	822	20.0 KSF	28	19	47
Restaurant	932	13.1 KSF	69	56	125
Total			144	87	231

Land Use	ITE Land Use Code	Intensity	PM Peak Hour		
			Total Trips		
			In	Out	Total
Medical Office	720	21.0 KSF	25	57	82
Retail	822	20.0 KSF	66	66	132
Restaurant	932	13.1 KSF	72	47	119
Total			163	170	333

Internal capture for the development was estimated based on the NCHRP 674 (copy of the NCHRP spreadsheet estimates are attached). As conveyed in the approved methodology, the internal capture is estimated at 21% in the AM peak hour and 28% in the PM peak hour. However, based on the Sumter County TIA Guidelines (June 2022), internal capture was limited to 20%.

ITE provides a PM peak-hour pass-by trip percentage of 43% for high-turnover sit-down restaurants (LUC 932) and 40% for shopping plazas between 40 ksf and 150 ksf (LUC 821). Although a pass-by rate is not provided for LUC 822, given that this LUC is smaller in size and typically the developments front roads in a more convenient motorists, it is reasonable to expect that LUC 822 has a similar 40% pass-by rate like LUC 821. With all that being said, the PM pass-by trip percentages were limited to 20% based on the Sumter County TIA Guidelines. As summarized in *Table 9* and as included in the approved methodology, the proposed development is projected to generate 185 new external AM peak-hour trips (121 in, 64 out) and 229 new external PM peak-hour trips (111 in, 118 out).

Table 9 – New External Trip Generation Projection for Proposed Development

Land Use	ITE Land Use Code	Intensity	AM Peak Hour													
			Total Trips			Internally Captured Trips			Applied Pass-By Trips				Net New External			
			In	Out	Total	%	In	Out	Total	%	In	Out	Total	In	Out	Total
Medical Office	720	21.0 KSF	47	12	59	32.2%	9	10	19	0.0%	0	0	0	38	2	40
Retail	822	20.0 KSF	28	19	47	19.1%	5	4	9	0.0%	0	0	0	23	15	38
Restaurant	932	13.1 KSF	69	56	125	14.4%	9	9	18	0.0%	0	0	0	60	47	107
Total			144	87	231	19.9%	23	23	46	0.0%	0	0	0	121	64	185

Land Use	ITE Land Use Code	Intensity	PM Peak Hour													
			Total Trips			Internally Captured Trips			Applied Pass-By Trips				Net New External			
			In	Out	Total	%	In	Out	Total	%	In	Out	Total	In	Out	Total
Medical Office	720	21.0 KSF	25	57	82	8.5%	2	5	7	0.0%	0	0	0	23	52	75
Retail	822	20.0 KSF	66	66	132	22.7%	16	14	30	20.0%	10	10	20	40	42	82
Restaurant	932	13.1 KSF	72	47	119	24.4%	15	14	29	20.0%	9	9	18	48	24	72
Total			163	170	333	19.8%	33	33	66	14.2%	19	19	38	111	118	229

TRIP DISTRIBUTION

The trip distribution pattern defines the primary corridors that will be traveled by the new external traffic generated by the project. The approved trip distribution for the new external trips, as included in the approved methodology, was estimated based on the CFRPM version 7. The approved trip distribution is shown in *Figure 6*.

The new external AM and PM peak-hour project trips were then assigned to the study roadways and intersections based on the trip distribution. *Figure 7* and *Figure 8* show the AM and PM peak-hour new external trips, assigned to the study intersections.

Figure 6 - Trip Distribution (New External Trips)

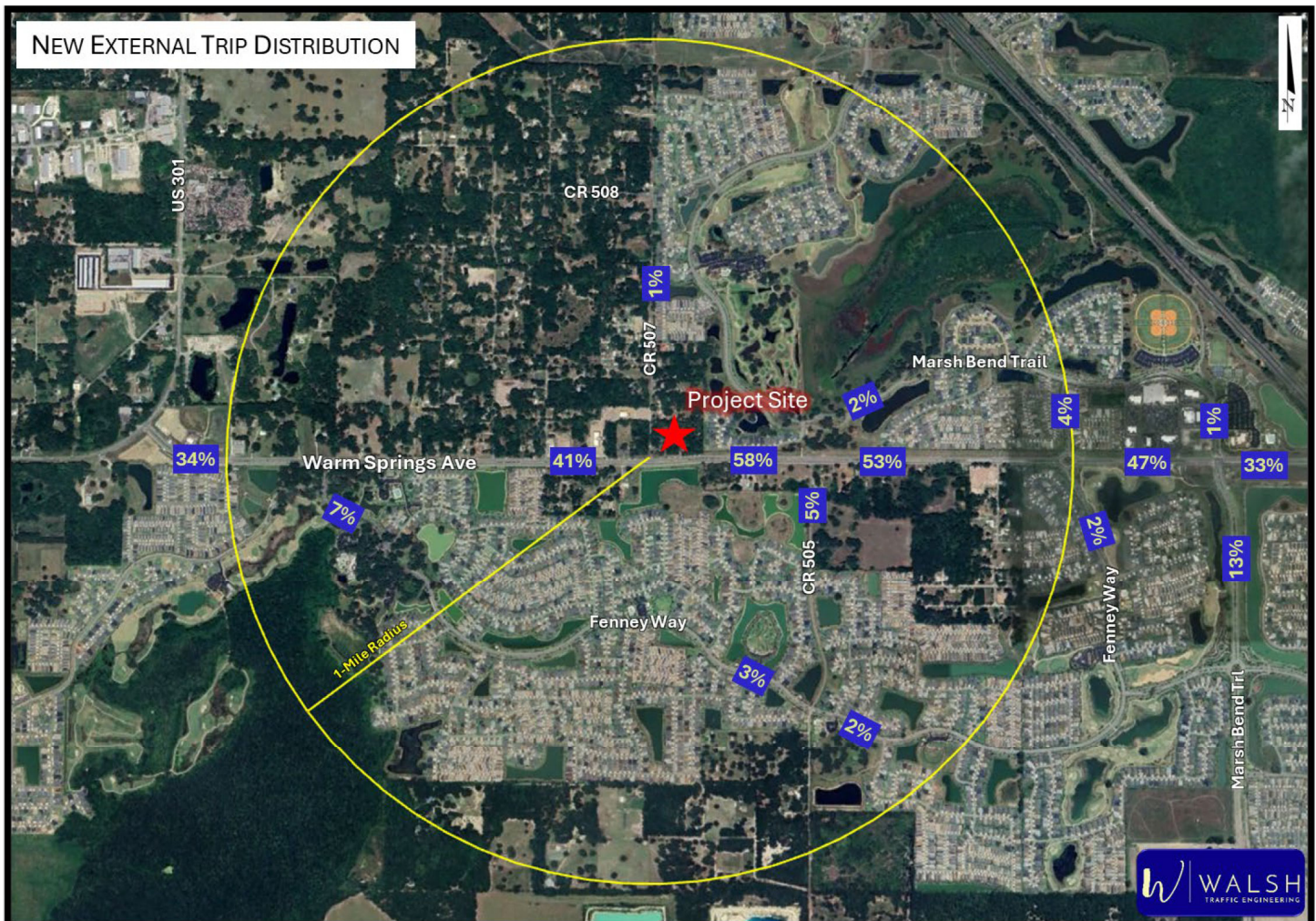


Figure 7 – New External Project Trips (AM Peak Hour)

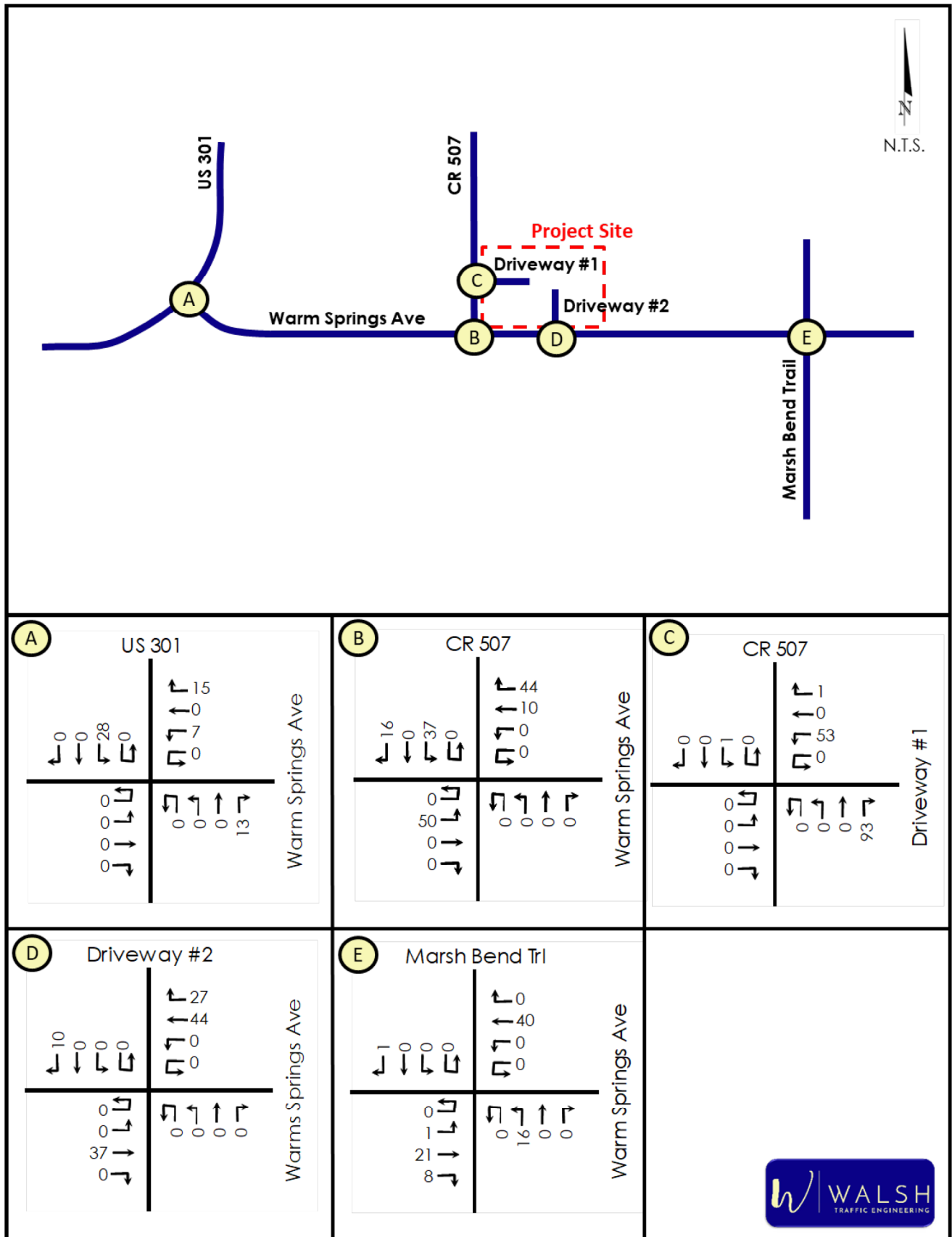
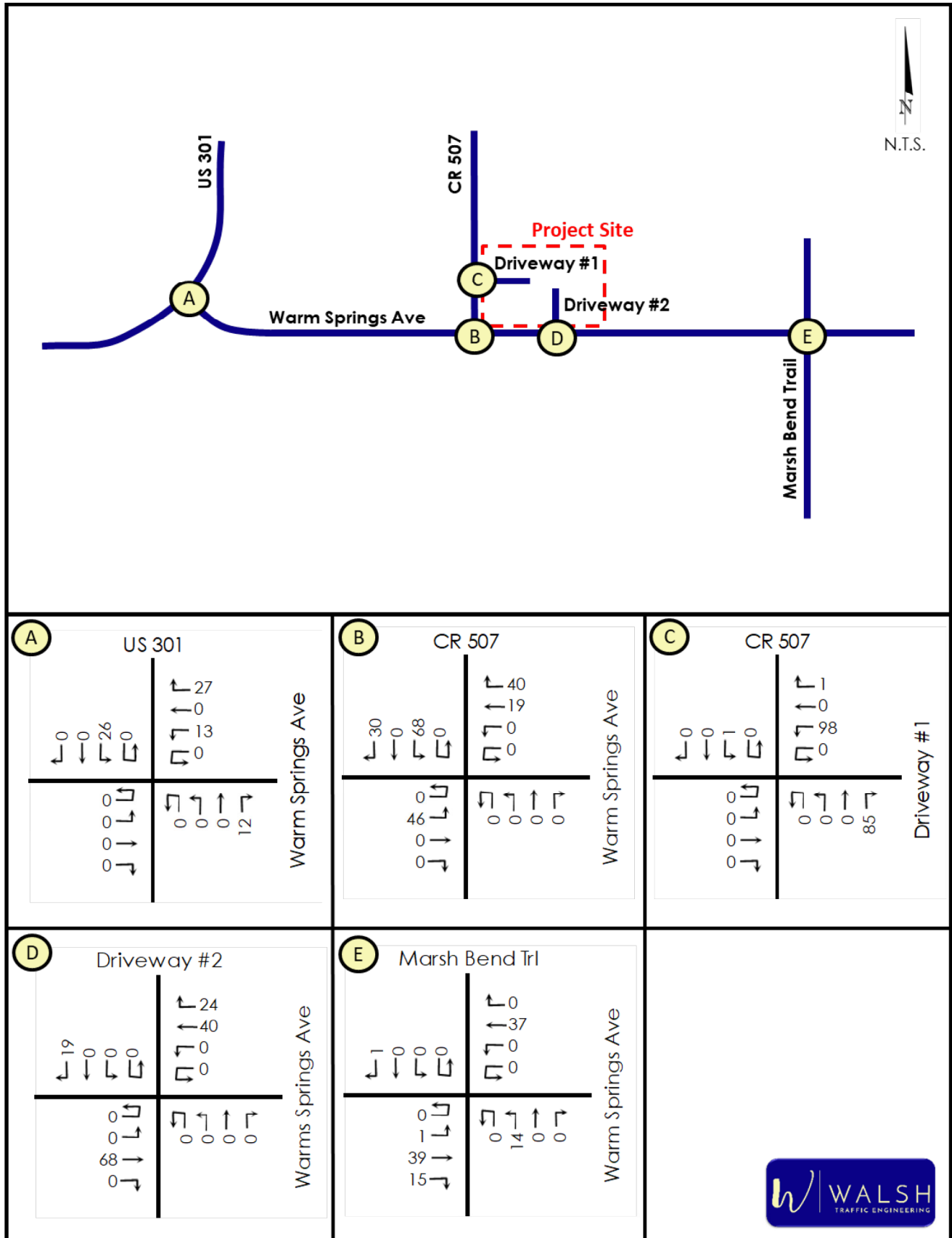
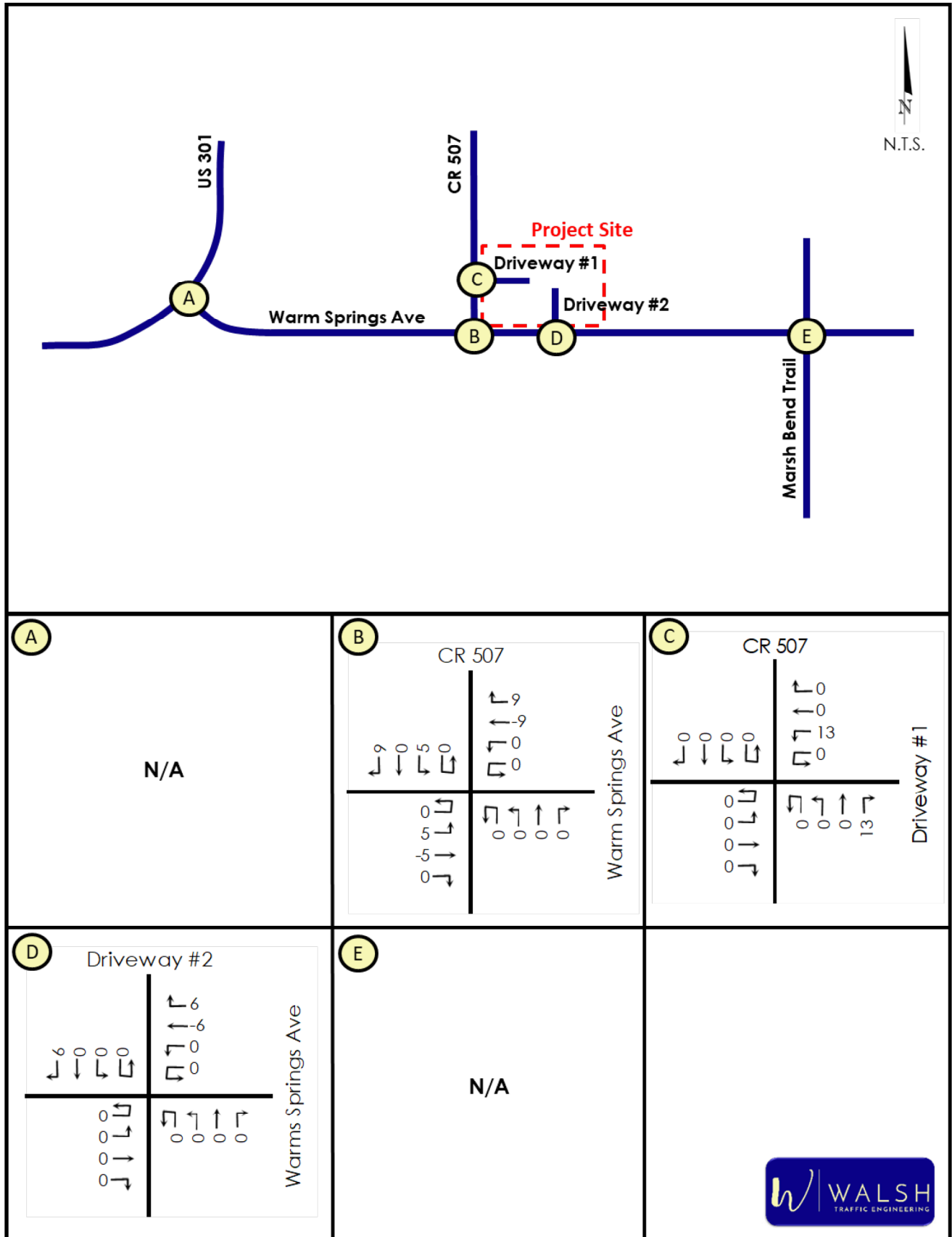


Figure 8 – New External Project Trips (PM Peak Hour)



Pass-by trip distribution was assessed separately taking into consideration the directional volume of traffic on the adjacent roadways and the ease of access from the adjacent roadways. Given that pass-by trips are only estimated for the PM peak hour, that the majority of traffic on Warm Springs Avenue will be westbound and that the development is located on the north side of Warm Springs Avenue (which is more convenient for westbound motorists), 75% of the pass-by trips are projected to come from westbound traffic on Warm Springs Avenue with the 25% coming from eastbound traffic. The resulting PM pass-by trips from the proposed development are summarized in *Figure 9*.

Figure 9 – Pass-By Project Trips (PM Peak Hour)



Future Buildout Conditions

ROADWAY SEGMENTS

The total projected AM and PM peak-hour directional volumes for the study roadway segments were calculated by adding the project trips to the future background volume projections. The AM and PM peak-hour operating conditions of the study roadway segments were then analyzed by comparing total projected AM and PM peak-hour directional segment volumes to each roadway segment's generalized service volume. **Table 10** and **Table 11** summarize the total PM peak-hour directional volumes in year 2027 on the roadway segments at build out of the development. As summarized below, the projected volumes on all study roadway segments are below the generalized service volumes indicating all study roadways are projected to operate acceptably at buildout of the development.

Table 10 - Year 2027 Roadway Segment Volumes and Operating Conditions (AM Peak Hour)

Roadway Segment	ID	Buildout # of Lanes	Adopted LOS	Total Background Volume (vph)		Project Trips			Total Buildout Volume (vph)		Service Volume (vph)	Volume Exceeds Svc Vol?	
				NB/EB	SB/WB	% Assign	Volume (vph)		NB/EB	SB/WB		NB/EB	SB/WB
							NB/EB	SB/WB					
Warm Springs Avenue													
US 301 to Fenney Wy	3557110	4	D	742	403	34.0%	41	22	783	425	1,665	no	no
Fenney Wy to CR 513	3557110	4	D	753	390	41.0%	50	26	803	416	1,665	no	no
CR 513 to CR 507	3557120	4	D	880	434	41.0%	50	26	930	460	1,665	no	no
CR 507 to CR 501	3557120	4	D	852	456	58.0%	37	70	889	526	1,665	no	no
CR 501 to Sandalwood Dr	3557130	4	D	1,120	1,100	33.0%	21	40	1,141	1,140	1,748	no	no
CR 507													
Warm Springs Ave to CR 508		2	D	29	29	1.0%	1	1	30	30	999	no	no
US 301													
Warm Springs Ave to FL Turnpike	3253210	4	D	701	968	23.0%	15	28	716	996	1,810	no	no

Table 11 – Year 2027 Roadway Segment Volumes and Operating Conditions (PM Peak Hour)

Roadway Segment	ID	Buildout # of Lanes	Adopted LOS	Total Background Volume (vph)		Project Trips			Total Buildout Volume (vph)		Service Volume (vph)	Volume Exceeds Svc Vol?	
				NB/EB	SB/WB	% Assign	Volume (vph)		NB/EB	SB/WB		NB/EB	SB/WB
							NB/EB	SB/WB					
Warm Springs Avenue													
US 301 to Fenney Wy	3557110	4	D	460	569	34.0%	38	40	498	609	1,665	no	no
Fenney Wy to CR 513	3557110	4	D	460	569	41.0%	46	48	506	617	1,665	no	no
CR 513 to CR 507	3557120	4	D	549	782	41.0%	46	48	595	830	1,665	no	no
CR 507 to CR 501	3557120	4	D	549	782	58.0%	68	65	617	847	1,665	no	no
CR 501 to Sandalwood Dr	3557130	4	D	540	567	33.0%	39	37	579	604	1,748	no	no
CR 507													
Warm Springs Ave to CR 508		2	D	48	30	1.0%	1	1	49	31	999	no	no
US 301													
Warm Springs Ave to FL Turnpike	3253210	4	D	769	678	23.0%	27	26	796	704	1,810	no	no

INTERSECTIONS

For purposes of analyzing the study intersections at buildout of the development, AM and PM peak-hour turning movement projections were calculated by adding the future background volume projections from *Figures 4* and *5* and the project trips from *Figures 7* through *9*. The resulting total AM and PM peak-hour turning movement projections at buildout of the development are summarized in *Figures 10* and *11* on the following pages.

The AM and PM peak-hour operating conditions for the study intersections were analyzed at build out of the proposed development in year 2027 using the projected turning movements, committed roadway geometry, and existing signal timings (where applicable). Based on the analyses, all movements at the STOP-controlled intersections, including at the two project driveways, are projected to operate acceptably at buildout of the development. Additionally, as shown in *Table 12*, the US 301/Warm Springs Avenue signalized intersection is projected to have acceptable operations at buildout of the development. However, the Warm Springs Avenue at Marsh Bend Trail intersection is projected to have deficiencies at buildout of the development in 2027, under existing signal timings. This intersection is further addressed on the following pages. Printouts of the operational analyses are provided in *Appendix G*.

Table 12 - Future Buildout Intersection Operating Conditions (Year 2027)

Intersection	Control	MOE	AM Peak Hour					PM Peak Hour				
			Approach				Overall Intxn	Approach				Overall Intxn
			EB	WB	NB	SB		EB	WB	NB	SB	
US 301 at Warm Springs Avenue		Delay (sec/veh)	-	36.3	25.7	18.7	24.5	-	29.7	26.2	21.2	25.5
		LOS	-	D	C	B	C	-	C	C	C	C
		Highest V/C	-	0.88	0.75	0.81	-	-	0.9	0.74	0.76	-
Warm Springs Avenue at CR 507		Delay (sec/veh)	-	-	-	17.9	-	-	-	-	29.1	-
		LOS	-	-	-	C	-	-	-	-	D	-
		Highest V/C	-	-	-	0.253	-	-	-	-	0.514	-
CR 507 at Driveway #1		Delay (sec/veh)	-	9.4	-	-	-	-	9.9	-	-	-
		LOS	-	A	-	-	-	-	A	-	-	-
		Highest V/C	-	0.071	-	-	-	-	0.143	-	-	-
Warm Springs Avenue at Driveway #2		Delay (sec/veh)	-	-	-	10.1	-	-	-	-	11.8	-
		LOS	-	-	-	B	-	-	-	-	B	-
		Highest V/C	-	-	-	0.016	-	-	-	-	0.049	-
Warm Springs Avenue at Marsh Bend Trail		Delay (sec/veh)	59.3	49.2	668.7	59.6	240.7	43.7	36.6	215.6	30.9	98.4
		LOS	E	D	F	E	F	D	D	F	C	F
		Highest V/C	0.93	0.91	2.82	0.66	-	0.74	0.82	1.66	0.64	-

Figure 10 - Future Buildout (2027) AM Peak-Hour Traffic Volumes

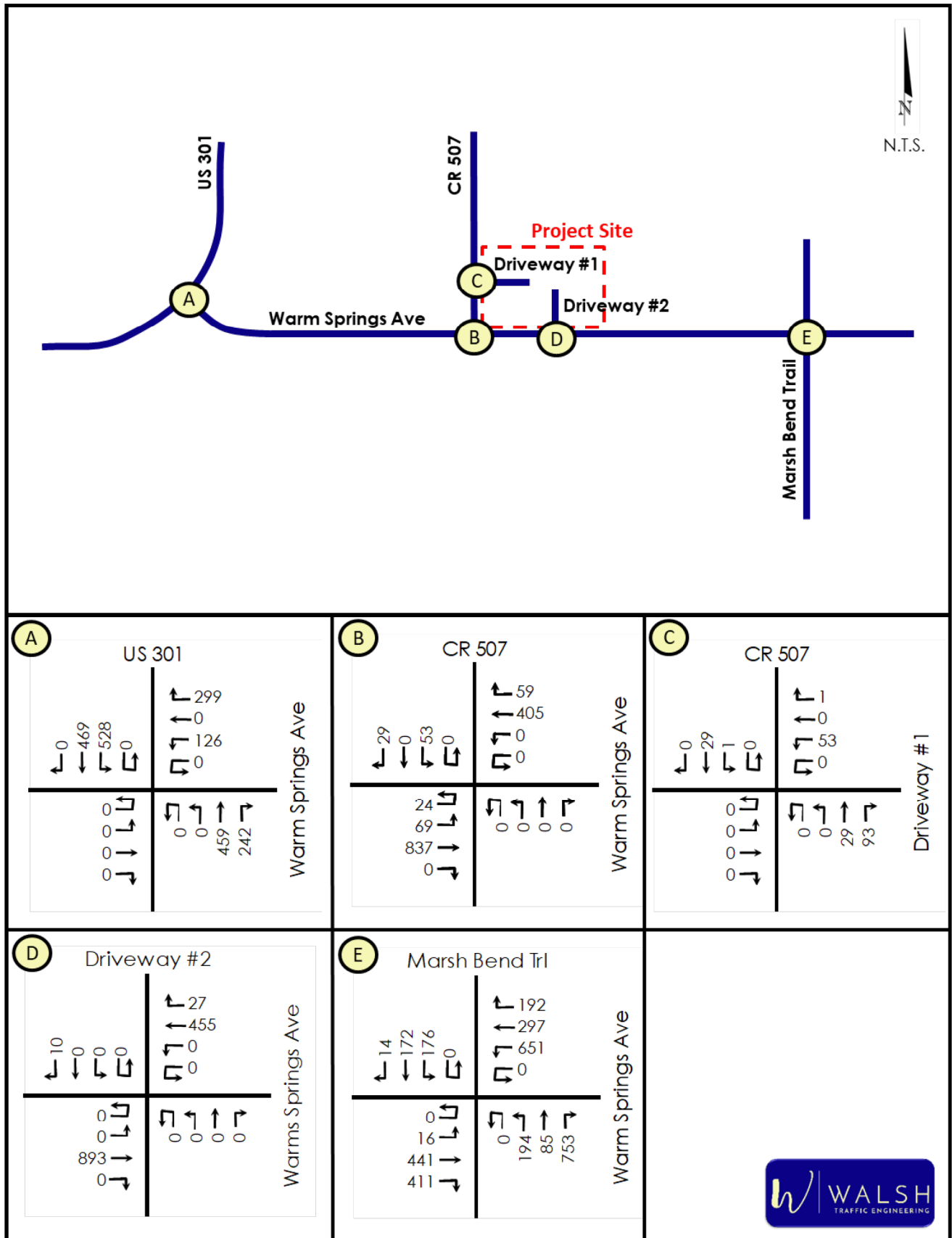
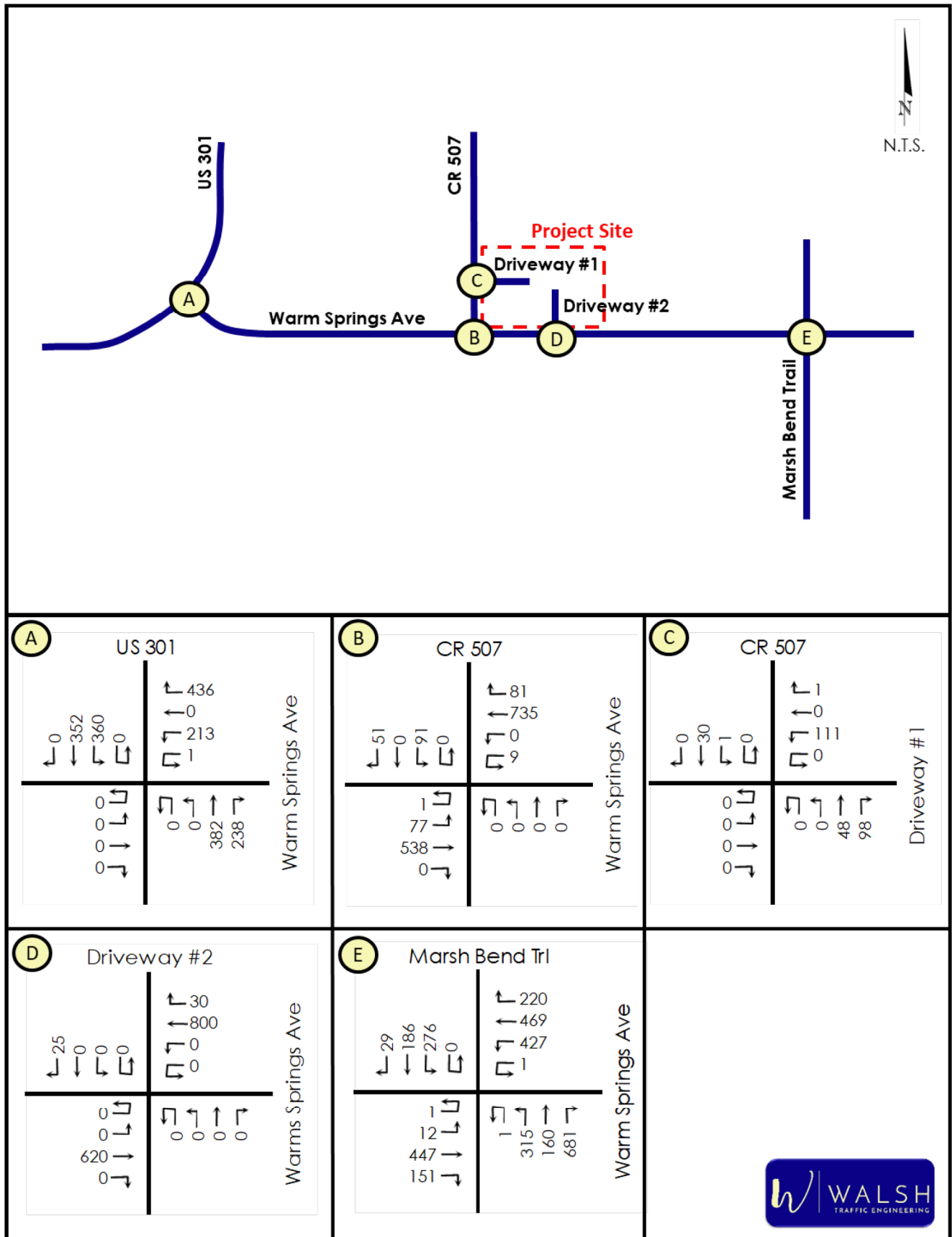


Figure 11 - Future Buildout (2027) AM Peak-Hour Traffic Volumes



Warm Springs Avenue at Marsh Bend Trail

As previously conveyed, the Warm Springs Avenue at Marsh Bend Trail signalized intersection is projected to have deficiencies at buildout of the development in 2027, under existing signal timings. The intersection is also currently deficient under existing conditions. The intersection was analyzed under future background (year 2027) conditions with existing timings upon which it was also concluded that the intersection is also deficient under this scenario. Even upon optimizing the signal timings, as shown in **Table 13**, the intersection is still projected to be deficient in the AM hour with multiple movements projected to have v/c ratios in excess of 1.0. However, the background deficiency is addressed by providing an eastbound right-turn overlap (with the northbound left-turn movement) and a northbound right-turn overlap (with the westbound left-turn movement).

With regards to the buildout conditions of the Warm Springs Avenue at Marsh Bend Trail intersection, it was also concluded that signal timing optimizations will not achieve acceptable operating conditions. However, as summarized in **Table 13**, the intersection is projected to have acceptable operating conditions with the same improvement needed to address the background deficiency (provision of an eastbound right-turn overlap and northbound right-turn overlap).

Table 13 – Warm Springs Ave/Marsh Bend Trl Intersection Operating Conditions (Year 2027)

Scenario	MOE	AM Peak Hour					PM Peak Hour				
		Approach				Overall Intxn	Approach				Overall Intxn
		EB	WB	NB	SB		EB	WB	NB	SB	
Background (Existing Timings)	Delay (sec/veh)	58.3	49.4	662.5	56.5	240.2	42.6	36.5	217.0	30.2	99.7
	LOS	E	D	F	E	F	D	D	F	C	F
	Highest V/C	0.93	0.91	2.78	0.62	-	0.67	0.82	1.66	0.65	-
Background (Optimized Timings)	Delay (sec/veh)	180.5	52.6	215.9	37.2	133.3	73.5	58.5	50.3	28.3	53.6
	LOS	F	D	F	D	F	E	E	D	C	D
	Highest V/C	1.54	0.93	1.50	0.59	-	0.89	0.91	1.00	0.67	-
Background (with EBR/NBR Overlaps)	Delay (sec/veh)	66.4	41.2	53.5	37.0	50.9	54.5	50.2	27.9	29.8	39.0
	LOS	E	D	D	D	D	D	D	C	C	D
	Highest V/C	0.98	0.88	0.99	0.56	-	0.81	0.89	0.81	0.68	-
Buildout (Existing Timings)	Delay (sec/veh)	59.3	49.2	668.7	59.6	240.7	43.7	36.6	215.6	30.9	98.4
	LOS	E	D	F	E	F	D	D	F	C	F
	Highest V/C	0.93	0.91	2.82	0.66	-	0.74	0.82	1.66	0.64	-
Buildout (with EBR/NBR Overlaps)	Delay (sec/veh)	64.8	40.7	53.3	38.0	50.4	60.0	50.2	25.0	30.9	40.6
	LOS	E	D	D	D	D	E	D	C	C	D
	Highest V/C	0.97	0.88	0.99	0.56	-	0.89	0.89	0.81	0.69	-

Per Florida Statutes 163.3180(5)(h)4:

A “transportation deficiency” means a facility or facilities on which the adopted level of service standard is exceeded by the existing, committed, and vested trips, plus additional projected background trips from any source other than the development project under review...

Further, it conveys under F.S. 163.3180(5)(h)2b:

If any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project’s proportionate-share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation. The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility. The development’s proportionate share shall be calculated only for the needed transportation improvements that are greater than the identified deficiency.

Therefore, because the needed improvements for buildout are the same as those needed to mitigate a deficiency that is projected without the project, the development is not responsible to mitigate impacts to this intersection.

Project Driveway Turn-Lane Analysis

CR 507 at Driveway #1

An evaluation was conducted using procedures documented in the *NCHRP Report 457: Evaluating Intersection Improvements* to determine if projected traffic volumes at the proposed driveway (Driveway #1) on CR 507 meet the minimum requirements for a northbound right-turn lane on CR 507. Based on the results of the analysis, a northbound right-turn lane is not warranted at Driveway #1. See ***Appendix H*** for the turn-lane analysis worksheets.

Given that the AM and PM peak-hour southbound left-turn volume on CR 507 at Driveway #1 is only one vehicle, a southbound left-turn lane is not warranted at the driveway.

Warm Springs Avenue at Driveway #2

An evaluation was conducted using procedures documented in the *NCHRP Report 457: Evaluating Intersection Improvements* to determine if projected traffic volumes at the proposed driveway (Driveway #2) on Warm Springs meet the minimum requirements for a westbound right-turn lane on Warm Springs Avenue. Based on the results of the analysis, a westbound right-turn lane is not warranted at Driveway #12. See ***Appendix H*** for the turn-lane analysis worksheets.

Pedestrian, Bicycle, and Transit Considerations

Below is a discussion of multi-modal considerations for the project:

Pedestrian/Bicycle Facilities – Sidewalks are provided on the south side of Warm Springs Avenue, but not along the north side. Additionally, sidewalks are not provided along either side of CR 507. However, sidewalks will be provided within the development to accommodate pedestrians walking to the front of the buildings.

Bike lanes are currently provided along Warm Springs Avenue. A keyhole bike lane will be provided within the new northbound right-turn lane proposed at Driveway #1.

Transit - There is no fixed-route transit service provided in close proximity to the proposed development. However, door-to-door shuttle service is provided in coordination with Sumter County and the Florida Commission for Transportation Disadvantaged.

CONCLUSIONS

A traffic impact analysis was prepared for a commercial development proposed in the northeast quadrant of the Warm Springs Avenue/CR 507 intersection in Sumter County, Florida. Below is a summary of the findings of the study:

■ Roadway Segments:

- Based on the analyses, all study roadway segments currently operate acceptably with the exception of US 301 from Warm Springs Avenue to the Florida Turnpike. However, this roadway is committed to be widened to four lanes by FDOT.
- Under future buildout conditions in year 2027, all roadway segments are projected to operate acceptably.

■ Study Intersections:

- The US 301/Warm Springs Avenue intersection currently operates unacceptably under the current minor-street STOP control. However, as part of FDOT's widening project, US 301 through this intersection will be widened and signalization provided. This intersection will operate acceptably at buildout in year 2027 with the committed FDOT improvements.
- The southbound approach at the minor-street STOP controlled intersection of Warm Springs Avenue at CR 507 currently operates acceptably and will continue to operate acceptably at buildout of the development in 2027.
- The signalized intersection of Warm Springs Avenue currently has deficiencies and is projected to continue to have deficiencies at project buildout in 2027 due to the heavy northbound right-turn volume. The identified deficiencies can be addressed with providing an eastbound right-turn overlap and northbound right-turn overlap. Because the needed improvements for buildout are the same as those needed to mitigate deficiencies that are projected without the project, the development is not responsible to mitigate impacts to this intersection per Florida Statutes 163.3180.

■ CR 507 at Project Driveway (Driveway #1)

- This intersection is projected to operate well under minor-street STOP control at buildout of the development. Further, neither a northbound right-turn lane nor a southbound left-turn lane is warranted on CR 507 at this driveway location.

■ Warm Springs Avenue at Project Driveway (Driveway #2)

- This intersection is projected to operate well under minor-street STOP control at buildout of the development. Further, a westbound right-turn lane is not warranted on Warm Springs Avenue at this driveway location.

Appendix A

Preliminary Development Plan

Appendix B

Traffic Impact Analysis Methodology

Print

Sumter County Traffic Impact Analysis (TIA) - Submission #1270850

Date Submitted: 7/10/2024

First Name*	Last Name*	Email Address*
Chris	Walsh	chris.walsh@walshtraffic.com

Name of Project:*

Warm Springs at CR 507 Commercial Development

Phone*	Parcel Number*
386 801-5682	G29A141, G29A142, G29A143, G29A145, G29A146, G29A147

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

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

10136-Wildwood Warm Springs - TIA Methodology -7-6-24.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

☐ City of Wildwood

☒ Unincorporated Sumter County

Link

[FDOT Systems Implementation Office](#)

Link

[FDOT Roadway Design - Florida Greenbook](#)

Link

[Lake-Sumter MPO](#)

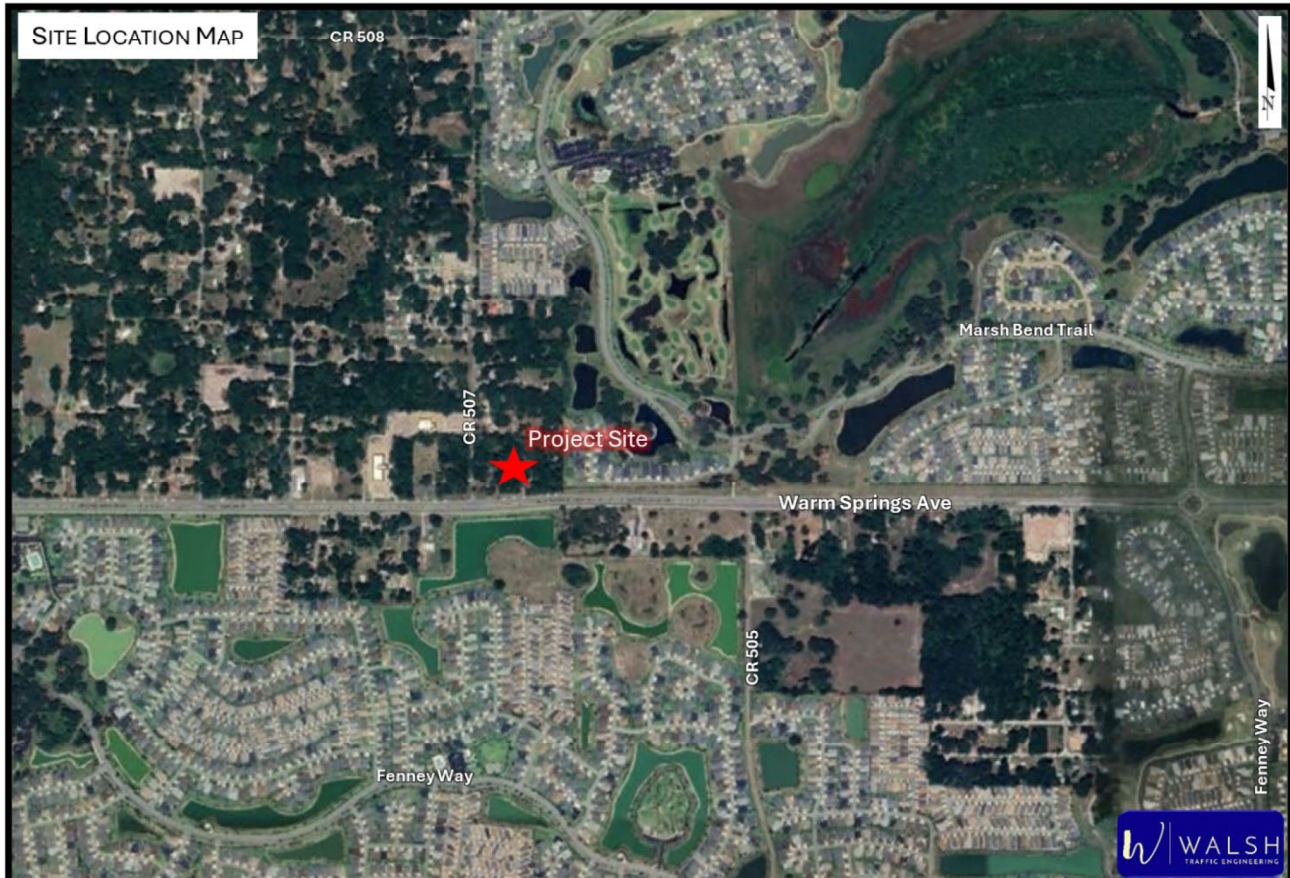
Link

[FDOT Traffic Information](#)

MEMORANDUM

To: Mr. Matthew Tadlock
From: Mr. Chris J. Walsh, P.E.
Date: July 6, 2024
Subject: Warm Springs at CR 507 Commercial Development Traffic Impact Analysis Methodology
Sumter County, Florida

Walsh Traffic Engineering, LLC (Walsh Traffic) has been retained to conduct a traffic impact analysis (TIA) for a commercial development proposed in the northeast quadrant of the Warm Springs Avenue/CR 507 intersection in Sumter County, Florida (see **Site Location Map** below). Parcel ID #s include G29A141, G29A142, G29A143, G29A145, G29A146, and G29A147. For the purposes of this analysis, the development is proposed to include a 54,100 square-foot of commercial uses, including medical/dental office, professional office, restaurant, and retail uses (a preliminary development plan is attached). The property is currently within Sumter County, but is proposed to be annexed into the City of Wildwood. Currently, a Small Scale Comprehensive Plan Amendment and concurrent rezoning are proposed. It is proposed to change the Future Land Use (FLU) for the property (~8.0 acres) from Sumter County-Agriculture (AGR) to Wildwood Central Mixed Use (CMU). It is also proposed to change the existing zoning (Sumter County-Rural Residential [RR1]) to Wildwood Central Mixed Use (CMU). The buildout year for this analysis 2027. Given that the proposed development is projected to generate more than 1,000 daily trips, this memorandum is intended to serve as a methodology for a Major Traffic Impact Analysis in accordance with the Sumter County TIA Guidelines (June 2022).



Access

Access to the development is proposed via two right-in/right-out driveway connections on Warm Springs Avenue and a full-access driveway on CR 507.

Trip Generation

The total daily, AM peak-hour, and PM peak-hour trip generation potential for the proposed development is provided below based on trip generation equations/rates provided in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition*. As summarized below in **Table 1**, the proposed development is projected to generate 3,272 total daily trips, 231 total AM peak-hour trips (144 in, 87 out), and 333 total PM peak-hour trips (163 in, 170 out).

Table 1 – Total Trip Generation Summary

Land Use	ITE Land Use Code	Intensity	Daily		
			Total Trips		
			In	Out	Total
Medical Office	720	21.0 KSF	397	397	794
Retail	822	20.0 KSF	537	537	1,074
Restaurant	932	13.1 KSF	702	702	1,404
Total			1,636	1,636	3,272

Land Use	ITE Land Use Code	Intensity	AM Peak Hour		
			Total Trips		
			In	Out	Total
Medical Office	720	21.0 KSF	47	12	59
Retail	822	20.0 KSF	28	19	47
Restaurant	932	13.1 KSF	69	56	125
Total			144	87	231

Land Use	ITE Land Use Code	Intensity	PM Peak Hour		
			Total Trips		
			In	Out	Total
Medical Office	720	21.0 KSF	25	57	82
Retail	822	20.0 KSF	66	66	132
Restaurant	932	13.1 KSF	72	47	119
Total			163	170	333

Internal capture for the development was estimated based on the NCHRP 674 (copy of the NCHRP spreadsheet estimates are attached). The internal capture is estimated at 21% in the AM peak hour and 28% in the PM peak hour. However, based on the Sumter County TIA Guidelines (June 2022), internal capture was limited to 20%.

ITE provides a PM peak-hour pass-by trip percentage of 43% for high-turnover sit-down restaurants (LUC 932) and 40% for shopping plazas between 40 ksf and 50 ksf (LUC 821). Although a pass-by rate is not provided for LUC 822, given that this LUC is smaller in size and typically the developments front roads in a more convenient motorists, it is reasonable to expect that LUC 822 has a similar 40% pass-by rate like LUC 821. With all that being said, the PM pass-by trip percentages were limited to 20% based on the Sumter County TIA Guidelines. As summarized in **Table 2**, the proposed development is projected to generate 185 new external AM peak-hour trips (121 in, 64 out) and 229 new external PM peak-hour trips (111 in, 118 out).

Table 2 – New External Trip Generation Summary

Land Use	ITE Land Use Code	Intensity	AM Peak Hour												Net New External		
			Total Trips			Internally Captured Trips			Applied Pass-By Trips								
			In	Out	Total	%	In	Out	Total	%	In	Out	Total	In	Out	Total	
Medical Office	720	21.0 KSF	47	12	59	32.2%	9	10	19	0.0%	0	0	0	38	2	40	
Retail	822	20.0 KSF	28	19	47	19.1%	5	4	9	0.0%	0	0	0	23	15	38	
Restaurant	932	13.1 KSF	69	56	125	14.4%	9	9	18	0.0%	0	0	0	60	47	107	
Total			144	87	231	19.9%	23	23	46	0.0%	0	0	0	121	64	185	

Land Use	ITE Land Use Code	Intensity	PM Peak Hour													
			Total Trips			Internally Captured Trips			Applied Pass-By Trips				Net New External			
			In	Out	Total	%	In	Out	Total	%	In	Out	Total	In	Out	Total
Medical Office	720	21.0 KSF	25	57	82	8.5%	2	5	7	0.0%	0	0	0	23	52	75
Retail	822	20.0 KSF	66	66	132	22.7%	16	14	30	20.0%	10	10	20	40	42	82
Restaurant	932	13.1 KSF	72	47	119	24.4%	15	14	29	20.0%	9	9	18	48	24	72
Total			163	170	333	19.8%	33	33	66	14.2%	19	19	38	111	118	229

A separate trip generation estimate was provided for the maximum development intensity allowed under the existing and proposed FLU's. The maximum density allowed by Sumter County AGR is 1 unit per 5 acres, allowing for a total of two dwelling units on the entire property. The proposed Central Mixed Use FLU allows for a maximum of 120 residential units (15 units per acre). The maximum intensity for non-residential development is 0.75 FAR (261,360) or 80% ISR (278,784), whichever is less. Comprehensive Plan Policy 1.1.1 specifies that projects less than ten (10) acres in size may be developed as a single use. The development proposal does not include residential uses; therefore, the maximum development scenario includes non-residential only. The net result is a decrease of 2 residential units and an increase of 261,360 non-residential square feet. Under this trip generation scenario, as shown in **Table 3**, the proposed FLU change will increase the maximum trip generation potential of the property by 9,645 total daily trips, 218 new external AM peak-hour trips (135 in, 83 out) and 899 new external PM peak-hour trips (426 in, 473 out). However, given the concurrent rezoning to CMU, the trips associated with the property will be limited to those in **Table 1** and **Table 2**.

Table 3 – Trip Generation Comparison for Existing and Proposed FLU

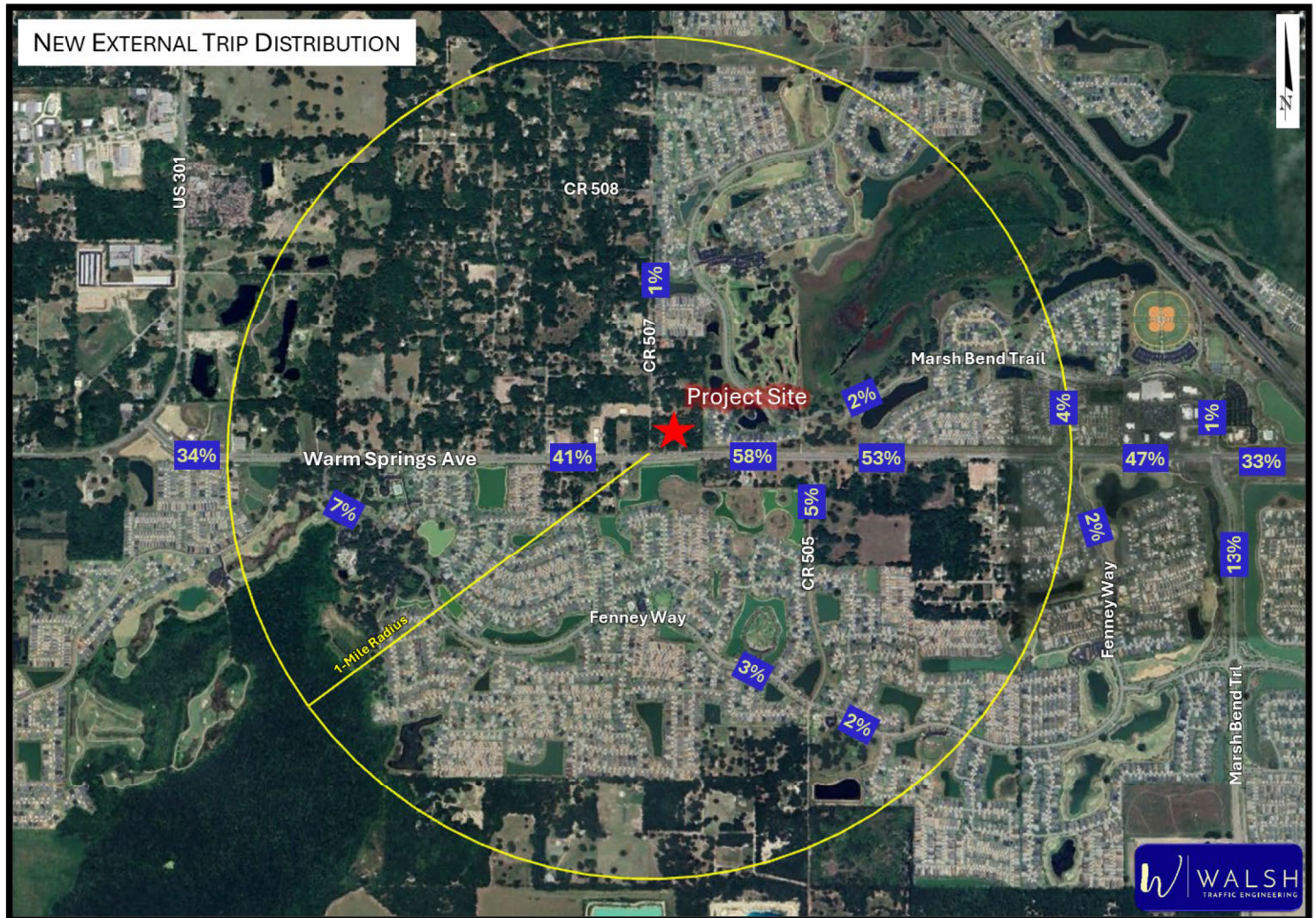
Land Use	ITE Land Use Code	Intensity	Daily		
			Total Trips		
			In	Out	Total
Existing FLU - Single-Family Detached	210	2 DU	14	14	28
Proposed FLU - Shopping Center	820	261.36 KSF	4,836	4,837	9,673
Total			4,822	4,823	9,645

Land Use	ITE Land Use Code	Intensity	AM Peak Hour									
			Total Trips			Applied Pass-By Trips				Net New External		
			In	Out	Total	%	In	Out	Total	In	Out	Total
Existing FLU - Single-Family Detached	210	2 DU	1	1	2	0.0%	0	0	0	1	1	2
Proposed FLU - Shopping Center	820	261.36 KSF	136	84	220	0.0%	0	0	0	136	84	220
Resulting Trip Increase			135	83	218					135	83	218

Land Use	ITE Land Use Code	Intensity	PM Peak Hour									
			Total Trips			Applied Pass-By Trips			Net New External			
			In	Out	Total	%	In	Out	Total	In	Out	Total
Existing FLU - Single-Family Detached	210	2 DU	2	1	3	0.0%	0	0	0	2	1	3
Proposed FLU - Shopping Center	820	261.36 KSF	541	586	1,127	20.0%	113	112	225	428	474	902
Resulting Trip Increase			539	585	1,124					426	473	899

Trip Distribution

The trip distribution for the new external trips was estimated based on the CFRPM version 7. A copy of the model trip distribution is attached and the proposed distribution shown below. Trip distribution for the pass-by trips will be estimated taking into consideration the directional volume of traffic on CR 507 and Warm Springs Avenue while also considering the ease of access for motorists traveling northbound on CR 507 and westbound Warm Springs Avenue (needing to make a right in and right out) versus those traveling southbound on CR 507 and eastbound on Warm Springs Avenue (needing to make a left in and left out).



Study Area

Per the Sumter County TIA Guidelines (June 2022), the study area for a Major TIA is to include all roadways located adjacent to the development plus all roadways where the project's peak-hour trips consume three percent (3%) or more of a roadway's two-way peak-hour generalized service volume based on the adopted LOS and committed number of lanes. Additionally, the study area is to include any roadway where the project's trips are projected to exceed 70 peak-hour two-way trips. Because the two-way new external impact of the development is greatest in the PM peak hour (229 trips) versus the AM peak hour (185 trips), the significance assessment is based on the PM peak hour. **Table 4** below summarizes the study area determination:

Table 4 – Study Area Determination (PM Peak Hour)

Shows 33% on previous page; that would be 76 project trips and shall be included in the study.

Roadway Segment	ID	# of Lanes	Adopted LOS	Service Volume (vph)	% Assign	Project Trips (vph)	% Significant	Significant?	Roadway Abuts Project?	Volume Exceeds 70 two-way trips?	Study Roadway Segment?
Warm Springs Avenue											
US 301 to Fenney Wy	3557110	4	D	3,024	34.0%	78	2.58%	no	no	YES	YES
Fenney Wy to CR 513	3557110	4	D	3,024	42.0%	96	3.17%	YES	no	YES	YES
CR 513 to CR 507	3557120	4	D	3,024	42.0%	96	3.17%	YES	no	YES	YES
CR 507 to CR 501	3557120	4	D	3,024	58.0%	133	4.40%	YES	YES	YES	YES
CR 501 to Sandalwood Dr	3557130	4	D	3,175	30.0%	69	2.17%	no	no	no	no
CR 507											
Warm Springs Ave to CR 508		2	D	1,818	1.0%	2	0.11%	no	YES	no	YES
Fenney Wy											
Warm Springs Ave to CR 505		2	D	1,818	7.0%	16	0.88%	no	no	no	no
CR 505 to Corbin Trl		2	D	1,818	2.0%	5	0.28%	no	no	no	no
Corbin Trl to Warm Springs Ave		2	D	1,818	2.0%	5	0.28%	no	no	no	no
Warm Springs Ave to Marsh Bend Trl		2	D	1,818	4.0%	9	0.50%	no	no	no	no
US 301											
CR 514 to Warm Springs Ave	3253200	2	D	1,616	12.0%	27	1.67%	no	no	no	no
Warm Springs Ave to FL Turnpike	3253210	2	D	1,330	23.0%	53	3.98%	YES	no	no	YES
FL Turnpike to CR 156 (Clay Drain Rd)	3253220	2	D	1,950	5.0%	11	0.56%	no	no	no	no
CR 505											
Corbin Trl to Warm Springs Ave		2	D	1,818	5.0%	11	0.61%	no	no	no	no
Marsh Bend Trail											
Corbin Trl to Warm Springs Ave	40090002	4	D	3,024	13.0%	30	0.99%	no	no	no	no
Warm Springs Ave to Fenney Wy	40090003	2	D	1,909	1.0%	2	0.10%	no	no	no	no
Fenney Wy to Dunham Dr	40090003	2	D	1,909	4.0%	9	0.47%	no	no	no	no
Meggison Rd (CR 501)											
Morse Blvd to Warm Springs Ave	3557170	4	D	3,160	9.0%	21	0.66%	no	no	no	no
Warm Springs Ave to SR 44	3557160	4	D	3,160	4.0%	9	0.28%	no	no	no	no

The study roadways will include the following:

Include Warm Springs Ave from Marsh Bend Trail (fka CR 501) to Sandalwood Dr.

- Warm Springs Avenue – from US 301 to Fenney Wy
- Warm Springs Avenue – from Fenney Wy to CR 513
- Warm Springs Avenue – from CR 513 to CR 507
- Warm Springs Avenue – from CR 507 to CR 501
- CR 507 – from Warm Springs Ave to CR 508
- US 301 – from Warm Springs Ave to FL Turnpike

The study intersections are to include major intersections that are part of the impacted roadways, major intersections within 1,320 feet of the site access, and all site access intersections. Thus, the study intersections will include the following:

- US 301 at Warm Springs Avenue (1-Way STOP)
- Warm Springs Ave at CR 507 (1-Way STOP)
- Warm Springs Ave at Project Driveways (1-Way STOP)
- Warm Springs Ave at Marsh Bend Trail (signalized)
- CR 507 at Project Driveway (1-Way STOP)

FDOT to signalize intersection in buildout scenario.

It is preferred that growth rates to be obtained from the CMP database.

Future Volume Traffic Projections

Future background traffic volumes will be estimated based on historical growth trends where available or an annual growth rate of 2%, whichever is greater. Where growth rates are not readily available, a minimum annual growth rate of 2% will be applied to factor existing volumes to the buildout year. New external project trips will then be added to the future background peak-hour volumes to develop the future total volume projections.

Analysis Periods

Include vested trips from Bigham Plaza in analysis.

The study roadway segments and intersections will be analyzed under existing conditions and future build-out conditions (future background plus project trips). Roadway segments will be analyzed by comparing the AM and PM peak-hour directional volumes against each roadway's generalized service volume. In the event that the AM and/or PM volumes exceed the generalized service volume, then a more detailed arterial/highway analysis may be conducted using HCM methodologies in accordance with the *FDOT Quality/Level of Service Handbook*.

The operating conditions of the study intersections will be analyzed for both AM and PM peak-hour conditions using *Synchro 11*, employing HCM methodologies.

In support of the FLU change, an additional roadway segment analysis will be provided for year 2040 based on the development plan as the trips will be restricted to the level in **Table 2**.

Planned Roadway Improvements

The Lake Sumter MPO Transportation Improvement Program (Fiscal Years 2023-2027) was reviewed for improvements within the study area. However, no capacity-related improvements are programmed for construction.

Project Driveway Evaluation

FDOT to signalize US 301 and Warm Springs Ave in buildout scenario.

The project driveway intersections on Warm Springs Avenue and CR 507 will be evaluated with regards to the need for turn lanes. This analysis will be conducted in accordance with the NCHRP 457 while also providing qualitative considerations (prevailing speeds, driveway throat depth, etc.) based on engineering judgment. Where turn lanes are warranted, the study will identify the required turn-lane lengths based on queueing estimates (95th percentile queues) and deceleration distance considerations per Exhibit 212-1 of the Florida Department of Transportation FDM.



Alternative Mode Analysis

An alternative mode analysis will be conducted to evaluate present and programmed bike, pedestrian, and transit mobility options. Planned bicycle and pedestrian connections within the development will be documented.

Mitigation

Where roadway segment or intersection deficiencies are identified, appropriate improvements will be identified for existing, future background, and future total build-out conditions. Following, the applicant and the development team will coordinate with the City, and other agencies where applicable, to determine the development's mitigation responsibility. It should be noted that mitigation and associated credits towards impact fees will be addressed in accordance with Florida Statutes 163.3180.

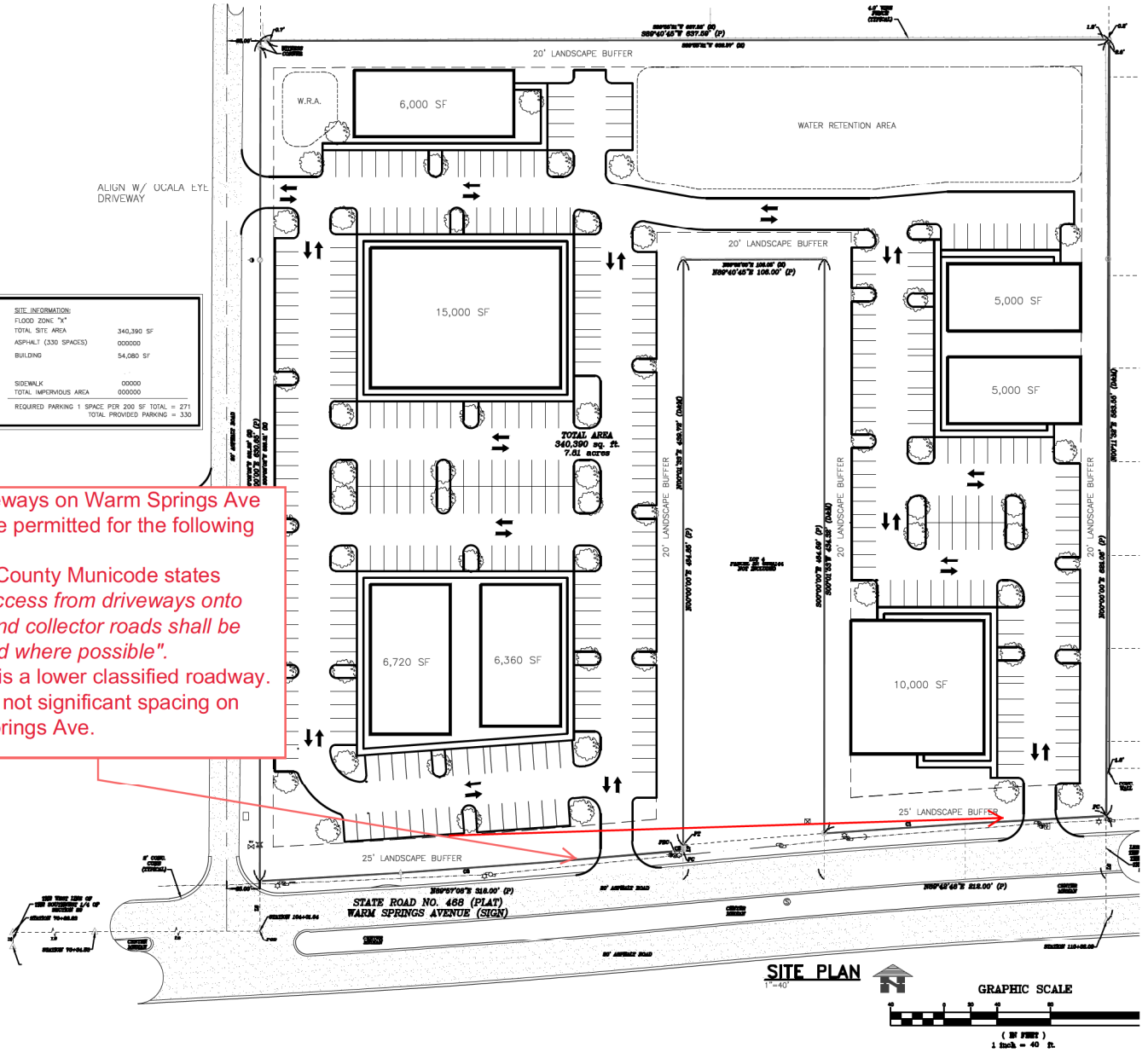
You may contact us at (386) 801-5682 should you have any questions.

Attachments

SITE INFORMATION:	
FLOOD ZONE "X"	340,390 SF
TOTAL SITE AREA	000000
ASPHALT (330 SPACES)	54,080 SF
BUILDING	000000
SIDEWALK	000000
TOTAL IMPERVIOUS AREA	000000
REQUIRED PARKING 1 SPACE PER 200 SF TOTAL = 271	
TOTAL PROVIDED PARKING = 330	

The driveways on Warm Springs Ave will not be permitted for the following reasons:

- Sumter County Municode states "Direct access from driveways onto arterial and collector roads shall be minimized where possible".
- CR 507 is a lower classified roadway.
- There is not significant spacing on Warm Springs Ave.



NCHRP 8-51 Internal Trip Capture Estimation Tool					
Project Name:	Warm Springs at CR 507 Commercial			Organization:	WTE
Project Location:	Wildwood, FL			Performed By:	
Scenario Description:				Date:	7/6/2024
Analysis Year:	2027			Checked By:	
Analysis Period:	AM Street Peak Hour			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				59	47	12
Retail				47	28	19
Restaurant				125	69	56
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses ²				0		
Total				231	144	87

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

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

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	8	0	0	0
Retail	2		2	0	0	0
Restaurant	7	2		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	231	144	87
Internal Capture Percentage	21%	17%	28%
External Vehicle-Trips ³	183	120	63
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	19%	92%
Retail	18%	21%
Restaurant	14%	16%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Informational Report</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator
³ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A
⁴ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
<i>Estimation Tool Developed by the Texas Transportation Institute</i>

NCHRP 8-51 Internal Trip Capture Estimation Tool					
Project Name:	Warm Springs at CR 507 Commercial			Organization:	WTE
Project Location:	Wildwood, FL			Performed By:	
Scenario Description:				Date:	7/6/2024
Analysis Year:	2027			Checked By:	
Analysis Period:	PM Street Peak Hour			Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				82	25	57
Retail				132	66	66
Restaurant				119	72	47
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses ²				0		
Total				333	163	170

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

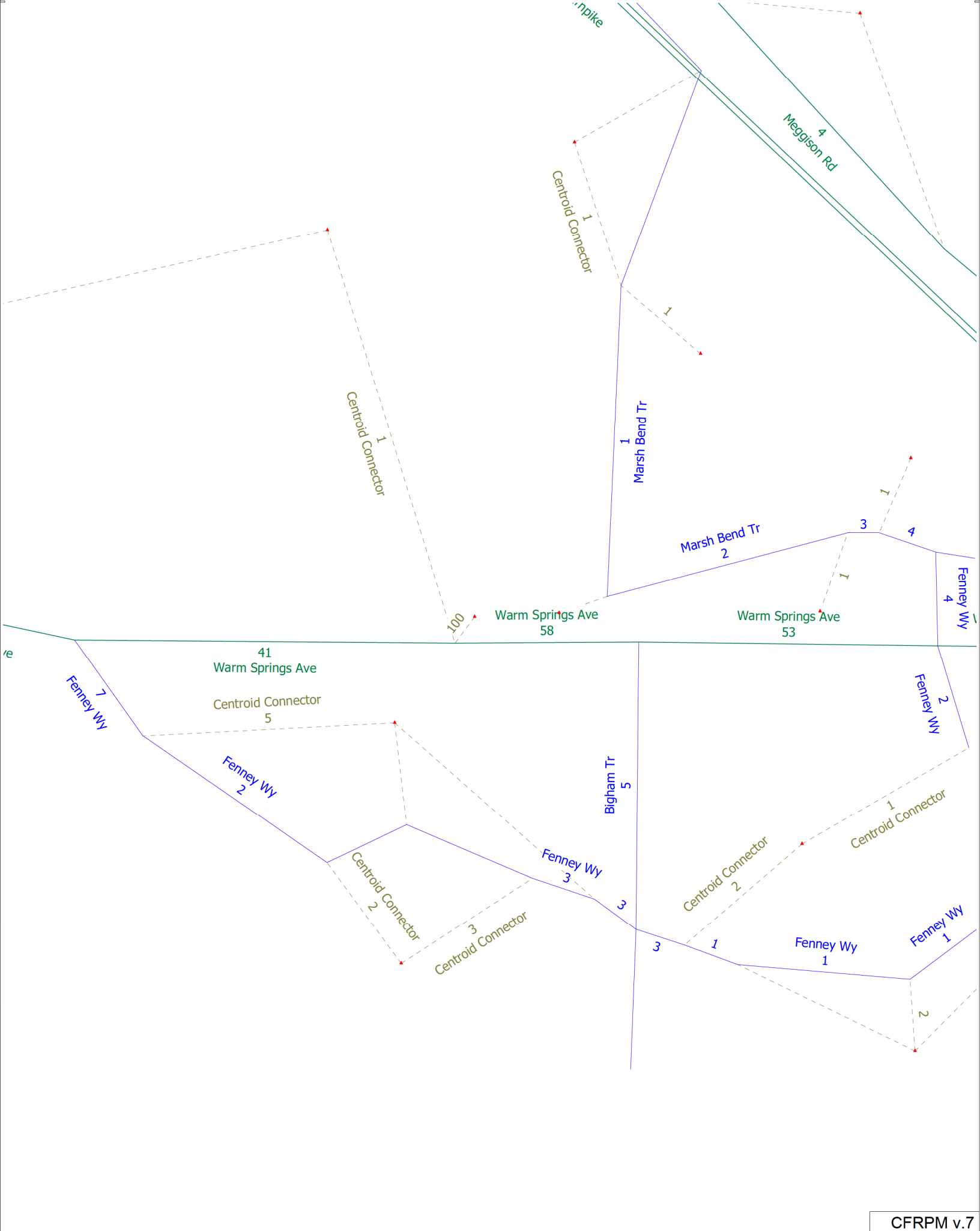
Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

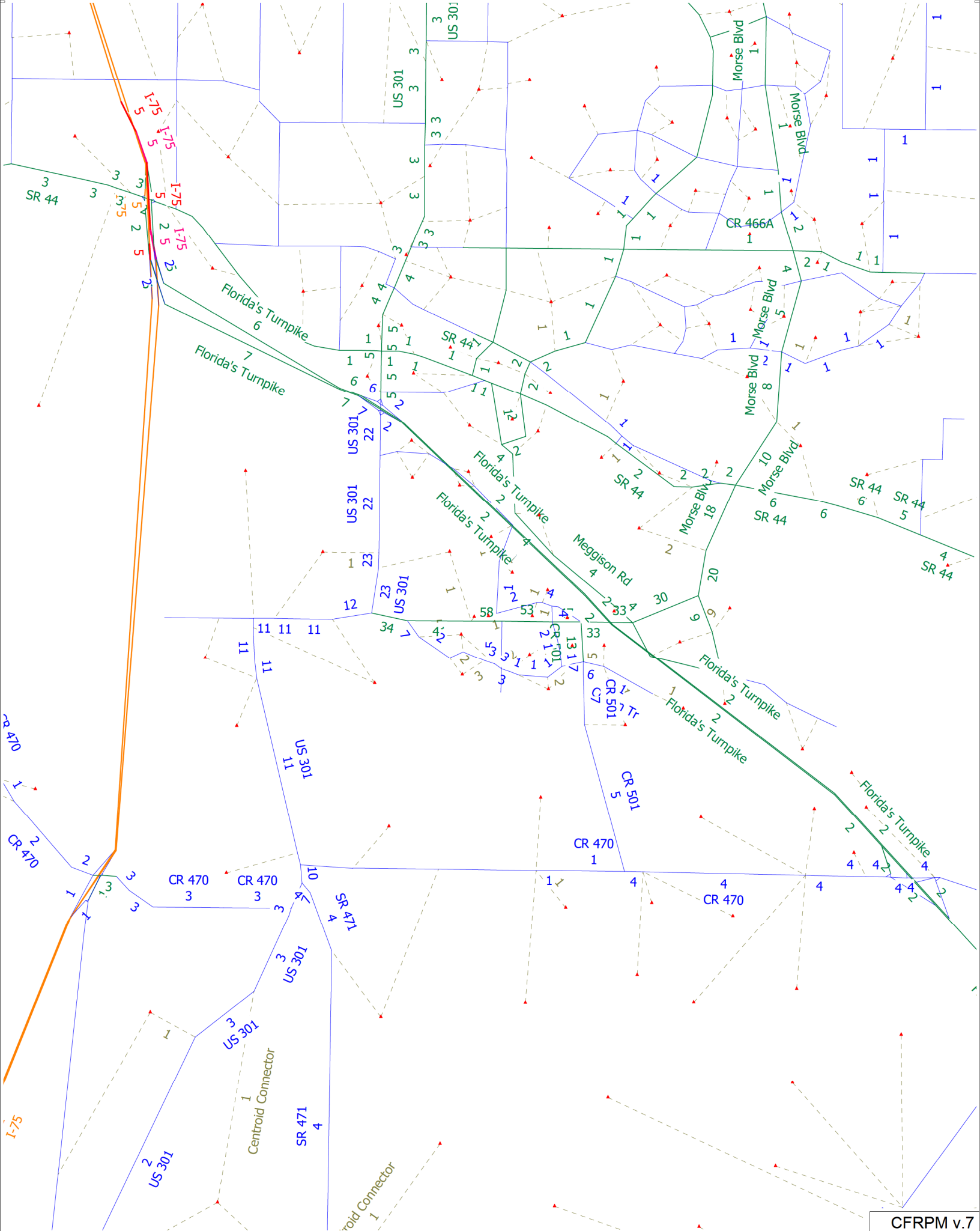
Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		5	1	0	0	0
Retail	1		19	0	0	0
Restaurant	1	19		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	333	163	170
Internal Capture Percentage	28%	28%	27%
External Vehicle-Trips ³	241	117	124
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	8%	11%
Retail	36%	30%
Restaurant	28%	43%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Informational Report</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator
³ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P
⁴ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
<i>Estimation Tool Developed by the Texas Transportation Institute</i>





Sumter County 2023 CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2023)	LANES (2020)	URBAN / RURAL	DIVIDED / UNDIVIDED	CONTEXT CLASSIFICATION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2023 AADT	2023 DAILY V/C	2023 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	PEAK HOUR TWO-WAY DIRECTIONAL SERVICE VOLUME
3253200	100041: 180077	100041: 180077	FDOT	45	1.24	US 301/SR 35 (WARM SPRINGS AVE)	CR 514 (WARM SPRING AVE)	WARM SPRINGS AVENUE	2	4	URBAN	UNDIVIDED	C3R	D	17,520	14,200	0.79	C	888	1,616
3253210	180077	180077	FDOT	55	2.73	US 301/SR 35	WARM SPRINGS AVE	SR 91/FLORIDAS TURNPIKE	2	4	URBAN	UNDIVIDED	C2	D	14,000	16,320	1.17	E	730	1,330
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	C3C	D	21,700	19,308	0.89	D	1,070	1,950
3557110	36		SUMTER	45	1.02	WARM SPRINGS AVE	US 301/SR 35	CR 513	4	4	RURAL	DIVIDED	C3R	D	33,570	11,449	0.34	C	1,665	3,024
3557120	2020-52		SUMTER	55	1.74	WARM SPRINGS AVE	CR 513	CR 501	4	4	RURAL	DIVIDED	C3R	D	33,570	16,157	0.48	C	1,665	3,024
3557130	35		SUMTER	55	2.00	WARM SPRINGS AVE	CR 501	SANDALWOOD DR	4	4	RURAL	DIVIDED	C3R	D	35,249	25,529	0.72	C	1,748	3,175
3557160	205		SUMTER	35	3.91	MEGGISON RD	WARM SPRINGS AVE	SR 44	4	4	URBAN	DIVIDED	C3R	D	37,300	7,909	0.21	C	1,050	3,300
3557170	206		SUMTER	35	1.47	MEGGISON RD	MORSE BLVD	WARM SPRINGS AVENUE	4	4	URBAN	DIVIDED	C3R	D	37,300	8,804	0.24	C	1,850	3,360
40090002	108		ADJACENT	55	0.48	MARSH BEND TRAIL / CR 501	CORBIN TRL	WARM SPRINGS AVE	4	4	URBAN	DIVIDED	C3R	D	33,570	11,906	0.35	C	1,665	3,024
40090003	131		SUMTER	25	1.20	MARSH BEND TRAIL	WARM SPRINGS AVE	DUNHAM DR	2	2	URBAN	DIVIDED	C3R	D	21,168	7,023	0.33	C	1,049	1,909
40090003	210		SUMTER	35	4.89	MARSH BEND TRAIL	US 301	WARM SPRINGS AVE	2	2	URBAN	DIVIDED	C3R	D	23,520	7,023	0.33	C	1,166	1,909

Appendix C

Traffic Counts

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 301/SR 35 & CR 468/Warm Springs Ave
City: Wildwood
Control: 1-Way Stop(WB)

Project ID: 24-130290-001
Date: 8/28/2024

Data - Cars

NS/EW Streets:	US 301/SR 35				US 301/SR 35				CR 468/Warm Springs Ave				CR 468/Warm Springs Ave			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU
7:00 AM	0	70	31	0	70	84	0	0	0	0	0	0	20	0	48	0
7:15 AM	0	88	46	0	171	91	0	0	0	0	0	0	16	0	63	0
7:30 AM	0	71	41	0	84	94	0	0	0	0	0	0	21	0	61	0
7:45 AM	0	69	38	0	86	55	0	0	0	0	0	0	20	0	43	0
8:00 AM	0	61	45	0	72	45	0	0	0	0	0	0	14	0	57	0
8:15 AM	0	61	29	0	76	55	0	0	0	0	0	0	23	0	53	0
8:30 AM	0	42	27	0	70	49	0	0	0	0	0	0	16	0	46	0
8:45 AM	0	51	35	0	68	35	0	0	0	0	0	0	26	0	52	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH %'s :	0	513	292	0	647	508	0	0	0	0	0	0	156	0	423	0
	0.00%	63.73%	36.27%	0.00%	56.02%	43.98%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	26.94%	0.00%	73.06%	0.00%
PEAK HR :	07:00 AM - 08:00 AM															
PEAK HR VOL :	0	298	156	0	361	324	0	0	0	0	0	0	77	0	215	0
PEAK HR FACTOR :	0.000	0.847	0.848	0.000	0.746	0.862	0.000	0.000	0.000	0.000	0.000	0.000	0.917	0.000	0.853	0.000
	0.847				0.808								0.890			
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National Data & Surveying Services

Intersection Turning Movement Count

Location: US 301/SR 35 & CR 468/Warm Springs Ave
City: Wildwood
Control: 1-Way Stop(WB)

Project ID: 24-130290-001
Date: 8/28/2024

Data - HT

NS/EW Streets:	US 301/SR 35				US 301/SR 35				CR 468/Warm Springs Ave				CR 468/Warm Springs Ave			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU
7:00 AM	0	21	5	0	22	24	0	0	0	0	0	0	4	0	3	0
7:15 AM	0	3	4	0	14	18	0	0	0	0	0	0	4	0	0	0
7:30 AM	0	18	7	0	8	19	0	0	0	0	0	0	4	0	4	0
7:45 AM	0	21	6	0	7	10	0	0	0	0	0	0	6	0	2	0
8:00 AM	0	22	3	0	5	10	0	0	0	0	0	0	0	0	4	0
8:15 AM	0	15	8	0	8	7	0	0	0	0	0	0	1	0	6	0
8:30 AM	0	13	7	0	5	8	0	0	0	0	0	0	2	0	5	0
8:45 AM	0	9	4	0	5	19	0	0	0	0	0	0	1	0	3	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH %'s :	0	122	44	0	74	115	0	0	0	0	0	0	22	0	27	0
	0.00%	73.49%	26.51%	0.00%	39.15%	60.85%	0.00%	0.00%					44.90%	0.00%	55.10%	0.00%
PEAK HR :	07:00 AM - 08:00 AM				51	71	0	0	0	0	0	0	18	0	9	0
PEAK HR VOL :	0	63	22	0	0.580	0.740	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.563	0.000
PEAK HR FACTOR :	0.000	0.750	0.786	0.000		0.663							0.844			
			0.787												0.844	
TOTAL																234
																0.741

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU
4:00 PM	0	19	1	0	1	8	0	0	0	0	0	0	5	0	10	0
4:15 PM	0	6	1	0	2	8	0	0	0	0	0	0	3	0	5	0
4:30 PM	0	2	2	0	1	11	0	0	0	0	0	0	0	0	8	0
4:45 PM	0	6	2	0	3	12	0	0	0	0	0	0	4	0	13	0
5:00 PM	0	4	1	0	0	2	0	0	0	0	0	0	2	0	18	0
5:15 PM	0	8	3	0	0	2	0	0	0	0	0	0	1	0	10	0
5:30 PM	0	1	2	0	0	2	0	0	0	0	0	0	0	0	7	0
5:45 PM	0	6	0	0	0	2	0	0	0	0	0	0	0	0	1	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH %'s :	0	52	12	0	7	47	0	0	0	0	0	0	15	0	72	0
	0.00%	81.25%	18.75%	0.00%	12.96%	87.04%	0.00%	0.00%					17.24%	0.00%	82.76%	0.00%
PEAK HR :	04:00 PM - 05:00 PM				7	39	0	0	0	0	0	0	12	0	36	0
PEAK HR VOL :	0	33	6	0	0.583	0.813	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.000	0.692	0.000
PEAK HR FACTOR :	0.000	0.434	0.750	0.000		0.767							0.706			
			0.488													
TOTAL																133
																0.756

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 301/SR 35 & CR 468/Warm Springs Ave
City: Wildwood
Control: 1-Way Stop(WB)

Project ID: 24-130290-001
Date: 8/28/2024

Data - Bikes

NS/EW Streets:	US 301/SR 35				US 301/SR 35				CR 468/Warm Springs Ave				CR 468/Warm Springs Ave				
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
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR :	07:00 AM - 08:00 AM				100.00%	0.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

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
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR :	04:00 PM - 05:00 PM				0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 301/SR 35 & CR 468/Warm Springs Ave
City: Wildwood

Project ID: 24-130290-001
Date: 8/28/2024

Data - Pedestrians (Crosswalks)

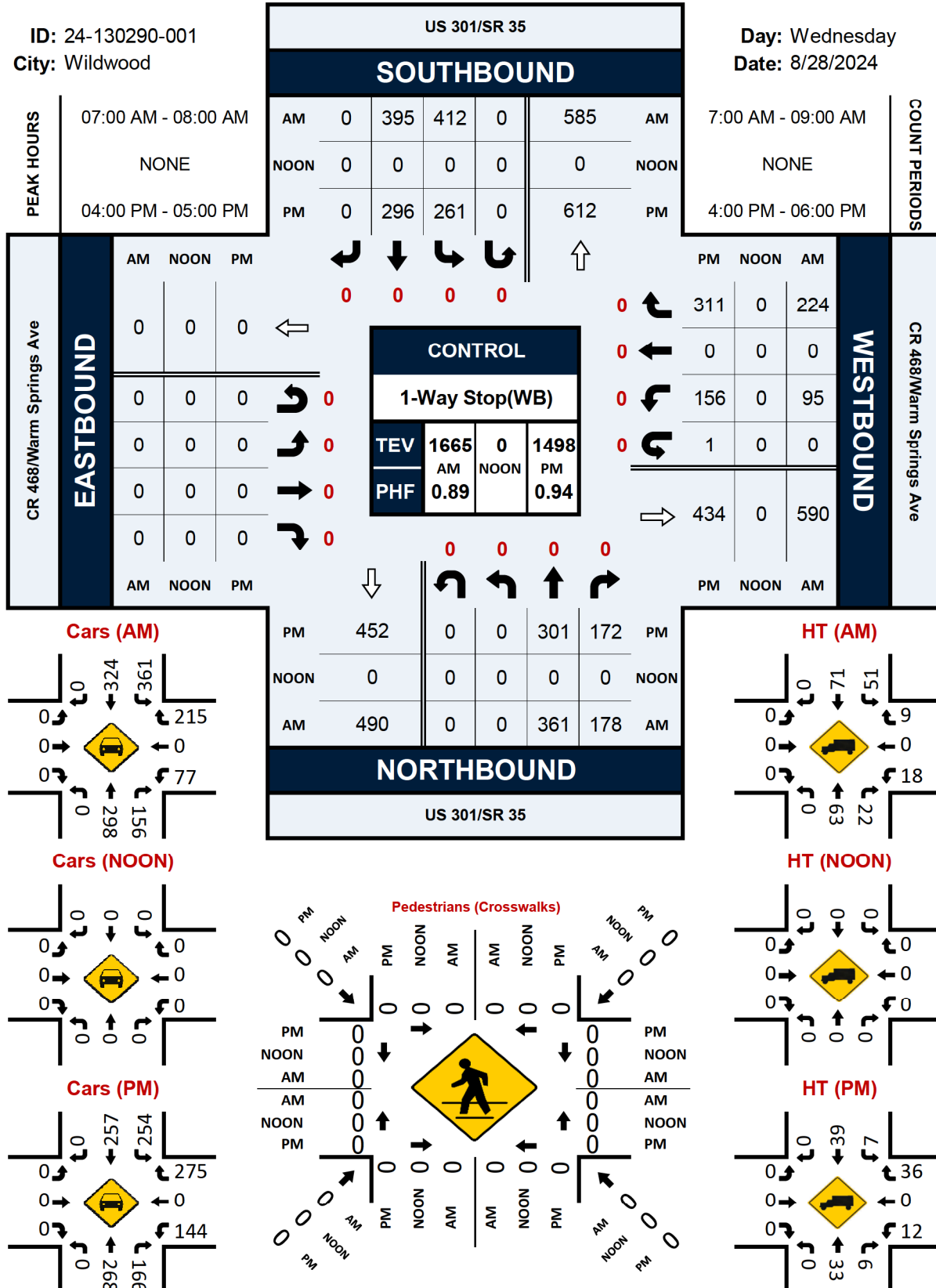
NS/EW Streets:	US 301/SR 35		US 301/SR 35		CR 468/Warm Springs Ave		CR 468/Warm Springs Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
	7:00 AM	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	
TOTAL VOLUMES : APPROACH %'s :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
	0	0	0	0	0	0	0	0	0
PEAK HR :	07:00 AM - 08:00 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

US 301/SR 35 & CR 468/Warm Springs Ave

Peak Hour Turning Movement Count

ID: 24-130290-001
City: Wildwood

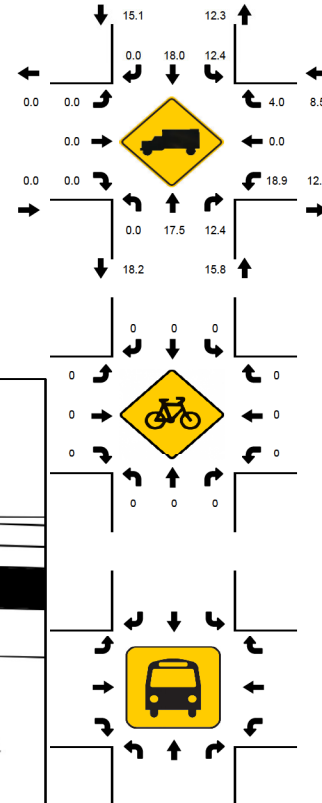
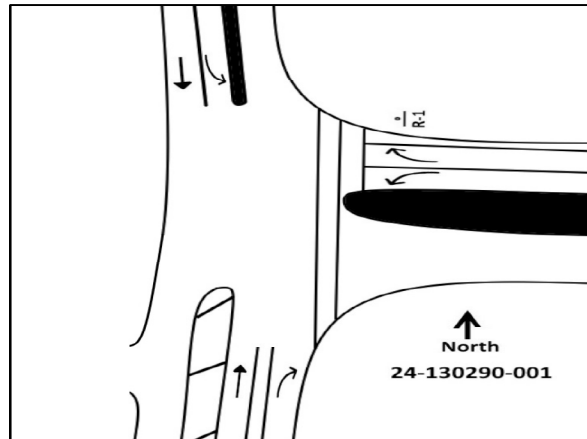
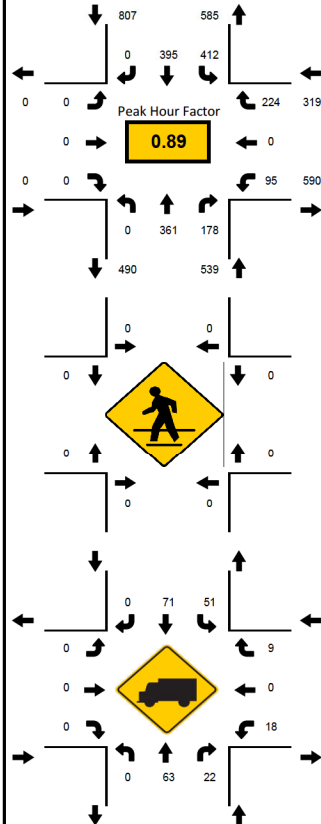
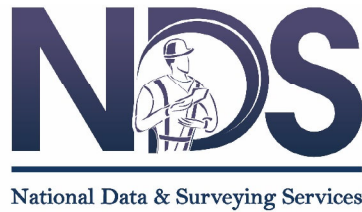
Day: Wednesday
Date: 8/28/2024



LOCATION: US 301/SR 35 & CR 468/Warm Springs Ave
CITY/STATE: Wildwood, FL

PROJECT ID: 24-130290-001
DATE: Wed, Aug 28, 2024

Peak-Hour: 07:00 AM - 08:00 AM
Peak 15-Minute: 07:15 AM - 07:30 AM

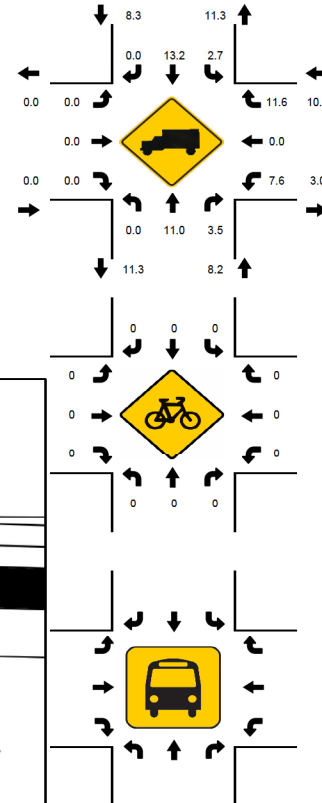
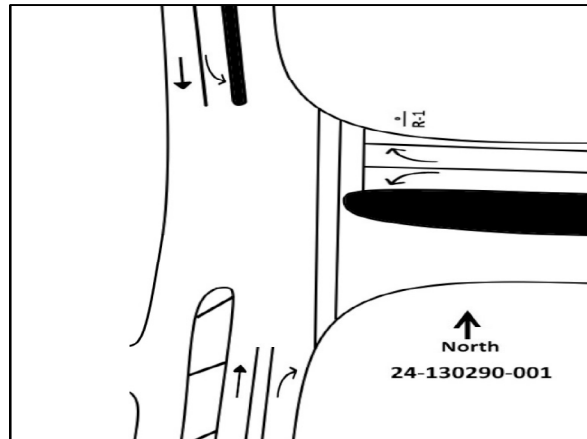
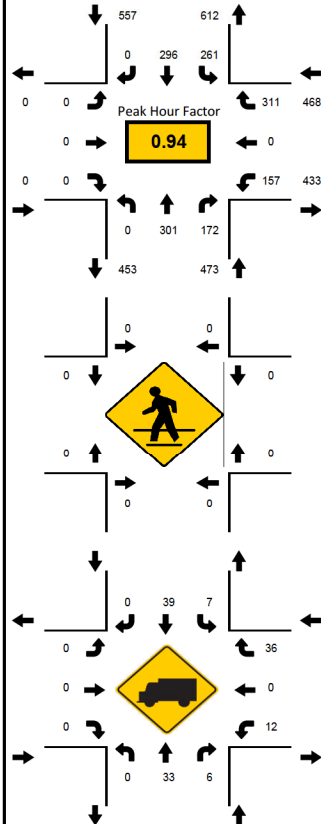
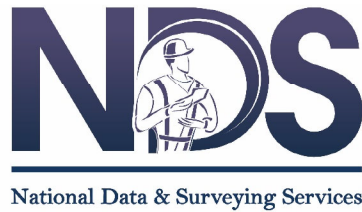


15-Min Count Period Beginning At	US 301/SR 35 Northbound					US 301/SR 35 Southbound					CR 468/Warm Springs Ave Eastbound					CR 468/Warm Springs Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	91	36	0		92	108	0	0		0	0	0	0		24	0	51	0		402	1665
7:15 AM	0	91	50	0		135	109	0	0		0	0	0	0		20	0	63	0		468	1601
7:30 AM	0	89	48	0		92	113	0	0		0	0	0	0		25	0	65	0		432	1475
7:45 AM	0	90	44	0		93	65	0	0		0	0	0	0		26	0	45	0		363	1333
8:00 AM	0	83	48	0		77	55	0	0		0	0	0	0		14	0	61	0		338	1278
8:15 AM	0	76	37	0		84	62	0	0		0	0	0	0		24	0	59	0		342	940
8:30 AM	0	55	34	0		75	57	0	0		0	0	0	0		18	0	51	0		290	598
8:45 AM	0	60	39	0		73	54	0	0		0	0	0	0		27	0	55	0		308	308
Peak 15-Min Flowrates	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	0	364	200	0		540	452	0	0		0	0	0	0		104	0	260	0		1920	
Heavy Trucks	0	84	28	0		88	96	0	0		0	0	0	0		24	0	16	0		336	
Pedestrians	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Stopped Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	

LOCATION: US 301/SR 35 & CR 468/Warm Springs Ave
CITY/STATE: Wildwood, FL

PROJECT ID: 24-130290-001
DATE: Wed, Aug 28, 2024

Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:45 PM - 05:00 PM



15-Min Count Period Beginning At	US 301/SR 35 Northbound					US 301/SR 35 Southbound					CR 468/Warm Springs Ave Eastbound					CR 468/Warm Springs Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	81	43	0		60	54	0	0		0	0	0	0		38	0	91	1		368	1498
4:15 PM	0	61	48	0		71	73	0	0		0	0	0	0		45	0	75	0		373	1459
4:30 PM	0	83	40	0		53	88	0	0		0	0	0	0		29	0	66	0		359	1437
4:45 PM	0	76	41	0		77	81	0	0		0	0	0	0		44	0	79	0		398	1393
5:00 PM	0	55	24	0		68	73	0	0		0	0	0	0		29	0	80	0		329	1280
5:15 PM	0	62	38	0		65	75	0	0		0	0	0	0		22	0	89	0		351	951
5:30 PM	0	71	24	0		56	78	0	0		0	0	0	0		24	0	62	0		315	600
5:45 PM	0	62	21	0		52	72	0	0		0	0	0	0		29	0	49	0		285	285
Peak 15-Min Flowrates	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	0	332	192	0		308	352	0	0		0	0	0	0		180	0	364	4		1732	
Heavy Trucks	0	76	8	0		12	48	0	0		0	0	0	0		20	0	52	0		216	
Pedestrians	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Stopped Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sumter County Road 507 & CR 468/Warm Springs Ave
City: Wildwood
Control: 1-Way Stop(SB)

Project ID: 24-130290-002
Date: 8/28/2024

Data - Total

NS/EW Streets:	Sumter County Road 507				Sumter County Road 507				CR 468/Warm Springs Ave				CR 468/Warm Springs Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	1	0	5	0	0	131	0	0	0	63	5	0	205
7:15 AM	0	0	0	0	5	0	3	0	3	173	0	5	0	77	1	0	262
7:30 AM	0	0	0	0	5	0	2	0	8	141	0	10	0	68	4	0	238
7:45 AM	0	0	0	0	2	0	1	0	2	131	0	2	0	67	1	0	206
8:00 AM	0	0	0	0	1	0	2	0	1	125	0	4	0	67	1	0	201
8:15 AM	0	0	0	0	3	0	2	0	4	124	0	2	0	69	2	0	206
8:30 AM	0	0	0	0	1	0	4	0	2	105	0	2	0	68	1	0	183
8:45 AM	0	0	0	0	3	0	2	0	3	102	0	2	0	63	2	0	177
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 21	ST 0	SR 21	SU 0	EL 23	ET 1032	ER 0	EU 27	WL 0	WT 537	WR 17	WU 0	TOTAL 1678
APPROACH %'s :					50.00%	0.00%	50.00%	0.00%	2.13%	95.38%	0.00%	2.50%	0.00%	96.93%	3.07%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM				13	0	11	0	13	576	0	17	0	270	11	0	TOTAL 911
PEAK HR VOL :	0	0	0	0	0.650	0.000	0.550	0.000	0.406	0.832	0.000	0.425	0.000	0.938	0.550	0.000	0.869
PEAK HR FACTOR :	0.000	0.000	0.000	0.000			0.750			0.837				0.962			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	3	0	0	0	2	110	0	2	0	126	6	0	249
4:15 PM	0	0	0	0	0	0	1	0	2	92	0	3	0	119	3	0	220
4:30 PM	0	0	0	0	5	0	1	0	4	90	0	0	0	93	2	0	195
4:45 PM	0	0	0	0	5	0	1	0	6	88	0	0	0	136	5	3	244
5:00 PM	0	0	0	0	5	0	4	0	4	95	0	0	0	136	4	0	248
5:15 PM	0	0	0	0	3	0	2	0	3	94	0	0	0	110	7	3	222
5:30 PM	0	0	0	0	2	0	3	0	5	81	0	1	0	103	6	0	201
5:45 PM	0	0	0	0	5	0	1	0	2	66	0	0	0	87	2	0	163
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 28	ST 0	SR 13	SU 0	EL 28	ET 716	ER 0	EU 6	WL 0	WT 910	WR 35	WU 6	TOTAL 1742
APPROACH %'s :					68.29%	0.00%	31.71%	0.00%	3.73%	95.47%	0.00%	0.80%	0.00%	95.69%	3.68%	0.63%	
PEAK HR :	04:45 PM - 05:45 PM				15	0	10	0	18	358	0	1	0	485	22	6	TOTAL 915
PEAK HR VOL :	0	0	0	0	0.750	0.000	0.625	0.000	0.750	0.942	0.000	0.250	0.000	0.892	0.786	0.500	0.922
PEAK HR FACTOR :	0.000	0.000	0.000	0.000			0.694			0.952				0.891			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sumter County Road 507 & CR 468/Warm Springs Ave
City: Wildwood
Control: 1-Way Stop(SB)

Project ID: 24-130290-002
Date: 8/28/2024

Data - Cars

NS/EW Streets:	Sumter County Road 507				Sumter County Road 507				CR 468/Warm Springs Ave				CR 468/Warm Springs Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	5	0	0	116	0	0	0	60	4	0	185
7:15 AM	0	0	0	0	4	0	3	0	3	154	0	5	0	65	1	0	235
7:30 AM	0	0	0	0	5	0	2	0	8	125	0	10	0	62	4	0	216
7:45 AM	0	0	0	0	2	0	1	0	2	122	0	2	0	59	1	0	189
8:00 AM	0	0	0	0	1	0	2	0	1	119	0	4	0	64	1	0	192
8:15 AM	0	0	0	0	2	0	2	0	4	108	0	2	0	62	1	0	181
8:30 AM	0	0	0	0	1	0	3	0	2	94	0	2	0	64	1	0	167
8:45 AM	0	0	0	0	3	0	2	0	3	95	0	2	0	59	1	0	165
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	18	0	20	0	23	933	0	27	0	495	14	0	1530
PEAK HR :	07:00 AM - 08:00 AM				47.37%	0.00%	52.63%	0.00%	2.34%	94.91%	0.00%	2.75%	0.00%	97.25%	2.75%	0.00%	
PEAK HR VOL :	0	0	0	0	11	0	11	0	13	517	0	17	0	246	10	0	TOTAL
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.550	0.000	0.550	0.000	0.406	0.839	0.000	0.425	0.000	0.946	0.625	0.000	825
							0.786				0.844				0.970		0.878
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	3	0	0	0	2	106	0	2	0	112	6	0	231
4:15 PM	0	0	0	0	0	0	1	0	2	90	0	3	0	111	3	0	210
4:30 PM	0	0	0	0	4	0	1	0	3	89	0	0	0	85	2	0	184
4:45 PM	0	0	0	0	5	0	1	0	6	86	0	0	0	119	3	3	223
5:00 PM	0	0	0	0	5	0	4	0	4	92	0	0	0	116	3	0	224
5:15 PM	0	0	0	0	3	0	0	0	3	92	0	0	0	102	7	3	210
5:30 PM	0	0	0	0	2	0	3	0	5	79	0	1	0	96	6	0	192
5:45 PM	0	0	0	0	5	0	1	0	2	66	0	0	0	87	2	0	163
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	27	0	11	0	27	700	0	6	0	828	32	6	1637
PEAK HR :	04:45 PM - 05:45 PM				71.05%	0.00%	28.95%	0.00%	3.68%	95.50%	0.00%	0.82%	0.00%	95.61%	3.70%	0.69%	
PEAK HR VOL :	0	0	0	0	15	0	8	0	18	349	0	1	0	433	19	6	TOTAL
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.500	0.000	0.750	0.948	0.000	0.250	0.000	0.910	0.679	0.500	849
							0.639				0.958				0.916		0.948

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sumter County Road 507 & CR 468/Warm Springs Ave
City: Wildwood
Control: 1-Way Stop(SB)

Project ID: 24-130290-002
Date: 8/28/2024

Data - HT

NS/EW Streets:	Sumter County Road 507				Sumter County Road 507				CR 468/Warm Springs Ave				CR 468/Warm Springs Ave				
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
	0	0	0	0	1	0	0	0	0	15	0	0	0	3	1	0	20
	7:00 AM	0	0	0	1	0	0	0	0	19	0	0	0	7	0	0	27
	7:15 AM	0	0	0	0	0	0	0	0	16	0	0	0	6	0	0	22
	7:30 AM	0	0	0	0	0	0	0	0	9	0	0	0	8	0	0	17
	7:45 AM	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	9
	8:00 AM	0	0	0	0	1	0	0	0	16	0	0	0	7	1	0	25
	8:15 AM	0	0	0	0	0	0	1	0	11	0	0	0	4	0	0	16
	8:30 AM	0	0	0	0	0	0	0	0	7	0	0	0	4	1	0	12
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	3	0	1	0	0	99	0	0	0	42	3	0	148
PEAK HR :	07:00 AM - 08:00 AM				75.00%	0.00%	25.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	93.33%	6.67%	0.00%	
PEAK HR VOL :	0	0	0	0	2	0	0	0	0	59	0	0	0	24	1	0	TOTAL
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.776	0.000	0.000	0.000	0.750	0.250	0.000	86
							0.500				0.776				0.781		0.796
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
	0	0	0	0	0	0	0	0	0	4	0	0	0	14	0	0	18
	4:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	8	0	0	10
	4:15 PM	0	0	0	0	1	0	0	1	1	0	0	0	8	0	0	11
	4:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	17	2	0	21
	4:45 PM	0	0	0	0	0	0	0	0	3	0	0	0	20	1	0	24
	5:00 PM	0	0	0	0	0	0	2	0	2	0	0	0	8	0	0	12
	5:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	7	0	0	9
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1	0	2	0	1	16	0	0	0	82	3	0	105
PEAK HR :	04:45 PM - 05:45 PM				33.33%	0.00%	66.67%	0.00%	5.88%	94.12%	0.00%	0.00%	0.00%	96.47%	3.53%	0.00%	
PEAK HR VOL :	0	0	0	0	0	0	2	0	0	9	0	0	0	52	3	0	TOTAL
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.750	0.000	0.000	0.000	0.650	0.375	0.000	66
							0.250				0.750				0.655		0.688

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sumter County Road 507 & CR 468/Warm Springs Ave
City: Wildwood
Control: 1-Way Stop(SB)

Project ID: 24-130290-002
Date: 8/28/2024

Data - Bikes

NS/EW Streets:	Sumter County Road 507				Sumter County Road 507				CR 468/Warm Springs Ave				CR 468/Warm Springs Ave				
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
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
PEAK HR :	07:00 AM - 08:00 AM				100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0	0	0	0
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

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
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
PEAK HR :	04:45 PM - 05:45 PM				0.00%	0.00%	100.00%	0.00%	0	0	0	0	0	0	0	0	0
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sumter County Road 507 & CR 468/Warm Springs Ave
City: Wildwood

Project ID: 24-130290-002
Date: 8/28/2024

Data - Pedestrians (Crosswalks)

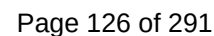
NS/EW Streets:	Sumter County Road 507	Sumter County Road 507	CR 468/Warm Springs Ave	CR 468/Warm Springs Ave	
AM	NORTH LEG		SOUTH LEG		TOTAL
	EB	WB	EB	WB	
7:00 AM	0	0	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	TOTAL
APPROACH %'s :	0	0	0	0	1
PEAK HR :	07:00 AM - 08:00 AM				TOTAL
PEAK HR VOL :	0	0	0	0	1
PEAK HR FACTOR :			0.250		0.250

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Peak Hour Turning Movement Count

City: Wildwood

Date: 8/28/2024



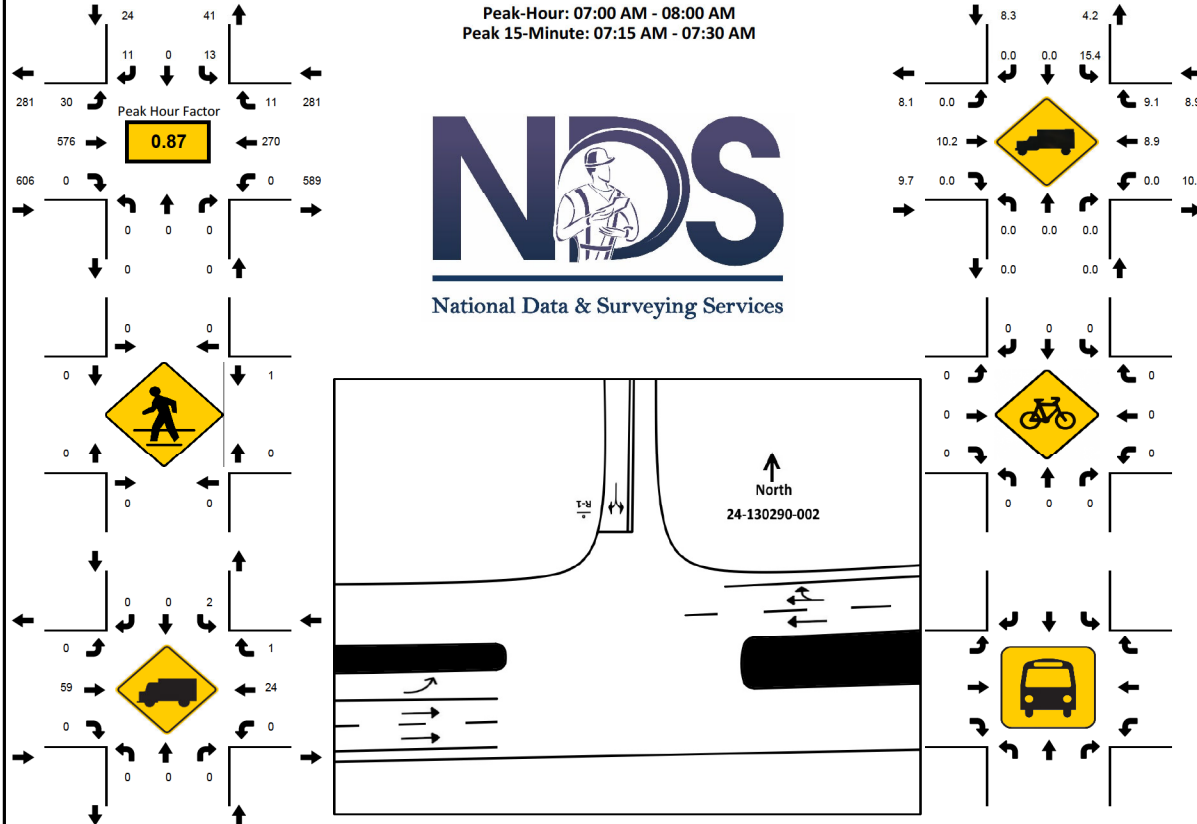
LOCATION: Sumter County Road 507 & CR 468/Warm Springs Ave
CITY/STATE: Wildwood, FL

PROJECT ID: 24-130290-002
DATE: Wed, Aug 28, 2024

Peak-Hour: 07:00 AM - 08:00 AM
Peak 15-Minute: 07:15 AM - 07:30 AM



National Data & Surveying Services

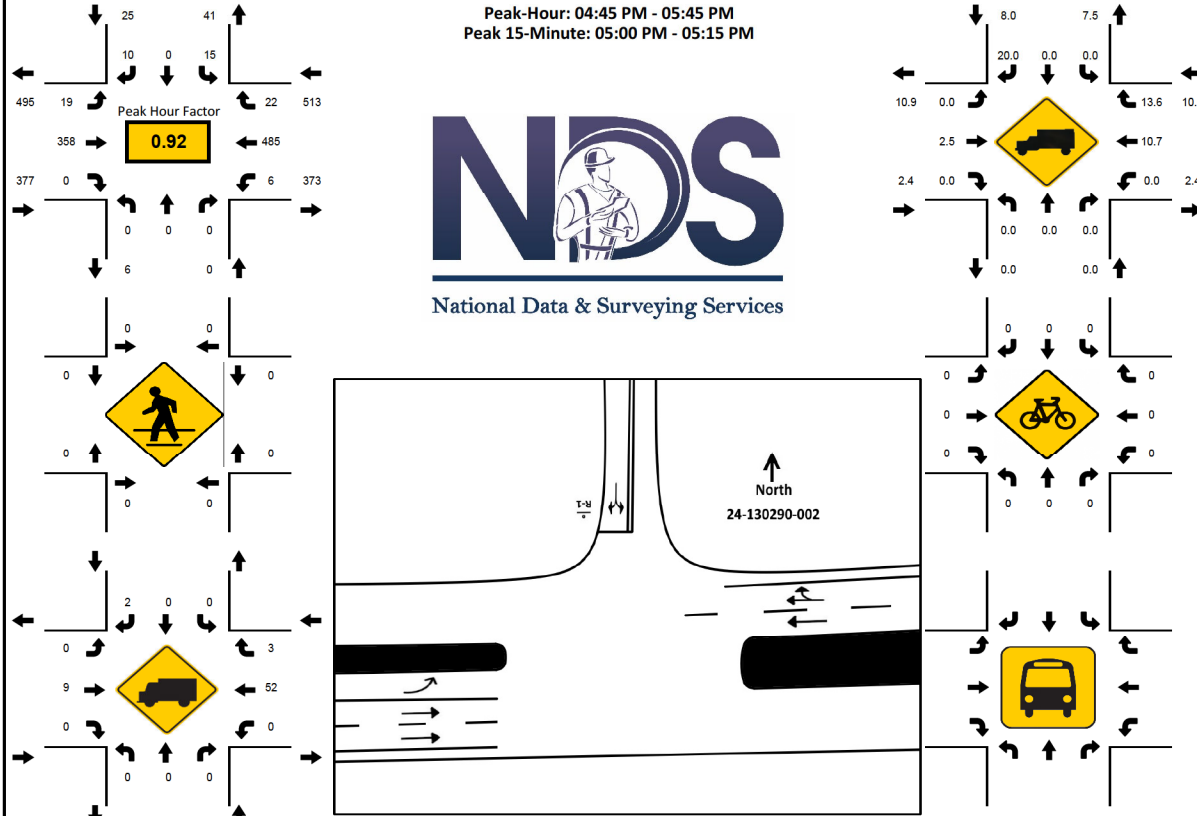
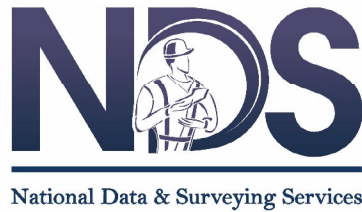


15-Min Count Period Beginning At	Sumter County Road 507 Northbound					Sumter County Road 507 Southbound					CR 468/Warm Springs Ave Eastbound					CR 468/Warm Springs Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0	0	1	0	5	0	0	0	131	0	0	0	0	63	5	0	0	205	911
7:15 AM	0	0	0	0	0	5	0	3	0	0	3	173	0	5	0	0	72	1	0	0	262	907
7:30 AM	0	0	0	0	0	5	0	2	0	0	8	141	0	10	0	0	68	4	0	0	238	851
7:45 AM	0	0	0	0	0	2	0	1	0	0	2	131	0	2	0	0	67	1	0	0	206	796
8:00 AM	0	0	0	0	0	1	0	2	0	0	1	125	0	4	0	0	67	1	0	0	201	767
8:15 AM	0	0	0	0	0	3	0	2	0	0	4	124	0	2	0	0	69	2	0	0	206	566
8:30 AM	0	0	0	0	0	1	0	4	0	0	2	105	0	2	0	0	68	1	0	0	183	360
8:45 AM	0	0	0	0	0	3	0	2	0	0	3	102	0	2	0	0	63	2	0	0	177	177
Peak 15-Min Flowrates	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	0	0	0	0	0	20	0	20	0	0	32	692	0	40	0	0	288	20	0	0	1112	
Heavy Trucks	0	0	0	0	0	4	0	0	0	0	0	76	0	0	0	0	32	4	0	0	116	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

LOCATION: Sumter County Road 507 & CR 468/Warm Springs Ave
CITY/STATE: Wildwood, FL

PROJECT ID: 24-130290-002
DATE: Wed, Aug 28, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:00 PM - 05:15 PM



15-Min Count Period Beginning At	Sumter County Road 507 Northbound					Sumter County Road 507 Southbound					CR 468/Warm Springs Ave Eastbound					CR 468/Warm Springs Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0	0	3	0	0	0	0	2	110	0	2	0	0	126	6	0	0	249	908
4:15 PM	0	0	0	0	0	0	0	1	0	0	2	92	0	3	0	0	119	3	0	0	220	907
4:30 PM	0	0	0	0	0	5	0	1	0	0	4	90	0	0	0	0	93	2	0	0	195	909
4:45 PM	0	0	0	0	0	5	0	1	0	0	6	88	0	0	0	0	136	5	3	0	244	915
5:00 PM	0	0	0	0	0	5	0	4	0	0	4	95	0	0	0	0	136	4	0	0	248	834
5:15 PM	0	0	0	0	0	3	0	2	0	0	3	94	0	0	0	0	110	7	3	0	222	586
5:30 PM	0	0	0	0	0	2	0	3	0	0	5	81	0	1	0	0	103	6	0	0	201	364
5:45 PM	0	0	0	0	0	5	0	1	0	0	2	66	0	0	0	0	87	2	0	0	163	163
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	0	0	0	0	20	0	16	0	0	24	380	0	4	0	0	544	28	12	0	1028	
Heavy Trucks	0	0	0	0	0	0	0	8	0	0	0	12	0	0	0	0	80	8	0	0	108	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 501/Marsh Bend Trl & CR 468/Warm Springs Ave
City: Wildwood
Control: Signalized

Project ID: 24-130290-003
Date: 8/28/2024

Data - Total

NS/EW Streets:	CR 501/Marsh Bend Trl				CR 501/Marsh Bend Trl				CR 468/Warm Springs Ave				CR 468/Warm Springs Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	22	11	84	0	27	33	0	0	3	52	83	0	232	54	30	0	631
7:15 AM	40	17	177	0	25	42	2	0	3	61	96	0	156	53	57	0	674
7:30 AM	24	13	139	0	50	32	3	0	1	110	62	0	101	48	41	0	624
7:45 AM	32	21	158	0	40	32	6	0	4	70	39	0	59	60	34	0	555
8:00 AM	21	14	90	0	36	21	5	0	1	84	52	0	53	41	41	0	459
8:15 AM	26	18	72	0	46	32	3	0	1	83	41	0	50	56	60	0	488
8:30 AM	23	10	78	0	41	12	5	1	6	83	28	0	47	65	52	1	452
8:45 AM	26	17	69	0	42	34	0	0	5	68	29	0	49	70	59	0	468
TOTAL VOLUMES :	214	116	817	0	307	238	24	1	24	611	430	0	747	447	374	1	4351
APPROACH %'s :	18.66%	10.11%	71.23%	0.00%	53.86%	41.75%	4.21%	0.18%	2.25%	57.37%	40.38%	0.00%	47.61%	28.49%	23.84%	0.06%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	118	57	508	0	142	139	11	0	11	293	280	0	548	215	162	0	2484
PEAK HR FACTOR :	0.738	0.679	0.804	0.000	0.710	0.827	0.458	0.000	0.688	0.666	0.729	0.000	0.591	0.896	0.711	0.000	0.921
	0.809				0.859				0.844				0.732				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	48	29	116	0	55	43	7	0	3	69	18	0	54	60	51	0	553
4:15 PM	38	19	118	0	50	28	6	1	2	86	16	0	92	116	62	0	634
4:30 PM	27	23	106	0	46	34	9	0	0	64	22	0	51	73	53	0	508
4:45 PM	51	24	101	0	53	40	8	0	0	63	22	1	97	104	49	0	613
5:00 PM	58	29	111	0	63	34	6	0	3	89	26	0	93	90	45	0	647
5:15 PM	41	23	132	1	54	37	3	0	3	71	26	0	92	92	42	1	618
5:30 PM	49	32	115	0	63	39	5	0	2	59	17	0	78	75	50	0	584
5:45 PM	44	25	77	0	48	26	5	0	2	61	15	0	53	66	46	1	469
TOTAL VOLUMES :	356	204	876	1	432	281	49	1	15	562	162	1	610	676	398	2	4626
APPROACH %'s :	24.77%	14.20%	60.96%	0.07%	56.62%	36.83%	6.42%	0.13%	2.03%	75.95%	21.89%	0.14%	36.18%	40.09%	23.61%	0.12%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	199	108	459	1	233	150	22	0	8	282	91	1	360	361	186	1	2462
PEAK HR FACTOR :	0.858	0.844	0.869	0.250	0.925	0.938	0.688	0.000	0.667	0.792	0.875	0.250	0.928	0.868	0.930	0.250	0.951
	0.968				0.946				0.809				0.908				

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 501/Marsh Bend Trl & CR 468/Warm Springs Ave
City: Wildwood
Control: Signalized

Project ID: 24-130290-003
Date: 8/28/2024

Data - Cars

NS/EW Streets:	CR 501/Marsh Bend Trl				CR 501/Marsh Bend Trl				CR 468/Warm Springs Ave				CR 468/Warm Springs Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	21	11	83	0	27	31	0	0	3	49	72	0	229	52	29	0	
	7:00 AM	34	12	125	0	22	41	2	0	3	57	86	0	150	47	54	
	7:15 AM	21	12	138	0	48	31	3	0	1	106	58	0	97	48	39	
	7:30 AM	29	20	150	0	37	30	4	0	4	69	33	0	55	57	33	
	7:45 AM	19	14	89	0	35	20	5	0	1	82	46	0	52	39	39	
	8:00 AM	21	18	68	0	45	32	3	0	1	75	34	0	42	54	58	
	8:15 AM	21	10	75	0	40	12	4	1	6	73	25	0	39	62	51	
8:30 AM	23	17	59	0	41	31	0	0	4	65	24	0	43	68	57		
8:45 AM																432	
TOTAL VOLUMES :	189	114	787	0	295	228	21	1	23	576	378	0	707	427	360	1	TOTAL
APPROACH %'s :	17.34%	10.46%	72.20%	0.00%	54.13%	41.83%	3.85%	0.18%	2.35%	58.96%	38.69%	0.00%	47.29%	28.56%	24.08%	0.07%	4107
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	105	55	496	0	134	133	9	0	11	281	249	0	531	204	155	0	2363
PEAK HR FACTOR :	0.772	0.688	0.827	0.000	0.698	0.811	0.563	0.000	0.688	0.663	0.724	0.000	0.580	0.895	0.718	0.000	0.933
	0.824				0.841				0.820				0.718				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	40	28	105	0	54	42	7	0	3	65	17	0	53	55	51	0	
	4:00 PM	37	19	111	0	49	28	5	1	2	82	16	0	90	113	62	
	4:15 PM	21	21	104	0	46	32	9	0	2	61	22	0	50	70	53	
	4:30 PM	45	23	99	0	53	40	8	0	0	61	22	1	95	98	49	
	4:45 PM	41	29	108	0	63	34	5	0	3	84	26	0	93	89	45	
	5:00 PM	36	23	127	1	53	37	3	0	3	70	26	0	91	87	39	
	5:15 PM	48	31	112	0	63	39	4	0	2	56	17	0	76	74	49	
5:30 PM	43	25	75	0	47	26	5	0	2	60	15	0	53	66	46		
5:45 PM																464	
TOTAL VOLUMES :	311	199	841	1	428	278	46	1	15	539	161	1	601	652	394	2	TOTAL
APPROACH %'s :	23.00%	14.72%	62.20%	0.07%	56.84%	36.92%	6.11%	0.13%	2.09%	75.28%	22.49%	0.14%	36.45%	39.54%	23.89%	0.12%	4470
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	170	106	446	1	232	150	20	0	8	271	91	1	355	348	182	1	2382
PEAK HR FACTOR :	0.885	0.855	0.878	0.250	0.921	0.938	0.625	0.000	0.667	0.807	0.875	0.250	0.934	0.888	0.929	0.250	0.960
	0.946				0.948				0.821				0.915				

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 501/Marsh Bend Trl & CR 468/Warm Springs Ave
City: Wildwood
Control: Signalized

Project ID: 24-130290-003
Date: 8/28/2024

Data - HT

NS/EW Streets:	CR 501/Marsh Bend Trl				CR 501/Marsh Bend Trl				CR 468/Warm Springs Ave				CR 468/Warm Springs Ave					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
	7:00 AM	1	0	1	0	0	2	0	0	0	3	11	0	3	2	1	0	24
	7:15 AM	6	0	2	0	3	1	0	0	0	4	10	0	6	6	3	0	41
	7:30 AM	3	1	1	0	2	1	0	0	0	4	4	0	4	0	2	0	22
	7:45 AM	3	1	8	0	3	2	2	0	0	1	6	0	4	3	1	0	34
	8:00 AM	2	0	1	0	1	1	0	0	0	2	6	0	1	2	2	0	18
	8:15 AM	5	0	4	0	1	0	0	0	0	8	7	0	8	2	2	0	37
	8:30 AM	2	0	3	0	1	0	1	0	0	10	3	0	8	3	1	0	32
	8:45 AM	3	0	10	0	1	3	0	0	1	3	5	0	6	2	2	0	36
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	25	2	30	0	12	10	3	0	1	35	52	0	40	20	14	0	244	
	43.86%	3.51%	52.63%	0.00%	48.00%	40.00%	12.00%	0.00%	1.14%	39.77%	59.09%	0.00%	54.05%	27.03%	18.92%	0.00%		
PEAK HR :	07:00 AM - 08:00 AM																TOTAL	
PEAK HR VOL :	13	2	12	0	8	6	2	0	0	12	31	0	17	11	7	0	121	
PEAK HR FACTOR :	0.542	0.500	0.375	0.000	0.667	0.750	0.250	0.000	0.000	0.750	0.705	0.000	0.708	0.458	0.583	0.000	0.738	
	0.563				0.571				0.768				0.583					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
	4:00 PM	8	1	11	0	1	1	0	0	4	1	0	1	5	0	0	33	
	4:15 PM	1	1	7	0	1	1	0	0	4	4	0	2	3	0	0	19	
	4:30 PM	6	2	2	0	0	2	0	0	3	0	0	1	3	0	0	19	
	4:45 PM	6	1	2	0	0	0	0	0	2	0	0	2	6	0	0	19	
	5:00 PM	17	0	3	0	0	0	1	0	0	5	0	0	1	0	0	27	
	5:15 PM	5	0	5	0	1	0	0	0	1	0	0	1	5	3	0	21	
	5:30 PM	1	1	3	0	0	0	1	0	0	3	0	0	2	1	1	13	
	5:45 PM	1	0	2	0	1	0	0	0	1	0	0	0	0	0	0	5	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	45	5	35	0	4	3	3	0	0	23	1	0	9	24	4	0	156	
	52.94%	5.88%	41.18%	0.00%	40.00%	30.00%	30.00%	0.00%	0.00%	95.83%	4.17%	0.00%	24.32%	64.86%	10.81%	0.00%		
PEAK HR :	04:45 PM - 05:45 PM																TOTAL	
PEAK HR VOL :	29	2	13	0	1	0	2	0	0	11	0	0	5	13	4	0	80	
PEAK HR FACTOR :	0.426	0.500	0.650	0.000	0.250	0.000	0.500	0.000	0.000	0.550	0.000	0.000	0.625	0.542	0.333	0.000	0.741	
	0.550				0.750				0.550				0.611					

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 501/Marsh Bend Trl & CR 468/Warm Springs Ave
City: Wildwood
Control: Signalized

Project ID: 24-130290-003
Date: 8/28/2024

Data - Bikes

NS/EW Streets:	CR 501/Marsh Bend Trl				CR 501/Marsh Bend Trl				CR 468/Warm Springs Ave				CR 468/Warm Springs Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	2	0	0	1	0	0	0	0	1	0	0	1	1	0	6
	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM				0	0	0	0	0	0	0	0	0	1	1	0	3
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	3
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.750
			0.250												0.500		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM				0	0	0	0	0	0	0	0	0	0	1	0	1
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250
															0.250		

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 501/Marsh Bend Trl & CR 468/Warm Springs Ave
City: Wildwood

Project ID: 24-130290-003
Date: 8/28/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	CR 501/Marsh Bend Trl		CR 501/Marsh Bend Trl		CR 468/Warm Springs Ave		CR 468/Warm Springs Ave	
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB
APPROACH %'s :	0	0	0	0	0	0	0	0
PEAK HR :	07:00 AM - 08:00 AM							
PEAK HR VOL :	0	0	0	0	0	0	0	0
PEAK HR FACTOR :								
								TOTAL
								0

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB
APPROACH %'s :	0	0	0	0	0	0	0	0
PEAK HR :	04:45 PM - 05:45 PM							
PEAK HR VOL :	0	0	0	0	0	0	0	0
PEAK HR FACTOR :								
								TOTAL
								0

CR 501/Marsh Bend Trl & CR 468/Warm Springs Ave

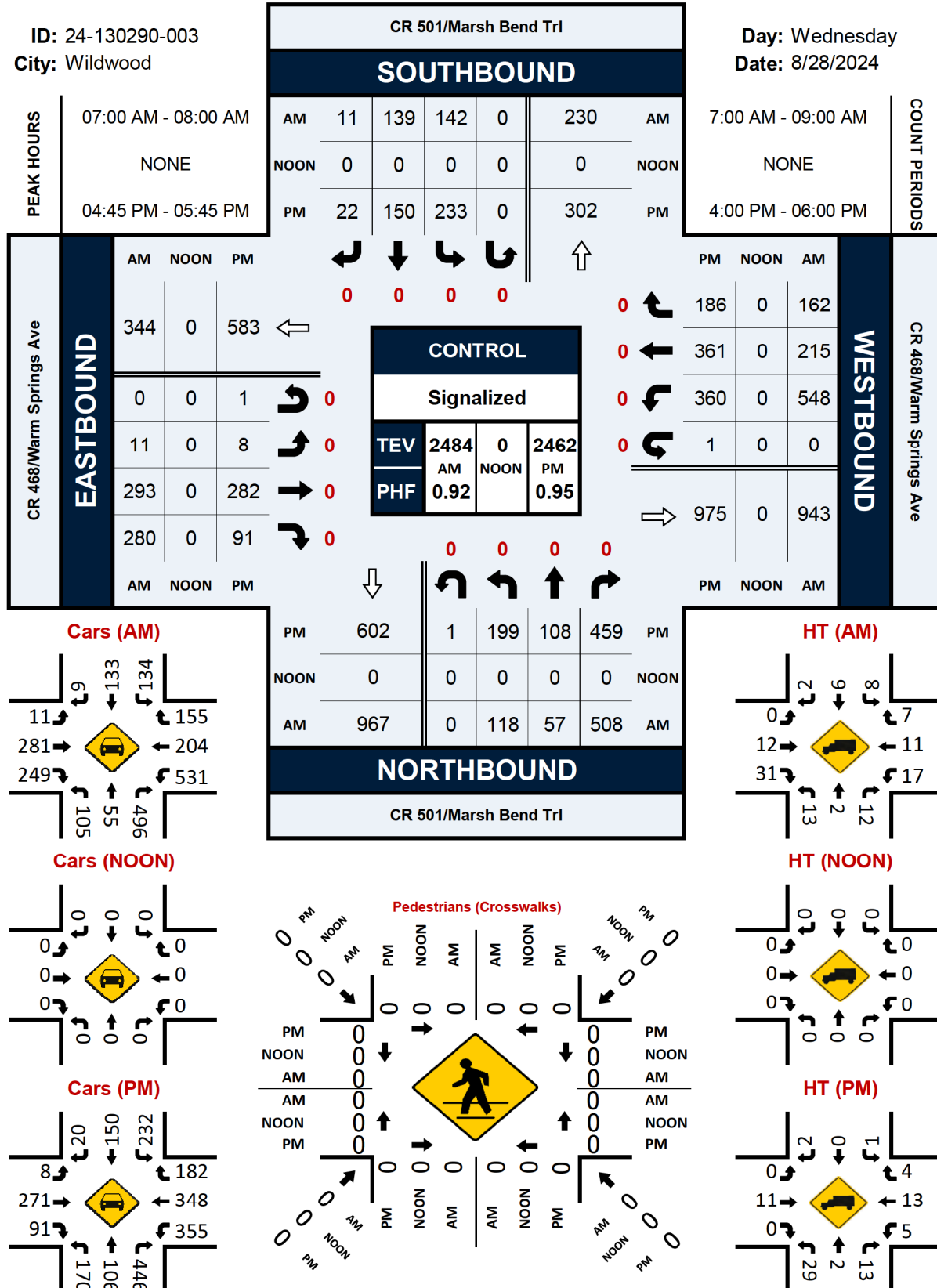
Peak Hour Turning Movement Count

ID: 24-130290-003

City: Wildwood

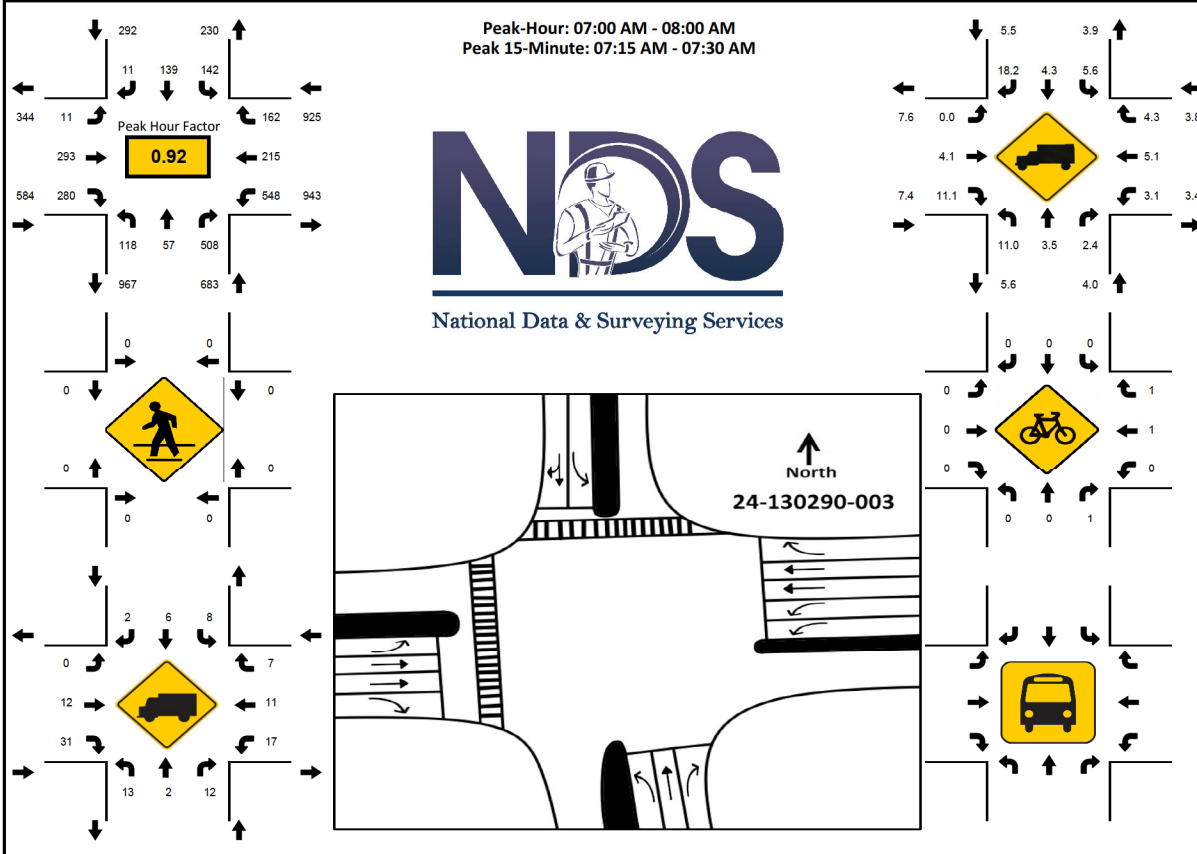
Day: Wednesday

Date: 8/28/2024



LOCATION: CR 501/Marsh Bend Trl & CR 468/Warm Springs Ave
CITY/STATE: Wildwood, FL

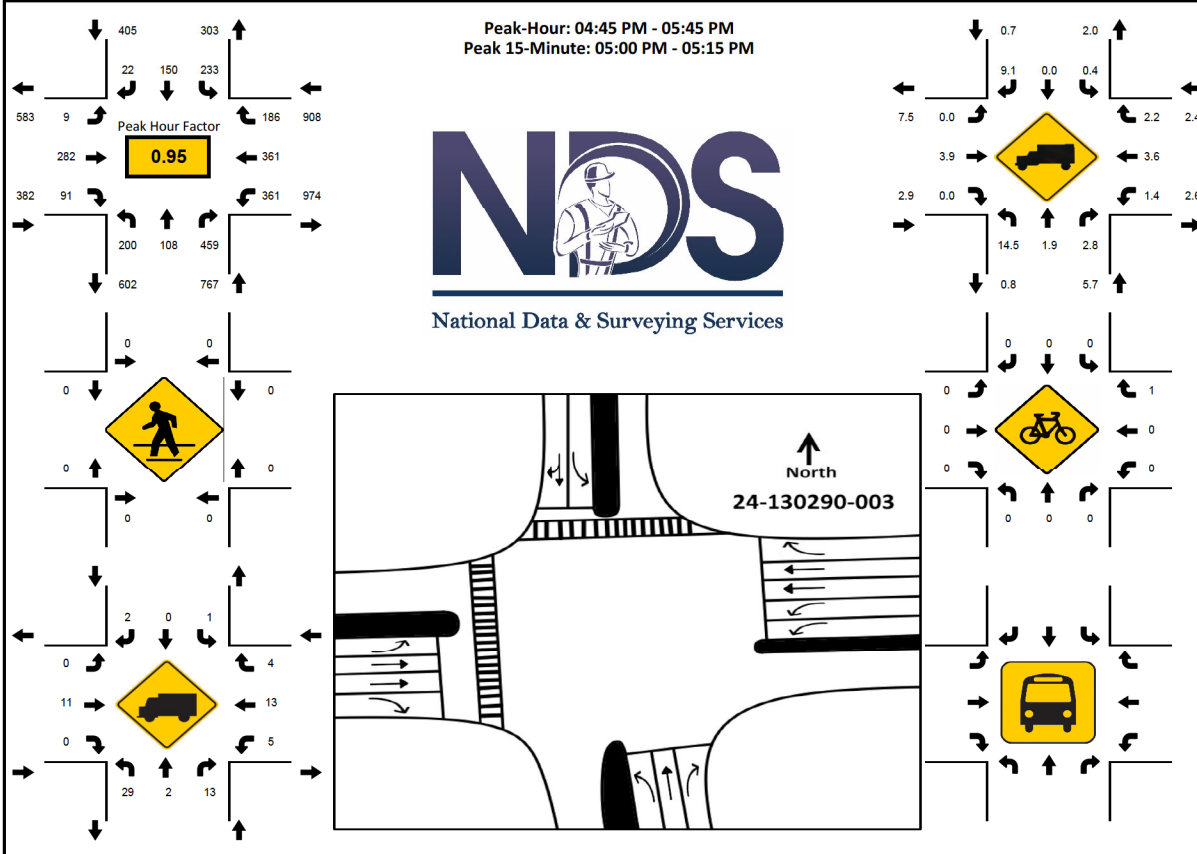
PROJECT ID: 24-130290-003
DATE: Wed, Aug 28, 2024



15-Min Count Period Beginning At	CR 501/Marsh Bend Trl Northbound					CR 501/Marsh Bend Trl Southbound					CR 468/Warm Springs Ave Eastbound					CR 468/Warm Springs Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	22	11	84	0		27	33	0	0		3	52	83	0		232	54	30	0		631	2484
7:15 AM	40	12	127	0		25	42	2	0		3	61	96	0		156	53	57	0		674	2312
7:30 AM	24	13	139	0		50	32	3	0		1	110	62	0		101	48	41	0		624	2126
7:45 AM	32	21	158	0		40	32	6	0		4	70	39	0		59	60	34	0		555	1954
8:00 AM	21	14	90	0		36	21	5	0		1	84	52	0		53	41	41	0		459	1867
8:15 AM	26	18	72	0		46	32	3	0		1	83	41	0		50	56	60	0		488	1408
8:30 AM	23	10	78	0		41	12	5	1		6	83	28	0		47	65	52	1		452	920
8:45 AM	26	17	69	0		42	34	0	0		5	68	29	0		49	70	59	0		468	468
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	160	84	632	0		200	168	24	0		16	440	384	0		928	240	228	0		3504	
Heavy Trucks	24	4	32	0		12	8	8	0		0	16	44	0		24	24	12	0		208	
Pedestrians		0					0					0					0				0	
Bicycles		0					0	0	0	0		0	0	0	0		0	4	4	0	12	
Buses																						
Stopped Buses																						

LOCATION: CR 501/Marsh Bend Trl & CR 468/Warm Springs Ave
CITY/STATE: Wildwood, FL

PROJECT ID: 24-130290-003
DATE: Wed, Aug 28, 2024



15-Min Count Period Beginning At	CR 501/Marsh Bend Trl Northbound					CR 501/Marsh Bend Trl Southbound					CR 468/Warm Springs Ave Eastbound					CR 468/Warm Springs Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	48	29	116	0		55	43	7	0		3	69	18	0		54	60	51	0		553	2308
4:15 PM	38	19	118	0		50	28	6	1		2	86	16	0		92	116	62	0		634	2402
4:30 PM	27	23	106	0		46	34	9	0		0	64	22	0		51	73	53	0		508	2386
4:45 PM	51	24	101	0		53	40	8	0		0	63	22	1		97	104	49	0		613	2462
5:00 PM	58	29	111	0		63	34	6	0		3	89	26	0		93	90	45	0		647	2318
5:15 PM	41	23	132	1		54	37	3	0		3	71	26	0		92	92	42	1		618	1671
5:30 PM	49	32	115	0		63	39	5	0		2	59	17	0		78	75	50	0		584	1053
5:45 PM	44	25	77	0		48	26	5	0		2	61	15	0		53	66	46	1		469	469
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	232	128	528	4		252	160	32	0		12	356	104	4		388	416	200	4		2820	
Heavy Trucks	68	4	20	0		4	0	4	0		0	20	0	0		8	24	12	0		164	
Pedestrians	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	4	0		4	
Buses																						
Stopped Buses																						

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1800 SUMTER COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2023 - 01/07/2023	0.99	1.04
2	01/08/2023 - 01/14/2023	1.00	1.05
3	01/15/2023 - 01/21/2023	1.02	1.07
4	01/22/2023 - 01/28/2023	1.01	1.06
5	01/29/2023 - 02/04/2023	1.00	1.05
6	02/05/2023 - 02/11/2023	1.00	1.05
7	02/12/2023 - 02/18/2023	0.99	1.04
* 8	02/19/2023 - 02/25/2023	0.97	1.02
* 9	02/26/2023 - 03/04/2023	0.95	1.00
*10	03/05/2023 - 03/11/2023	0.93	0.98
*11	03/12/2023 - 03/18/2023	0.91	0.96
*12	03/19/2023 - 03/25/2023	0.92	0.97
*13	03/26/2023 - 04/01/2023	0.93	0.98
*14	04/02/2023 - 04/08/2023	0.93	0.98
*15	04/09/2023 - 04/15/2023	0.94	0.99
*16	04/16/2023 - 04/22/2023	0.95	1.00
*17	04/23/2023 - 04/29/2023	0.96	1.01
*18	04/30/2023 - 05/06/2023	0.97	1.02
*19	05/07/2023 - 05/13/2023	0.98	1.03
*20	05/14/2023 - 05/20/2023	0.99	1.04
21	05/21/2023 - 05/27/2023	0.99	1.04
22	05/28/2023 - 06/03/2023	1.00	1.05
23	06/04/2023 - 06/10/2023	1.00	1.05
24	06/11/2023 - 06/17/2023	1.00	1.05
25	06/18/2023 - 06/24/2023	1.00	1.05
26	06/25/2023 - 07/01/2023	1.00	1.05
27	07/02/2023 - 07/08/2023	1.00	1.05
28	07/09/2023 - 07/15/2023	1.00	1.05
29	07/16/2023 - 07/22/2023	1.02	1.07
30	07/23/2023 - 07/29/2023	1.04	1.09
31	07/30/2023 - 08/05/2023	1.07	1.13
32	08/06/2023 - 08/12/2023	1.09	1.15
33	08/13/2023 - 08/19/2023	1.11	1.17
34	08/20/2023 - 08/26/2023	1.11	1.17
35	08/27/2023 - 09/02/2023	1.12	1.18
36	09/03/2023 - 09/09/2023	1.12	1.18
37	09/10/2023 - 09/16/2023	1.13	1.19
38	09/17/2023 - 09/23/2023	1.11	1.17
39	09/24/2023 - 09/30/2023	1.09	1.15
40	10/01/2023 - 10/07/2023	1.08	1.14
41	10/08/2023 - 10/14/2023	1.06	1.12
42	10/15/2023 - 10/21/2023	1.05	1.11
43	10/22/2023 - 10/28/2023	1.02	1.07
44	10/29/2023 - 11/04/2023	1.00	1.05
45	11/05/2023 - 11/11/2023	0.98	1.03
46	11/12/2023 - 11/18/2023	0.96	1.01
47	11/19/2023 - 11/25/2023	0.96	1.01
48	11/26/2023 - 12/02/2023	0.97	1.02
49	12/03/2023 - 12/09/2023	0.98	1.03
50	12/10/2023 - 12/16/2023	0.99	1.04
51	12/17/2023 - 12/23/2023	1.00	1.05
52	12/24/2023 - 12/30/2023	1.01	1.06
53	12/31/2023 - 12/31/2023	1.02	1.07

* PEAK SEASON

09-MAR-2024 18:41:41

830UPD

5_1800_PKSEASON.TXT

Sumter County 2023 CMP Database

SEGMENT ID	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2023)	LANES (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2023 AADT	2023 DAILY V/C	2023 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR NB/EB VOLUME	2023 PEAK HOUR SB/AB VOLUME	2023 PEAK HOUR V/C	2023 PEAK HOUR LOS	PEAK HOUR TWO-WAY DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR TWO-WAY VOLUME	2023 PEAK HOUR TWO-WAY V/C	2023 PEAK HOUR TWO-WAY LOS	GROWTH RATE
3253200	1.24	US 301/SR 35 (WARM SPRINGS AVE)	CR 514 (WARM SPRING AVE)	WARM SPRINGS AVENUE	2	4	URBAN	UNDIVIDED	D	17,920	14,200	0.79	C	888	486	497	0.56	C	1,616	982	C	0.61	4.50%
3253210	2.73	US 301/SR 35	WARM SPRINGS AVE	SR 91/FLORIDAS TURNPIKE	2	4	URBAN	UNDIVIDED	D	14,000	16,320	1.17	E	730	689	605	0.94	D	1,330	1,294	D	0.97	1.00%
3253220	0.18	US 301/SR 35 (MAIN ST)	SR 91/FLORIDAS TURNPIKE	CR 156 (CLAY DRAIN RD)	2	2	URBAN	DIVIDED	D	21,700	19,308	0.89	D	1,070	800	690	0.75	D	1,950	1,490	D	0.76	2.00%
3557110	1.02	WARM SPRINGS AVE	US 301/SR 35	CR 513	4	4	RURAL	DIVIDED	D	33,570	11,449	0.34	C	1,665	376	472	0.28	C	3,024	848	C	0.28	3.50%
3557120	1.74	WARM SPRINGS AVE	CR 513	CR 501	4	4	RURAL	DIVIDED	D	33,570	16,157	0.48	C	1,665	378	548	0.33	C	3,024	926	C	0.31	9.25%
3557130	2.00	WARM SPRINGS AVE	CR 501	SANDALWOOD DR	4	4	RURAL	DIVIDED	D	35,249	25,529	0.72	C	1,748	496	521	0.30	C	3,175	1,017	C	0.32	1.00%
3557160	3.91	MEGGISON RD	WARM SPRINGS AVE	SR 44	4	4	URBAN	DIVIDED	D	37,300	7,939	0.21	C	1,850	322	393	0.21	C	3,360	715	C	0.21	3.00%
3557170	1.47	MEGGISON RD	MORSE BLVD	WARM SPRINGS AVENUE	4	4	URBAN	DIVIDED	D	37,300	8,804	0.24	C	1,850	357	436	0.24	C	3,360	792	C	0.24	3.00%
40090002	0.48	MARSH BEND TRAIL / CR 501	CORBIN TRL	WARM SPRINGS AVE	4	4	URBAN	DIVIDED	D	33,570	11,906	0.35	C	1,665	363	348	0.22	C	3,024	711	C	0.24	10.75%
40090003	1.20	MARSH BEND TRAIL	WARM SPRINGS AVE	DUNHAM DR	2	2	URBAN	DIVIDED	D	21,168	7,023	0.33	C	1,049	291	290	0.28	C	1,909	581	C	0.30	9.50%
40090003	4.89	MARSH BEND TRAIL	US 301	WARM SPRINGS AVE	2	2	URBAN	DIVIDED	D	23,520	7,023	0.33	C	1,166	291	290	0.28	C	1,909	581	C	0.30	3.00%

Appendix D

Existing Conditions Synchro Printouts

HCM 6th TWSC

3: US 301 & Warm Springs Ave

12/10/2024

Intersection						
Int Delay, s/veh	125.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	106	251	404	199	461	442
Future Vol, veh/h	106	251	404	199	461	442
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	450	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	19	4	18	12	12	18
Mvmt Flow	119	282	454	224	518	497
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1987	454	0	0	678	0
Stage 1	454	-	-	-	-	-
Stage 2	1533	-	-	-	-	-
Critical Hdwy	6.59	6.24	-	-	4.22	-
Critical Hdwy Stg 1	5.59	-	-	-	-	-
Critical Hdwy Stg 2	5.59	-	-	-	-	-
Follow-up Hdwy	3.671	3.336	-	-	2.308	-
Pot Cap-1 Maneuver	~ 60	602	-	-	869	-
Stage 1	605	-	-	-	-	-
Stage 2	179	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 24	602	-	-	869	-
Mov Cap-2 Maneuver	~ 24	-	-	-	-	-
Stage 1	605	-	-	-	-	-
Stage 2	~ 72	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	637.7	0	7.7			
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	24	602	869	-
HCM Lane V/C Ratio	-	-	4.963	0.468	0.596	-
HCM Control Delay (s)	-	-	\$ 2109.5	16.1	15.1	-
HCM Lane LOS	-	-	F	C	C	-
HCM 95th %tile Q(veh)	-	-	14.9	2.5	4.1	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	645	302	12	15	12
Future Vol, veh/h	34	645	302	12	15	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	240	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	741	347	14	17	14
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	361	0	-	0	803	181
Stage 1	-	-	-	-	354	-
Stage 2	-	-	-	-	449	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1194	-	-	-	321	831
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	610	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1194	-	-	-	310	831
Mov Cap-2 Maneuver	-	-	-	-	430	-
Stage 1	-	-	-	-	659	-
Stage 2	-	-	-	-	610	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.4		0		12	
HCM LOS					B	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1194	-	-	-	547	
HCM Lane V/C Ratio	0.033	-	-	-	0.057	
HCM Control Delay (s)	8.1	-	-	-	12	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	

Timings

15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	12	328	314	614	241	181	132	64	569	159	156
Future Volume (vph)	12	328	314	614	241	181	132	64	569	159	156
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	7.0	15.0	15.0	7.0	15.0
Minimum Split (s)	13.5	26.5	26.5	13.5	26.5	26.5	13.5	21.5	21.5	13.5	21.5
Total Split (s)	36.5	66.5	66.5	56.5	86.5	86.5	36.5	36.5	36.5	36.5	36.5
Total Split (%)	18.6%	33.9%	33.9%	28.8%	44.1%	44.1%	18.6%	18.6%	18.6%	18.6%	18.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	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	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	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
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	7.4	22.3	22.3	28.0	52.2	52.2	34.5	20.2	20.2	33.0	19.4
Actuated g/C Ratio	0.07	0.20	0.20	0.25	0.47	0.47	0.31	0.18	0.18	0.30	0.18
v/c Ratio	0.11	0.51	0.60	0.78	0.16	0.24	0.40	0.21	0.82	0.40	0.58
Control Delay	59.8	44.8	9.8	46.2	19.7	4.1	29.4	43.5	16.0	29.3	51.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.8	44.8	9.8	46.2	19.7	4.1	29.4	43.5	16.0	29.3	51.7
LOS	E	D	A	D	B	A	C	D	B	C	D
Approach Delay		28.3			32.6			20.6			40.8
Approach LOS		C			C			C			D

Intersection Summary

Cycle Length: 196

Actuated Cycle Length: 110.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 29.3

Intersection LOS: C

Intersection Capacity Utilization 77.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 15: Marsh Bend Trl & Warm Springs Ave

 Ø1	 Ø2	 Ø3	 Ø4
36.5 s	36.5 s	36.5 s	36.5 s
 Ø5	 Ø6	 Ø7	 Ø8
56.5 s	66.5 s	36.5 s	36.5 s

HCM 6th Signalized Intersection Summary

15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	328	314	614	241	181	132	64	569	159	156	12
Future Volume (veh/h)	12	328	314	614	241	181	132	64	569	159	156	12
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	1841	1737	1856	1826	1841	1737	1841	1870	1811	1841	1633
Adj Flow Rate, veh/h	13	357	341	667	262	197	143	70	618	173	170	13
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, %	2	4	11	3	5	4	11	4	2	6	4	18
Cap, veh/h	36	920	387	759	1611	724	360	416	358	359	401	31
Arrive On Green	0.02	0.26	0.26	0.22	0.46	0.46	0.08	0.23	0.23	0.09	0.24	0.24
Sat Flow, veh/h	1781	3497	1472	3428	3469	1560	1654	1841	1585	1725	1688	129
Grp Volume(v), veh/h	13	357	341	667	262	197	143	70	618	173	0	183
Grp Sat Flow(s),veh/h/ln	1781	1749	1472	1714	1735	1560	1654	1841	1585	1725	0	1817
Q Serve(g_s), s	1.0	11.1	29.5	25.0	5.8	10.3	8.7	4.1	30.0	10.1	0.0	11.3
Cycle Q Clear(g_c), s	1.0	11.1	29.5	25.0	5.8	10.3	8.7	4.1	30.0	10.1	0.0	11.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	36	920	387	759	1611	724	360	416	358	359	0	431
V/C Ratio(X)	0.36	0.39	0.88	0.88	0.16	0.27	0.40	0.17	1.73	0.48	0.00	0.42
Avail Cap(c_a), veh/h	402	1580	665	1291	2090	940	597	416	358	587	0	431
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	40.2	46.9	50.0	20.6	21.8	35.2	41.4	51.4	34.2	0.0	43.0
Incr Delay (d2), s/veh	6.1	0.3	7.1	3.9	0.0	0.2	0.7	0.2	338.1	1.0	0.0	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(95%),veh/ln	0.9	8.3	17.1	16.2	4.2	6.9	6.4	3.4	71.0	7.8	0.0	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.3	40.4	54.1	53.9	20.7	22.0	35.9	41.5	389.5	35.2	0.0	43.6
LnGrp LOS	E	D	D	D	C	C	D	D	F	D	A	D
Approach Vol, veh/h		711			1126			831			356	
Approach Delay, s/veh		47.5			40.6			299.4			39.5	
Approach LOS		D			D			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	68.2	19.0	36.5	35.9	41.4	17.5	38.0				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	30.0	80.0	30.0	30.0	50.0	60.0	30.0	30.0				
Max Q Clear Time (g_c+I1), s	3.0	12.3	12.1	32.0	27.0	31.5	10.7	13.3				
Green Ext Time (p_c), s	0.0	2.3	0.4	0.0	2.4	3.4	0.3	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			113.2									
HCM 6th LOS			F									

HCM 6th TWSC
3: US 301 & Warm Springs Ave

12/10/2024

Intersection						
Int Delay, s/veh	46.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	176	348	337	193	292	332
Future Vol, veh/h	176	348	337	193	292	332
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	450	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	8	12	11	4	3	13
Mvmt Flow	187	370	359	205	311	353
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1334	359	0	0	564	0
Stage 1	359	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Critical Hdwy	6.48	6.32	-	-	4.13	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.408	-	-	2.227	-
Pot Cap-1 Maneuver	~ 165	663	-	-	1003	-
Stage 1	694	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 114	663	-	-	1003	-
Mov Cap-2 Maneuver	~ 114	-	-	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	246	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	142.8	0		4.8		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	114	663	1003	-
HCM Lane V/C Ratio	-	-	1.642	0.558	0.31	-
HCM Control Delay (s)	-	-	\$ 391.4	17.1	10.2	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	14.1	3.5	1.3	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th TWSC
7: Warm Springs Ave & CR 507

12/10/2024

Intersection							
Int Delay, s/veh	0.6						
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	21	401	7	543	25	17	11
Future Vol, veh/h	21	401	7	543	25	17	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	240	-	-	-	-	0	-
Veh in Median Storage, #	-	0	-	0	-	1	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	3	2	11	14	2	20
Mvmt Flow	23	436	8	590	27	18	12

Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	617	0	436	-	0	884	309
Stage 1	-	-	-	-	-	620	-
Stage 2	-	-	-	-	-	264	-
Critical Hdwy	4.14	-	6.44	-	-	6.84	7.3
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	2.52	-	-	3.52	3.5
Pot Cap-1 Maneuver	959	-	760	-	-	285	636
Stage 1	-	-	-	-	-	499	-
Stage 2	-	-	-	-	-	756	-
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	959	-	760	-	-	274	636
Mov Cap-2 Maneuver	-	-	-	-	-	383	-
Stage 1	-	-	-	-	-	487	-
Stage 2	-	-	-	-	-	744	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0.2	13.5
HCM LOS	B		

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	959	-	-	-	454
HCM Lane V/C Ratio	0.024	-	-	-	0.067
HCM Control Delay (s)	8.8	-	0.1	-	13.5
HCM Lane LOS	A	-	A	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Timings

15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	10	316	102	404	404	208	224	121	514	250	168
Future Volume (vph)	10	316	102	404	404	208	224	121	514	250	168
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	7.0	15.0	15.0	7.0	15.0
Minimum Split (s)	13.5	26.5	26.5	13.5	26.5	26.5	13.5	21.5	21.5	13.5	21.5
Total Split (s)	36.5	66.5	66.5	56.5	86.5	86.5	36.5	36.5	36.5	36.5	36.5
Total Split (%)	18.6%	33.9%	33.9%	28.8%	44.1%	44.1%	18.6%	18.6%	18.6%	18.6%	18.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	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	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	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
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	7.3	21.1	21.1	19.5	44.9	44.9	43.2	23.1	23.1	35.1	19.0
Actuated g/C Ratio	0.07	0.20	0.20	0.18	0.42	0.42	0.41	0.22	0.22	0.33	0.18
v/c Ratio	0.09	0.48	0.26	0.68	0.29	0.28	0.55	0.31	0.71	0.53	0.62
Control Delay	56.0	43.1	6.5	47.5	23.4	4.7	25.7	38.7	9.0	25.5	50.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	43.1	6.5	47.5	23.4	4.7	25.7	38.7	9.0	25.5	50.8
LOS	E	D	A	D	C	A	C	D	A	C	D
Approach Delay		34.7			29.1			17.5			36.5
Approach LOS		C			C			B			D

Intersection Summary

Cycle Length: 196

Actuated Cycle Length: 106.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 27.6

Intersection LOS: C

Intersection Capacity Utilization 78.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 15: Marsh Bend Trl & Warm Springs Ave

			
Ø1	Ø2	Ø3	Ø4
36.5 s	36.5 s	36.5 s	36.5 s
			
Ø5	Ø6	Ø7	Ø8
56.5 s	66.5 s	36.5 s	36.5 s

Existing Conditions - PM Peak Hour 9:15 am 12/10/2024

Synchro 11 Report

Page 5

HCM 6th Signalized Intersection Summary

15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 						 	
Traffic Volume (veh/h)	10	316	102	404	404	208	224	121	514	250	168	25
Future Volume (veh/h)	10	316	102	404	404	208	224	121	514	250	168	25
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	1841	1870	1870	1841	1870	1678	1870	1856	1870	1870	1767
Adj Flow Rate, veh/h	11	333	107	425	425	219	236	127	541	263	177	26
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, %	2	4	2	2	4	2	15	2	3	2	2	9
Cap, veh/h	33	663	301	525	1131	513	478	532	447	474	455	67
Arrive On Green	0.02	0.19	0.19	0.15	0.32	0.32	0.13	0.28	0.28	0.13	0.29	0.29
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	1598	1870	1572	1781	1594	234
Grp Volume(v), veh/h	11	333	107	425	425	219	236	127	541	263	0	203
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1598	1870	1572	1781	0	1828
Q Serve(g_s), s	0.6	9.0	6.2	12.5	9.9	11.4	10.8	5.5	30.0	10.7	0.0	9.4
Cycle Q Clear(g_c), s	0.6	9.0	6.2	12.5	9.9	11.4	10.8	5.5	30.0	10.7	0.0	9.4
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	33	663	301	525	1131	513	478	532	447	474	0	521
V/C Ratio(X)	0.34	0.50	0.36	0.81	0.38	0.43	0.49	0.24	1.21	0.56	0.00	0.39
Avail Cap(c_a), veh/h	507	1990	902	1638	2653	1202	730	532	447	754	0	521
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	51.1	38.3	37.1	43.2	27.5	28.0	22.0	29.0	37.7	21.6	0.0	30.3
Incr Delay (d2), s/veh	6.0	0.6	0.7	3.0	0.2	0.6	0.8	0.2	113.6	1.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	6.8	4.4	9.2	7.1	7.8	7.2	4.4	37.5	8.1	0.0	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	38.9	37.9	46.3	27.7	28.6	22.8	29.2	151.3	22.6	0.0	30.8
LnGrp LOS	E	D	D	D	C	C	C	C	F	C	A	C
Approach Vol, veh/h	451		1069				904		466			
Approach Delay, s/veh	39.1		35.3				100.6		26.2			
Approach LOS	D		D				F		C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	40.6	19.9	36.5	22.5	26.5	19.9	36.6				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	30.0	80.0	30.0	30.0	50.0	60.0	30.0	30.0				
Max Q Clear Time (g_c+I1), s	2.6	13.4	12.7	32.0	14.5	11.0	12.8	11.4				
Green Ext Time (p_c), s	0.0	3.5	0.7	0.0	1.5	2.4	0.6	1.0				
Intersection Summary												
HCM 6th Ctrl Delay	54.8											
HCM 6th LOS	D											



EAGLE EPAC TIMING SHEET

COORDINATION SETTINGS

CONTROLLER SETTINGS

Mvmt.	Timing Function	Min	Green	Max	Green	Yellow	All	Walk	F.D.W.	Recall	Det. Func.	Dial 1 AVC	Dial 2/AM	Dial 3/PM
		Initial	Passage	I	II	Clear	Red					Split Sec	Split Sec	Split Sec
1		7	3.0	30	30	4.0	2.5				Lock			
2		20	3.0	60	50	4.0	2.5	7	8	min	Non Lock			
3		7	3.0	30	30	4.0	2.5				Lock			
4		15	3.0	30	50	4.0	2.5	7	8		Non Lock			
5		7	3.0	50	30	4.0	2.5				Lock			
6		20	3.0	60	50	4.0	2.5	7	8	min	Non Lock			
7		7	3.0	30	30	4.0	2.5				Lock			
8		15	3.0	30	50	4.0	2.5	7	8		Non Lock			
50 52 INTERSECTION: Warm Springs & CR 501												Off Set		
DATE: June 2019														

Appendix E

Improvement Plans for US 301 at Warm Springs Avenue



Appendix F

Turning Movement Worksheets

US 301 at Warm Springs Avenue AM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	0	0	0	0	95	0	224	0	0	361	178	0	412	395	0
Date of Count	8/28/2024				SF				1.12							
Adjusted Count	0	0	0	0	0	106	0	251	0	0	404	199	0	461	442	0

	West Leg				East Leg				South Leg				North Leg			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Approach & Departure Volumes	EB: 0				EB: 660				NB: 603				NB: 655			
Directional Factors Based on Existing Counts	WB: 0				WB: 357				SB: 548				SB: 903			
	EB: 0.00				EB: 0.65				NB: 0.52				NB: 0.42			
	WB: 0.00				WB: 0.35				SB: 0.48				SB: 0.58			

Future Background

Year 2027

Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	3.5%	3.5%	3.5%	3.5%	4.5%	4.5%	4.5%	4.5%	2.0%	2.0%	2.0%	2.0%
Simple Volume Growth	0	0	0	0	0	11	0	26	0	0	55	27	0	28	27	0
Bigham Plaza	0	0	0	0	0	2	0	7	0	0	0	3	0	11	0	0
Applied Bckgrnd Growth	0	0	0	0	0	13	0	33	0	0	55	30	0	39	27	0
Total Bckgrnd Pk-Hr Vols	0	0	0	0	0	119	0	284	0	0	459	229	0	500	469	0

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.0%	0.0%	23.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	13	0	28	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	11.0%	0.0%	23.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	7	0	15	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	7	0	15	0	0	0	13	0	28	0	0

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	0	0	0	0	126	0	299	0	0	459	242	0	528	469	0

US 301 at Warm Springs Avenue PM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	0	0	0	1	156	0	311	0	0	301	172	0	261	296	0
Date of Count	8/28/2024				SF				1.12							
Adjusted Count	0	0	0	0	1	175	0	348	0	0	337	193	0	292	332	0

	West Leg				East Leg				South Leg				North Leg			
	EB: 0	WB: 0	EB: 0.00	WB: 0.00	EB: 486	WB: 524	EB: 0.48	WB: 0.52	NB: 530	SB: 507	NB: 0.51	SB: 0.49	NB: 685	SB: 624	NB: 0.52	SB: 0.48
Existing Approach & Departure Volumes																
Directional Factors Based on Existing Counts																

Future Background

Year 2027

Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	3.5%	3.5%	3.5%	3.5%	4.5%	4.5%	4.5%	4.5%	2.0%	2.0%	2.0%	2.0%
Simple Volume Growth	0	0	0	0	0	18	0	37	0	0	45	26	0	18	20	0
Bigham Plaza	0	0	0	0	0	7	0	24	0	0	0	7	0	24	0	0
Applied Bckgrnd Growth	0	0	0	0	0	25	0	61	0	0	45	33	0	42	20	0
Total Bckgrnd Pk-Hr Vols	0	0	0	0	1	200	0	409	0	0	382	226	0	334	352	0

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.0%	0.0%	23.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	12	0	26	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	11.0%	0.0%	23.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	13	0	27	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	13	0	27	0	0	0	12	0	26	0	0

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	0	0	0	1	213	0	436	0	0	382	238	0	360	352	0

Warm Springs Avenue at CR 507 AM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	17	13	576	0	0	0	270	11	0	0	0	0	0	13	0	11
Date of Count	8/28/2024				SF				1.12							
Adjusted Count	19	15	645	0	0	0	302	12	0	0	0	0	0	15	0	12

	West Leg				East Leg				South Leg				North Leg			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Approach & Departure Volumes	EB: 679				EB: 660				NB: 0				NB: 27			
Directional Factors Based on Existing Counts	WB: 333				WB: 314				SB: 0				SB: 27			
	EB: 0.67				EB: 0.68				NB: 0.00				NB: 0.50			
	WB: 0.33				WB: 0.32				SB: 0.00				SB: 0.50			

Future Background

	Year 2027															
Annual Growth Rate	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Simple Volume Growth	5	4	179	0	0	0	84	3	0	0	0	0	0	1	0	1
Bigham Plaza	0	0	13	0	0	0	9	0	0	0	0	0	0	0	0	0
Applied Bckgrnd Growth	5	4	192	0	0	0	93	3	0	0	0	0	0	1	0	1
Total Bckgrnd Pk-Hr Vols	24	19	837	0	0	0	395	15	0	0	0	0	0	16	0	13

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	41.0%	0.0%	0.0%	0.0%	0.0%	0.0%	36.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	50	0	0	0	0	0	44	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	58.0%	0.0%	25.0%
Volume	0	0	0	0	0	0	10	0	0	0	0	0	0	37	0	16
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	50	0	0	0	0	10	44	0	0	0	0	0	37	0	16

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	24	69	837	0	0	0	405	59	0	0	0	0	0	53	0	29

Warm Springs Avenue at CR 507 PM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	1	18	358	0	6	0	485	22	0	0	0	0	0	15	0	10
Date of Count	8/28/2024				SF				1.12							
Adjusted Count	1	20	401	0	7	0	543	25	0	0	0	0	0	17	0	11

	West Leg				East Leg				South Leg				North Leg			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Approach & Departure Volumes	EB: 422				EB: 425				NB: 0				NB: 45			
	WB: 555				WB: 575				SB: 0				SB: 28			
Directional Factors Based on Existing Counts	EB: 0.43				EB: 0.43				NB: 0.00				NB: 0.62			
	WB: 0.57				WB: 0.57				SB: 0.00				SB: 0.38			

Future Background

Year 2027

	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Annual Growth Rate	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Simple Volume Growth	0	6	111	0	2	0	151	7	0	0	0	0	0	1	0	1
Bigham Plaza	0	0	31	0	0	0	31	0	0	0	0	0	0	0	0	0
Applied Bckgrnd Growth	0	6	142	0	2	0	182	7	0	0	0	0	0	1	0	1
Total Bckgrnd Pk-Hr Vols	1	26	543	0	9	0	725	32	0	0	0	0	0	18	0	12

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	41.0%	0.0%	0.0%	0.0%	0.0%	0.0%	36.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	46	0	0	0	0	0	40	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	58.0%	0.0%	25.0%
Volume	0	0	0	0	0	0	19	0	0	0	0	0	0	68	0	30
Pass-By Inbound	0.0%	25.0%	-25.0%	0.0%	0.0%	0.0%	-45.0%	45.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	5	-5	0	0	0	-9	9	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	45.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	9
Total Project Trips	0	51	-5	0	0	0	10	49	0	0	0	0	0	73	0	39

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	1	77	538	0	9	0	735	81	0	0	0	0	0	91	0	51

CR 507 at Project Driveway #1 AM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	0	0	0	0	0	0	0	0	0	24	0	0	0	24	0
Date of Count	8/28/2024				SF				1.12							
Adjusted Count	0	0	0	0	0	0	0	0	0	0	27	0	0	0	27	0

	West Leg				East Leg				South Leg				North Leg			
	EB: 0				EB: 0				NB: 27				NB: 27			
	WB: 0				WB: 0				SB: 27				SB: 27			
	EB: 0.00				EB: 0.00				NB: 0.50				NB: 0.50			
Directional Factors Based on Existing Counts	WB: 0.00				WB: 0.00				SB: 0.50				SB: 0.50			

Future Background

Year 2027

Annual 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%	2.0%	2.0%	2.0%	2.0%
Simple Volume Growth	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
Bigham Plaza	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Applied Bckgrnd Growth	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
Total Bckgrnd Pk-Hr Vols	0	0	0	0	0	0	0	0	0	0	29	0	0	0	29	0

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	77.0%	0.0%	1.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	93	0	1	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	83.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	53	0	1	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	53	0	1	0	0	0	93	0	1	0	0

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	0	0	0	0	53	0	1	0	0	29	93	0	1	29	0

CR 507 at Project Driveway #1 PM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	0	0	0	0	0	0	0	0	0	40	0	0	0	25	0
Date of Count	8/28/2024				SF				1.12							
Adjusted Count	0	0	0	0	0	0	0	0	0	0	45	0	0	0	28	0

	West Leg				East Leg				South Leg				North Leg			
	EB: 0	WB: 0	EB: 0.00	WB: 0.00	EB: 0	WB: 0	EB: 0.00	WB: 0.00	NB: 45	SB: 28	NB: 0.62	SB: 0.38	NB: 45	SB: 28	NB: 0.62	SB: 0.38
Existing Approach & Departure Volumes																
Directional Factors Based on Existing Counts																

Future Background

Year 2027

Annual 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%	2.0%	2.0%	2.0%	2.0%
Simple Volume Growth	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
Bigham Plaza	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Applied Bckgrnd Growth	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
Total Bckgrnd Pk-Hr Vols	0	0	0	0	0	0	0	0	0	0	48	0	0	0	30	0

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	77.0%	0.0%	1.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	85	0	1	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	83.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	98	0	1	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	111	0	1	0	0	0	98	0	1	0	0

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	0	0	0	0	111	0	1	0	0	48	98	0	1	30	0

Warm Springs Avenue at Project Driveway #2 AM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	0	589	0	0	0	281	0	0	0	0	0	0	0	0	0
Date of Count	8/28/2024				SF				1.12							
Adjusted Count	0	0	660	0	0	0	315	0	0	0	0	0	0	0	0	0

	West Leg				East Leg				South Leg				North Leg			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Approach & Departure Volumes	EB: 660				EB: 660				NB: 0				NB: 0			
	WB: 315				WB: 315				SB: 0				SB: 0			
Directional Factors Based on Existing Counts	EB: 0.68				EB: 0.68				NB: 0.00				NB: 0.00			
	WB: 0.32				WB: 0.32				SB: 0.00				SB: 0.00			

Future Background

Year 2027

	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Annual Growth Rate	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Simple Volume Growth	0	0	183	0	0	0	87	0	0	0	0	0	0	0	0	0
Bigham Plaza	0	0	13	0	0	0	9	0	0	0	0	0	0	0	0	0
Applied Bckgrnd Growth	0	0	196	0	0	0	96	0	0	0	0	0	0	0	0	0
Total Bckgrnd Pk-Hr Vols	0	0	856	0	0	0	411	0	0	0	0	0	0	0	0	0

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	36.0%	22.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	44	27	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	58.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%
Volume	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	10
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	37	0	0	0	44	27	0	0	0	0	0	0	0	10

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	0	893	0	0	0	455	27	0	0	0	0	0	0	0	10

Warm Springs Avenue at Project Driveway #2

PM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	0	364	0	0	0	513	0	0	0	0	0	0	0	0	0
Date of Count	8/28/2024				SF				1.12							
Adjusted Count	0	0	408	0	0	0	575	0	0	0	0	0	0	0	0	0

	West Leg				East Leg				South Leg				North Leg			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Approach & Departure Volumes	EB: 408				EB: 408				NB: 0				NB: 0			
Directional Factors Based on Existing Counts	WB: 575				WB: 575				SB: 0				SB: 0			
	EB: 0.42				EB: 0.42				NB: 0.00				NB: 0.00			
	WB: 0.58				WB: 0.58				SB: 0.00				SB: 0.00			

Future Background

Year 2027

	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Annual Growth Rate	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Simple Volume Growth	0	0	113	0	0	0	160	0	0	0	0	0	0	0	0	0
Bigham Plaza	0	0	31	0	0	0	31	0	0	0	0	0	0	0	0	0
Applied Bckgrnd Growth	0	0	144	0	0	0	191	0	0	0	0	0	0	0	0	0
Total Bckgrnd Pk-Hr Vols	0	0	552	0	0	0	766	0	0	0	0	0	0	0	0	0

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	36.0%	22.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	40	24	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	58.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%
Volume	0	0	68	0	0	0	0	0	0	0	0	0	0	0	0	19
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-30.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	-6	6	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total Project Trips	0	0	68	0	0	0	34	30	0	0	0	0	0	0	0	25

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	0	620	0	0	0	800	30	0	0	0	0	0	0	0	25

Warm Springs Avenue at Marsh Bend Trail AM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	11	293	280	0	548	215	162	0	118	57	508	0	142	139	11
Date of Count	8/28/2024				SF				1.12							
Adjusted Count	0	12	328	314	0	614	241	181	0	132	64	569	0	159	156	12

	West Leg				East Leg				South Leg				North Leg			
Existing Approach & Departure Volumes	EB: 654				EB: 1,056				NB: 765				NB: 257			
	WB: 385				WB: 1,036				SB: 1,084				SB: 327			
Directional Factors Based on Existing Counts	EB: 0.63				EB: 0.50				NB: 0.41				NB: 0.44			
	WB: 0.37				WB: 0.50				SB: 0.59				SB: 0.56			

Future Background

Year 2027

Annual Growth Rate	9.25%	9.25%	9.25%	9.25%	2.0%	2.0%	2.0%	2.0%	10.8%	10.8%	10.8%	10.8%	3.5%	3.5%	3.5%	3.5%
Simple Volume Growth	0	3	91	87	0	37	14	11	0	43	21	184	0	17	16	1
Bigham Plaza	0	0	1	2	0	0	2	0	0	3	0	0	0	0	0	0
Applied Bckgrnd Growth	0	3	92	89	0	37	16	11	0	46	21	184	0	17	16	1
Total Bckgrnd Pk-Hr Vols	0	15	420	403	0	651	257	192	0	178	85	753	0	176	172	13

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.0%	0.0%	0.0%	13.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%
Volume	0	0	0	0	0	0	40	0	0	16	0	0	0	0	0	1
New Ext Outbound	0.0%	1.0%	33.0%	13.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	1	21	8	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	1	21	8	0	0	40	0	0	16	0	0	0	0	0	1

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	16	441	411	0	651	297	192	0	194	85	753	0	176	172	14

Warm Springs Avenue at Marsh Bend Trail **PM Peak Hour**

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	1	8	282	91	1	360	361	186	1	199	108	459	0	223	150	22
Date of Count	8/28/2024				SF				1.12							
Adjusted Count	1	9	316	102	1	403	404	208	1	223	121	514	0	250	168	25

	West Leg		East Leg		South Leg		North Leg	
Existing Approach & Departure Volumes	EB: 428		EB: 1,081		NB: 859		NB: 338	
	WB: 653		WB: 1,016		SB: 674		SB: 443	
Directional Factors Based on Existing Counts	EB: 0.40		EB: 0.52		NB: 0.56		NB: 0.43	
	WB: 0.60		WB: 0.48		SB: 0.44		SB: 0.57	

Future Background

Year 2027

Annual Growth Rate	9.25%	9.25%	9.25%	9.25%	2.0%	2.0%	2.0%	2.0%	10.8%	10.8%	10.8%	10.8%	3.5%	3.5%	3.5%	3.5%
Simple Volume Growth	0	2	88	28	0	24	24	12	0	72	39	167	0	26	18	3
Bigham Plaza	0	0	4	6	0	0	4	0	0	6	0	0	0	0	0	0
Applied Bckgrnd Growth	0	2	92	34	0	24	28	12	0	78	39	167	0	26	18	3
Total Bckgrnd Pk-Hr Vols	1	11	408	136	1	427	432	220	1	301	160	681	0	276	186	28

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.0%	0.0%	0.0%	13.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%
Volume	0	0	0	0	0	0	37	0	0	14	0	0	0	0	0	1
New Ext Outbound	0.0%	1.0%	33.0%	13.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	1	39	15	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	1	39	15	0	0	37	0	0	14	0	0	0	0	0	1

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	1	12	447	151	1	427	469	220	1	315	160	681	0	276	186	29

Print

Sumter County Traffic Impact Analysis (TIA) - Submission #46741

Date Submitted: 9/4/2023

First Name*	Last Name*	Email Address*
Don	Skelton	dskelton@weyeng.com

Address

City	State	Zip Code

Phone	Alt Phone	Parcel Number
		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

Bigham_Plaza_Traffic_Study_Methodology_02_13.pdf

Please submit your TIA

Bigham_Plaza_Sandspur_Traffic_Study_Draft_TIA.pdf

**Date of Methodology
Acceptance by County**

2/2/23

Applicable Jurisdiction

Please check the applicable Jurisdiction:

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

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

- A 375-foot northbound right turn lane is to be constructed on Bigham Trail at Warm Springs Ave.

Link

[FDOT Systems Implementation Office](#)

Link

[FDOT Roadway Design - Florida Greenbook](#)

Link

[Lake-Sumter MPO](#)

Link

[FDOT Traffic Information](#)



Sandspur Construction Company, Inc.
Bigham Plaza Development

Traffic Study Report

Wildwood, Florida

September 4, 2023

Figure 1. Project Location Map



3.2 Trip Generation Estimates

The number of vehicle trips generated by the proposed development during a typical day, the AM peak hour, and the PM peak hour were estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. The trip generation estimates are shown in **Table 2** for daily, AM, and PM peak hour time periods. The Manual's printouts are included in **Appendix E**. The proposed development will not share an internal or external driveway with any other land uses; therefore, there is no internal capture/multiuse assumed. Since the development is retail oriented, there may be a reduction in the net generated trips due to passerby; however, the ITE *Trip Generation Manual, 11th Edition* does not have a trip reduction factor for this specific land use. The proposed development is estimated to generate 734 new vehicle trips per day, of which 32 and 88 new trips would occur during the AM and PM peak hour periods, respectively.

3.3 Trip Distribution and Traffic Assignment

The AM and PM peak hour vehicle trips generated by the proposed development (as summarized in **Table 2**) were assigned to the adjacent street network by utilizing a directional distribution developed from FDOT Regional Planning Model and existing travel patterns within the study area. The percentages are graphically shown on **Figure 6**. Moreover, worksheets detailing the assignment of the project trips to the surrounding roadway network are provided in **Appendix F**.

3.3.1 Site Access Driveway Traffic Volumes

In addition to the development of year 2025 traffic projections on the adjacent streets in the area of influence, AM and PM peak hour traffic volumes at the proposed project's access driveways were also estimated based on trip generation values shown in **Table 2**.

3.4 Build (Year 2025) Traffic Volumes

Year 2025 traffic volumes for the build scenario (with the proposed development) were estimated by assigning the trip generation estimates in **Table 2** to the adjusted no build scenario (without the proposed development) traffic volumes shown on **Figure 5**. **Figure 7** illustrates the projected year 2025 traffic volumes with the proposed development during the AM and PM peak hours.

Table 2. Trip Generation Estimates

Development Plan	Quantity (1,000 SF)	ITE Code	Gross Vehicle Trips								
			Daily ¹			AM Peak Hour of Adjacent Street ²			PM Peak Hour of Adjacent Street ³		
			In	Out	Total	In	Out	Total	In	Out	Total
Shopping Plaza	11.96	822	367	367	734	19	13	32	44	44	88
Total			367	367	734	19	13	32	44	44	88

Institute of Transportation Engineers (ITE) Trip General Manual, 11th Edition

¹Fitted Curve Equations: $T = 42.2(X) + 229.68$

²Fitted Curve Equation: $\ln(T) = 0.66\ln(X) + 1.84$

³Fitted Curve Equation: $\ln(T) = 0.71\ln(X) + 2.72$

Figure 6. Directional Distribution of Project Trips

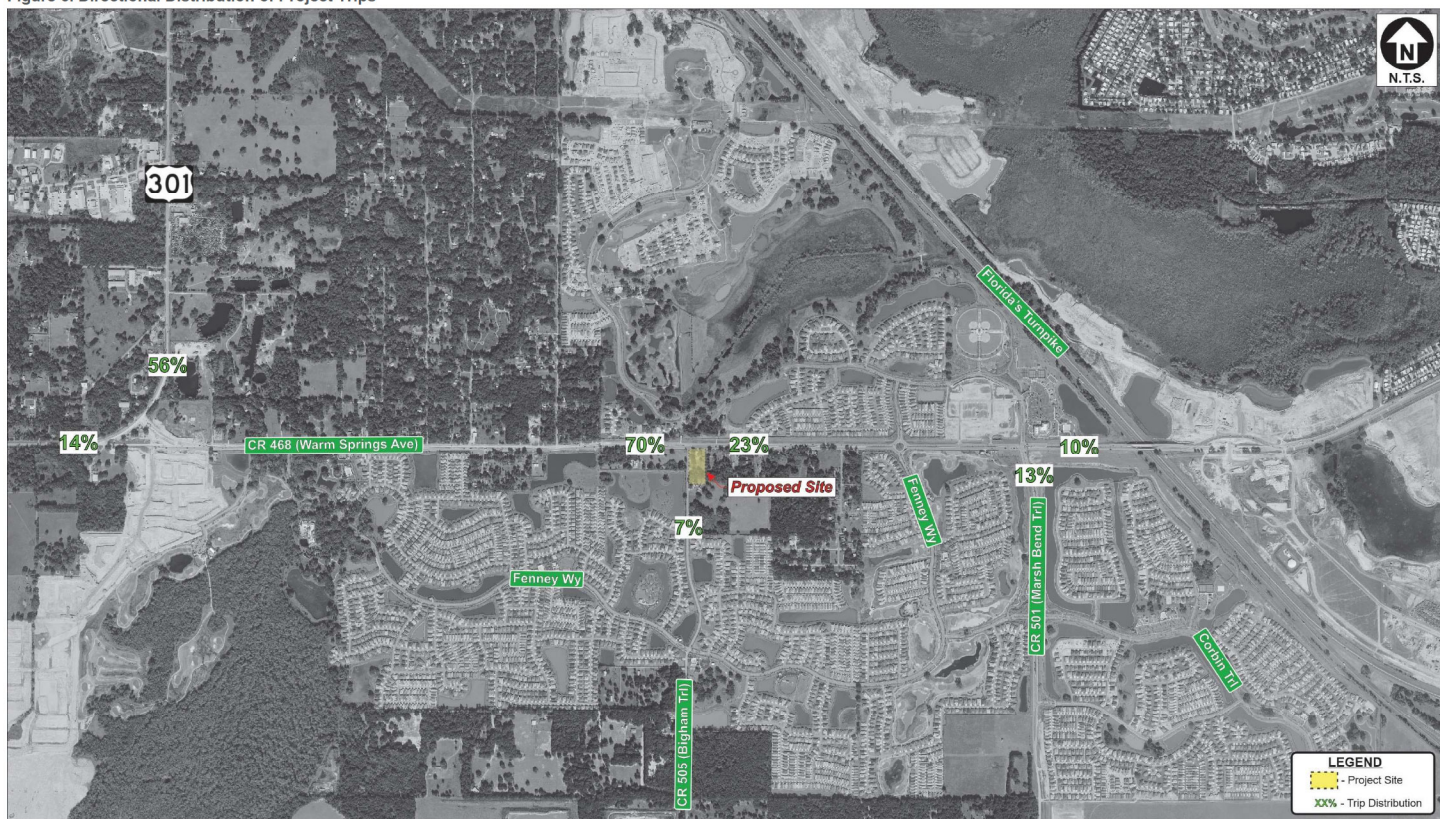
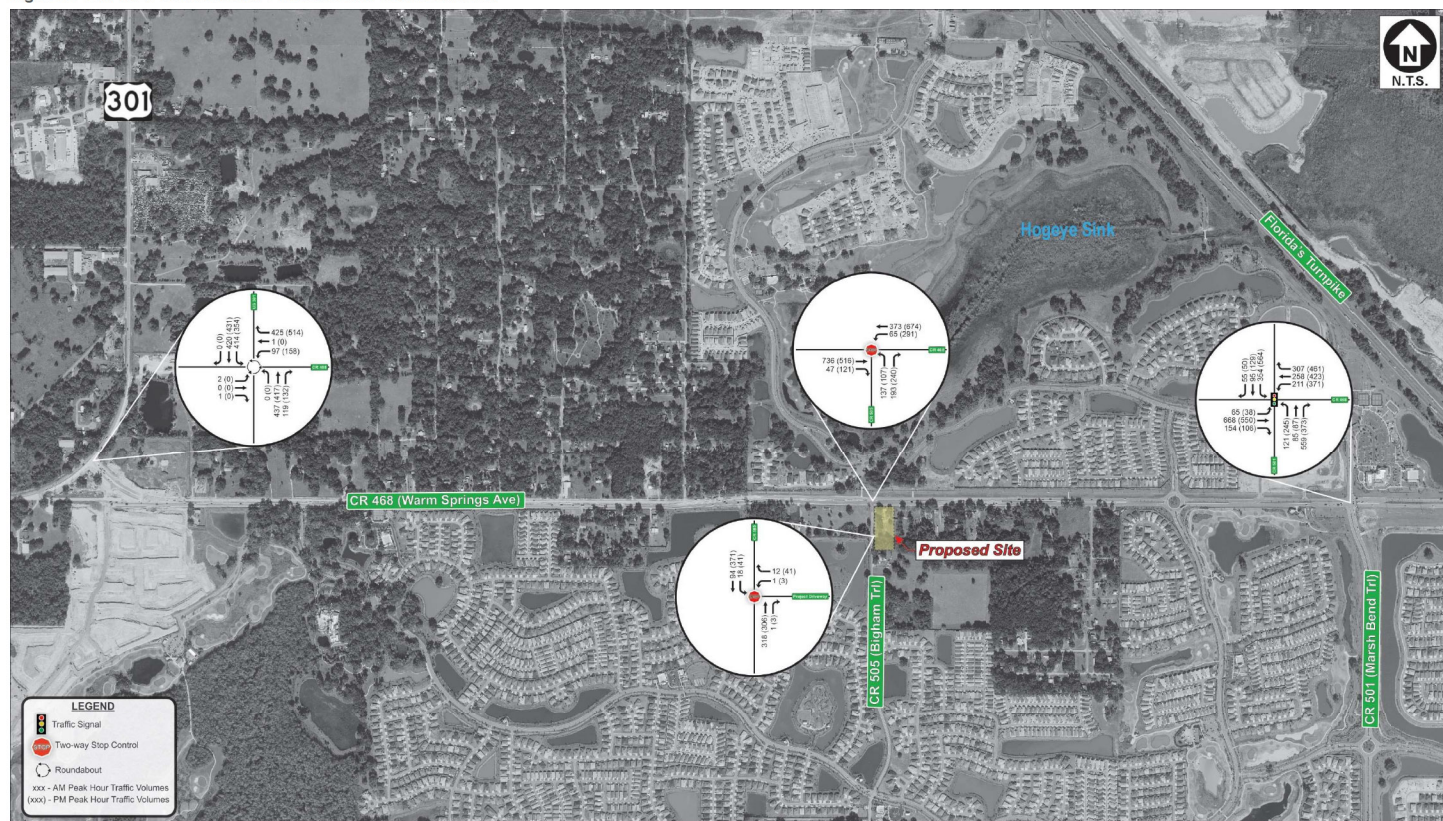


Figure 7. Year 2025 Build AM and PM Peak Hour Traffic Volumes



4.0 Traffic Analysis

4.1 Roadway Segment Analysis

The ratio of traffic volume to roadway capacity and the corresponding LOS of the roadway segment on the adjacent roadway was evaluated for year 2025 adjusted AM and PM peak hour traffic conditions for both the no build and build scenarios. The roadway capacity of the adjacent roadway was estimated based on the peak hour directional Maximum Service Volume (MSV) derived from *Sumter County's 2022 CMP Database* [see **Appendix G** for key excerpts from the CMP Database]. The results of the roadway segment analysis shown in **Table 3** and **Table 4** indicate that the study roadway segment is projected to operate at LOS C in the year 2025 with or without the proposed development.

4.2 Intersection Analysis

Highway capacity and LOS analyses were performed using procedures from the 6th Edition of the *Highway Capacity Manual (HCM)* and *Synchro, Version 10.3* software to evaluate the traffic operations of the study intersections with and without the proposed development.

Table 5 and **Table 6** summarize the projected year 2025 adjusted AM and PM peak hour vehicle delays and LOS for the study intersections. The results of the analysis indicate that all of the study intersections are projected to operate at LOS D or better. Due to increased traffic volumes, a 375-foot right turn lane from CR 505 (Bigham Trail) onto CR 468 (Warm Springs Avenue) is required.

Appendix H provides copies of the Synchro output for the year 2025 adjusted AM and PM peak hours for the no build and build scenario.

Table 3. Year 2025 No Build and Build Adjusted AM Peak Hour Roadway Segment Level of Service (LOS)

On Roadway	Roadway Segment	Year (2025) AM Peak Hour											
		No Build Scenario						Build Scenario					
		Directional Volume		Level of Service (LOS) Target	Directional Service Volume	Volume to Capacity	Level of Service (LOS)	Project Trips		Directional Volume		Volume to Capacity	Level of Service (LOS)
		2025 NB/EB	2025 SB/WB					NB/EB	SB/WB	NB/EB	SB/WB		
CR 505 (Bigham Trail)	CR 468 (Warm Springs Avenue) to the project driveway	318	94	D	1,110	0.29	C	12	18	330	112	0.30	C

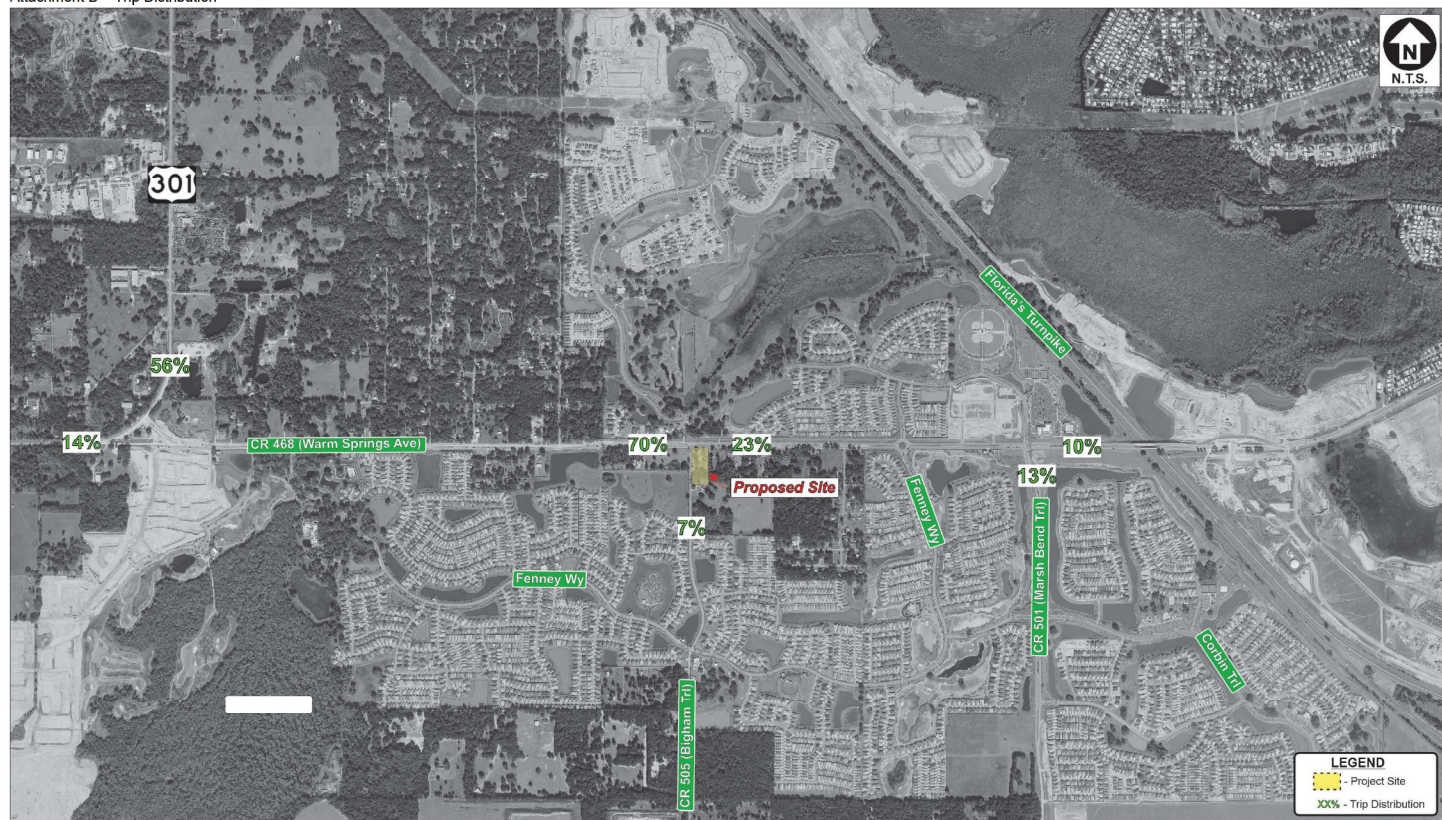
FDOT 2023 Generalized LOS Tables

Table 4. Year 2025 No Build and Build Adjusted PM Peak Hour Roadway Segment Level of Service (LOS)

On Roadway	Roadway Segment	Year (2025) PM Peak Hour											
		No Build Scenario						Build Scenario					
		Directional Volume		Level of Service (LOS) Target	Directional Service Volume	Volume to Capacity	Level of Service (LOS)	Project Trips		Directional Volume		Volume to Capacity	Level of Service (LOS)
		2025 NB/EB	2025 SB/WB					NB/EB	SB/WB	NB/EB	SB/WB		
CR 505 (Bigham Trail)	CR 468 (Warm Springs Avenue) to the project driveway	306	371	D	1,110	0.33	C	41	41	347	412	0.37	C

FDOT 2023 Generalized LOS Tables

Attachment B – Trip Distribution



Attachment C – Roadway Significance

On Roadway	From/To	Roadway Type	Trip %	PM Site Trips	Level of Service (LOS) Target	Two-Way Service Volume ^{1,2}	3% of Capacity at LOS Target	Impacted Roadway (Yes/No?)
				88				
CR 468 (Warm Springs Avenue)	from US 301 to CR 505	4D	70%	62	D	2,844	85	No
	from CR 505 to CR 501 (Marsh Trail Bend)	4D	23%	20	D	2,844	85	No
US 301 / SR 35	from CR 514 (Warm Springs Avenue) to CR 468 (Warm Springs Avenue)	2U	14%	12	D	1,408	42	No
	from CR 468 (Warm Springs Avenue) to SR 91 (Florida's Turnpike)	2U	56%	49	D	1,760	53	No
CR 501 (Marsh Bend Trail)	from CR 468 (Warm Springs Avenue) to Corbin Trail	4D	13%	11	D	3,600	108	No
CR 505 (Bigham Trail)	from CR 468 (Warm Springs Avenue) to the project driveway	2U	93%	82	D	1,710	51	Yes
	from the project driveway to Fenney Way	2U	7%	6	D	1,710	51	No

¹Sumter County's 2022 CMP Database

²FDOT's 2023 Quality / Level of Service Handbook's Generalized Service Volume Tables

BIGHAM PLAZA COMMERCIAL DEVELOPMENT
YEAR 2023 EXISTING TRAFFIC VOLUMES - AM PEAK HOUR (7:30 - 8:30 AM)

		1 CR 468 (Warm Springs Avenue) / US 301 (SR 35)					2 CR 468 (Warm Springs Avenue) / CR 505 (Bigham Trail)					3 CR 468 (Warm Springs Avenue) / CR 501 (Marsh Bend Trail)					4 CR 505 (Bigham Trail) / Project Driveway				
		MVMNT	EXIST	BG	FACTOR	ADJ BKG	MVMNT	EXIST	BG	FACTOR	ADJ BKG	MVMNT	EXIST	BG	FACTOR	ADJ BKG	MVMNT	EXIST	BG	FACTOR	ADJ BKG
BACKGROUND TRAFFIC WITH SEASONAL ADJUSTMENT FACTOR 18.0%		EBUT	0	18.0%	0		EBUT	0	18.0%	0		EBUT	0	18.0%	0		EBUT	0	18.0%	0	
		EBLT	2	18.0%	2		EBLT	0	18.0%	0		EBLT	13	18.0%	15		EBLT	0	18.0%	0	
		EBTH	0	18.0%	0		EBTH	426	18.0%	503		EBTH	327	18.0%	386		EBTH	0	18.0%	0	
		EBRT	1	18.0%	1		EBRT	12	18.0%	14		EBRT	111	18.0%	131		EBRT	0	18.0%	0	
		WBUT	0	18.0%	0		WBUT	0	18.0%	0		WBUT	0	18.0%	0		WBUT	0	18.0%	0	
		WBLT	72	18.0%	85		WBLT	21	18.0%	25		WBLT	135	18.0%	159		WBLT	0	18.0%	0	
		WBTH	1	18.0%	1		WBTH	242	18.0%	286		WBTH	211	18.0%	249		WBTH	0	18.0%	0	
		WBRT	318	18.0%	375		WBRT	0	18.0%	0		WBRT	118	18.0%	139		WBRT	0	18.0%	0	
		NBUT	0	18.0%	0		NBUT	0	18.0%	0		NBUT	0	18.0%	0		NBUT	0	18.0%	0	
		NBLT	0	18.0%	0		NBLT	36	18.0%	42		NBLT	90	18.0%	106		NBLT	0	18.0%	0	
		NBTH	363	18.0%	428		NBTH	0	18.0%	0		NBTH	28	18.0%	33		NBTH	112	18.0%	132	
		NBRT	97	18.0%	114		NBRT	76	18.0%	90		NBRT	279	18.0%	329		NBRT	0	18.0%	0	
		SBUT	0	18.0%	0		SBUT	0	18.0%	0		SBUT	0	18.0%	0		SBUT	0	18.0%	0	
	SBLT	318	18.0%	375		SBLT	0	18.0%	0		SBLT	142	18.0%	168		SBLT	0	18.0%	0		
	SBTH	331	18.0%	391		SBTH	0	18.0%	0		SBTH	48	18.0%	57		SBTH	33	18.0%	39		
	SBRT	0	18.0%	0		SBRT	0	18.0%	0		SBRT	6	18.0%	7		SBRT	0	18.0%	0		
UNBALANCED 2023 INTERSECTION TURNING MOVEMENT DIAGRAM	N	0	391	375	U	0	0	0	0	U	7	57	168	0	U	0	39	0	0	U	
		<	v	>		<	v	>			<	v	>			<	v	>			
		0	U		375	0	U		0		0	U		139		0	U		0		
		2	^		85	0	^		286		15	^		249		0	^		0		
BALANCING	N	0	391	375	U	0	0	0	0	U	7	57	168	0	U	0	39	0	0	U	
		<	v	>		<	v	>			<	v	>			<	v	>			
		0	U		375	0	U		0		0	U		139		0	U		0		
		2	^		85	0	^		286		15	^		249		0	^		0		
2023 INTERSECTION TURNING MOVEMENT DIAGRAM	N	0	391	375	U	0	0	0	0	U	7	57	168	0	U	0	39	0	0	U	
		<	v	>		<	v	>			<	v	>			<	v	>			
		0	U		375	0	U		0		0	U		139		0	U		0		
		2	^		85	0	^		286		15	^		249		0	^		0		

BIGHAM PLAZA COMMERCIAL DEVELOPMENT
YEAR 2025 NO BUILD TRAFFIC VOLUMES - AM PEAK HOUR (7:30 - 8:30 AM)

	1				2				3				4			
	CR 468 (Warm Springs Avenue) / US 301 (SR 35)				CR 468 (Warm Springs Avenue) / CR 505 (Bigham Trail)				CR 468 (Warm Springs Avenue) / CR 501 (Marsh Bend Trail)				CR 505 (Bigham Trail) / Project Driveway			
2023 TO 2025 BACKGROUND TRAFFIC GROWTH PER YEAR	MV/MNT	BAL ADJ	% GROW	FTR ADJ	MV/MNT	BAL ADJ	% GROW	FTR ADJ	MV/MNT	BAL ADJ	% GROW	FTR ADJ	MV/MNT	BAL ADJ	% GROW	FTR ADJ
	EBUT	0	11.5%	0	EBUT	0	15.5%	0	EBUT	0	15.5%	0	EBUT	0	15.5%	0
	EBLT	2	11.5%	2	EBLT	0	15.5%	0	EBLT	15	15.5%	17	EBLT	0	15.5%	0
	EBTH	0	11.5%	0	EBTH	503	15.5%	581	EBTH	386	15.5%	446	EBTH	0	15.5%	0
	EBRT	1	11.5%	1	EBRT	14	15.5%	16	EBRT	131	15.5%	151	EBRT	0	15.5%	0
	WBUT	0	11.5%	0	WBUT	0	15.5%	0	WBUT	0	4.0%	0	WBUT	0	15.5%	0
	WBLT	85	11.5%	95	WBLT	25	15.5%	29	WBLT	159	4.0%	165	WBLT	0	15.5%	0
	WBTH	1	11.5%	1	WBTH	286	15.5%	330	WBTH	249	4.0%	259	WBTH	0	15.5%	0
	WBRT	375	11.5%	418	WBRT	0	15.5%	0	WBRT	139	4.0%	145	WBRT	0	15.5%	0
	NBUT	0	2.0%	0	NBUT	0	15.5%	0	NBUT	0	16.5%	0	NBUT	0	15.5%	0
	NBLT	0	2.0%	0	NBLT	42	15.5%	49	NBLT	105	16.5%	123	NBLT	0	15.5%	0
	NBTH	428	2.0%	437	NBTH	0	15.5%	0	NBTH	33	16.5%	38	NBTH	132	15.5%	152
	NBRT	114	2.0%	116	NBRT	90	15.5%	104	NBRT	322	16.5%	383	NBRT	0	15.5%	0
	SBUT	0	7.5%	0	SBUT	0	15.5%	0	SBUT	0	10.0%	0	SBUT	0	15.5%	0
	SBLT	375	7.5%	403	SBLT	0	15.5%	0	SBLT	168	10.0%	185	SBLT	0	15.5%	0
	SBTH	391	7.5%	420	SBTH	0	15.5%	0	SBTH	57	10.0%	63	SBTH	39	15.5%	45
	SBRT	0	7.5%	0	SBRT	0	15.5%	0	SBRT	7	10.0%	8	SBRT	0	15.5%	0
UNBALANCED 2025 INTERSECTION TURNING MOVEMENT DIAGRAM	N	0	420	403	0	0	0	0	0	8	63	185	0	0	45	0
		<	v	>	U	<	v	>	U	<	v	>	U	<	v	>
		0	U		418	0	U		0		145	0	U		0	0
	2	>	<	1	0	U		330	0	U		259	0	U		<
	0	>	U	0	581	>	U	0	446	>	U	0	0	>	U	0
BALANCING	N	0	0	437	116	0	49	0	104	0	123	38	383	0	152	0
		<	v	>	U	<	v	>	U	<	v	>	U	<	v	>
		U	<		U	<		U	U	<		U	U	<		U
		>	U		U	>	U		U	>	U		U	>	U	
		U	<	U	U	<	U		U	<	U		U	<	U	
The Enclave Vested Trips	MV/MNT			VOLUME	MV/MNT			VOLUME	MV/MNT			VOLUME	MV/MNT			VOLUME
	EBLT	0		0	EBLT	0		0	EBLT	48		0	EBLT	0		0
	EBTH	0		0	EBTH	428		0	EBTH	304		0	EBTH	0		0
	EBRT	0		0	EBRT	17		0	EBRT	20		0	EBRT	0		0
	WBRT	0		0	WBRT	32		0	WBRT	312		0	WBRT	0		0
2025 INTERSECTION TURNING MOVEMENT DIAGRAM	N	0	420	403	0	0	0	0	0	55	95	354	0	0	94	0
		<	v	>	U	<	v	>	U	<	v	>	U	<	v	>
		0	U		418	0	U		0		307	0	U		0	0
	2	>	<	1	0	U		614	0	U		578	0	U		<
	0	>	U	0	1009	>	U	0	750	>	U	0	0	>	U	0
2025 INTERSECTION TURNING MOVEMENT DIAGRAM (ADJUSTED)	N	0	0	437	116	0	128	0	190	0	196	85	918	0	318	0
		<	v	>	U	<	v	>	U	<	v	>	U	<	v	>
		0	U		418	0	U		0		307	0	U		0	0
	2	>	<	1	0	U		373	0	U		256	0	U		<
	0	>	U	0	736	>	U	0	667	>	U	0	0	>	U	0

BIGHAM PLAZA COMMERCIAL DEVELOPMENT
YEAR 2025 BUILD TRAFFIC VOLUMES - AM PEAK HOUR (7:30 - 8:30 AM)

	1				2				3				4			
	CR 458 (Warm Springs Avenue) / US 391 (SR 35)				CR 458 (Warm Springs Avenue) / CR 505 (Bigham Trail)				CR 458 (Warm Springs Avenue) / CR 501 (Marsh Bend Trail)				CR 505 (Bigham Trail) / Project Driveway			
Retail LUC 822 (11,960 SQ FT) IN TRIPS 19 OUT TRIPS 13	MYMNT	IN %	OUT %	VOLUME	MYMNT	IN %	OUT %	VOLUME	MYMNT	IN %	OUT %	VOLUME	MYMNT	IN %	OUT %	VOLUME
	EBLT	0%	0%	0	EBLT	0%	0%	0	EBLT	0%	0%	0	EBLT	0%	0%	0
	EBTH	0%	0%	0	EBTH	0%	0%	0	EBTH	0%	10%	1	EBTH	0%	0%	0
	EBRT	0%	0%	0	EBRT	70%	0%	13	EBRT	0%	13%	2	EBRT	0%	0%	0
	WBLT	0%	14%	2	WBLT	23%	0%	4	WBLT	0%	0%	0	WBLT	0%	7%	1
	WBTH	0%	0%	0	WBTH	0%	0%	0	WBTH	10%	0%	2	WBTH	0%	0%	0
	WBRT	0%	56%	7	WBRT	0%	0%	0	WBRT	0%	0%	0	WBRT	0%	93%	12
	NBLT	0%	0%	0	NBLT	0%	70%	9	NBLT	13%	0%	2	NBLT	0%	0%	0
	NBTH	0%	0%	0	NBTH	0%	0%	0	NBTH	0%	0%	0	NBTH	0%	0%	0
	NBRT	14%	0%	3	NBRT	0%	23%	3	NBRT	0%	0%	0	NBRT	7%	0%	1
2025 INTERSECTION TURNING MOVEMENT DIAGRAM	SBLT	56%	0%	11	SBLT	0%	0%	0	SBLT	0%	0%	0	SBLT	93%	0%	18
	SBTH	0%	0%	0	SBTH	0%	0%	0	SBTH	0%	0%	0	SBTH	0%	0%	0
	SBRT	0%	0%	0	SBRT	0%	0%	0	SBRT	0%	0%	0	SBRT	0%	0%	0
	MYMNT	-	-	BAL FTR	MYMNT	-	-	BAL FTR	MYMNT	-	-	BAL FTR	MYMNT	-	-	BAL FTR
	EBUT	-	-	0	EBUT	-	-	0	EBUT	-	-	0	EBUT	-	-	0
	EBLT	-	-	2	EBLT	-	-	0	EBLT	-	-	55	EBLT	-	-	0
	EBTH	-	-	0	EBTH	-	-	736	EBTH	-	-	667	EBTH	-	-	0
	EBRT	-	-	1	EBRT	-	-	33	EBRT	-	-	152	EBRT	-	-	0
	WBUT	-	-	0	WBUT	-	-	0	WBUT	-	-	0	WBUT	-	-	0
	WBLT	-	-	95	WBLT	-	-	61	WBLT	-	-	211	WBLT	-	-	0
UNBALANCED TRIPS 2025 INTERSECTION TURNING MOVEMENT DIAGRAM	WBTH	-	-	1	WBTH	-	-	373	WBTH	-	-	256	WBTH	-	-	0
	WBRT	-	-	418	WBRT	-	-	0	WBRT	-	-	307	WBRT	-	-	0
	NBUT	-	-	0	NBUT	-	-	0	NBUT	-	-	0	NBUT	-	-	0
	NBLT	-	-	0	NBLT	-	-	128	NBLT	-	-	119	NBLT	-	-	0
	NBTH	-	-	437	NBTH	-	-	0	NBTH	-	-	85	NBTH	-	-	318
	NBRT	-	-	116	NBRT	-	-	190	NBRT	-	-	559	NBRT	-	-	0
	SBUT	-	-	0	SBUT	-	-	0	SBUT	-	-	0	SBUT	-	-	0
	SBLT	-	-	403	SBLT	-	-	0	SBLT	-	-	354	SBLT	-	-	0
	SBTH	-	-	420	SBTH	-	-	0	SBTH	-	-	95	SBTH	-	-	94
	SBRT	-	-	0	SBRT	-	-	0	SBRT	-	-	55	SBRT	-	-	0
TRIP BALANCING	N	<	>	U	<	>	U	<	>	U	<	U	<	>	U	<
	0	0	11	0	0	0	0	0	0	0	0	0	0	0	18	0
	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TRIPS 2025 INTERSECTION TURNING MOVEMENT DIAGRAM	N	<	>	U	<	>	U	<	>	U	<	U	<	>	U	<
	0	0	11	0	0	0	0	0	0	0	0	0	0	0	18	0
	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUILD 2025 INTERSECTION TURNING MOVEMENT DIAGRAM (ADJUSTED)	N	<	>	U	<	>	U	<	>	U	<	U	<	>	U	<
	0	0	420	0	0	0	0	0	0	0	0	0	0	0	18	0
	0	0	414	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

BIGHAM PLAZA COMMERCIAL DEVELOPMENT
YEAR 2023 EXISTING TRAFFIC VOLUMES - PM PEAK HOUR (4:15 - 5:15 PM)

		1 CR 468 (Warm Springs Avenue) / US 301 (SR 35)					2 CR 468 (Warm Springs Avenue) / CR 505 (Bigham Trail)					3 CR 468 (Warm Springs Avenue) / CR 501 (Marsh Bend Trail)					4 CR 505 (Bigham Trail) / Project Driveway					
BACKGROUND TRAFFIC WITH SEASONAL ADJUSTMENT FACTOR 18.0%		MVMNT	EXIST	BG	FACTOR	ADJ BKG	MVMNT	EXIST	BG	FACTOR	ADJ BKG	MVMNT	EXIST	BG	FACTOR	ADJ BKG	MVMNT	EXIST	BG	FACTOR	ADJ BKG	
		EBUT	0		18.0%	0	EBUT	0		18.0%	0	EBUT	0		18.0%	0	EBUT	0		18.0%	0	
		EBLT	0		18.0%	0	EBLT	0		18.0%	0	EBLT	10		18.0%	12	EBLT	0		18.0%	0	
		EBTH	0		18.0%	0	EBTH	285		18.0%	336	EBTH	220		18.0%	260	EBTH	0		18.0%	0	
		EBRT	0		18.0%	0	EBRT	29		18.0%	34	EBRT	37		18.0%	44	EBRT	0		18.0%	0	
		WBUT	0		18.0%	0	WBUT	0		18.0%	0	WBUT	0		18.0%	0	WBUT	0		18.0%	0	
		WBLT	115		18.0%	136	WBLT	97		18.0%	114	WBLT	265		18.0%	313	WBLT	0		18.0%	0	
		WBTH	0		18.0%	0	WBTH	493		18.0%	582	WBTH	467		18.0%	551	WBTH	0		18.0%	0	
		WBRT	372		18.0%	439	WBRT	0		18.0%	0	WBRT	225		18.0%	266	WBRT	0		18.0%	0	
		NBUT	0		18.0%	0	NBUT	0		18.0%	0	NBUT	0		18.0%	0	NBUT	0		18.0%	0	
UNBALANCED 2023 INTERSECTION TURNING MOVEMENT DIAGRAM	N	NBLT	0		18.0%	0	NBLT	14		18.0%	17	NBLT	163		18.0%	192	NBLT	0		18.0%	0	
		NBTH	347		18.0%	409	NBTH	0		18.0%	0	NBTH	45		18.0%	53	NBTH	86		18.0%	101	
		NBRT	105		18.0%	124	NBRT	72		18.0%	85	NBRT	252		18.0%	297	NBRT	0		18.0%	0	
		SBUT	0		18.0%	0	SBUT	0		18.0%	0	SBUT	0		18.0%	0	SBUT	0		18.0%	0	
		SBLT	259		18.0%	306	SBLT	0		18.0%	0	SBLT	306		18.0%	361	SBLT	0		18.0%	0	
		SBTH	340		18.0%	401	SBTH	0		18.0%	0	SBTH	71		18.0%	84	SBTH	126		18.0%	149	
		SBRT	0		18.0%	0	SBRT	0		18.0%	0	SBRT	23		18.0%	27	SBRT	0		18.0%	0	
		U	0	401	306	U	0	0	0	0	27	84	361	U	0	149	0	0	0	0		
		<	v	>	U	<	v	>	U	<	v	>	U	<	v	>	<	v	>	U		
		0	U	<	^	439	0	U	<	^	582	0	U	<	^	266	0	U	<	^	0	
0	^	>	U	136	0	^	>	U	114	12	^	>	U	313	0	^	>	U	0			
0	v	>	U	336	0	v	>	U	260	44	v	>	U	0	0	v	>	U	0			
U	<	^	>	U	U	<	^	>	U	<	^	>	U	<	^	>	U	<	^	>		
0	0	409	124	0	17	0	85	0	192	53	297	0	0	101	0							
BALANCING	N	<	v	>	U	<	v	>	U	<	v	>	U	<	v	>	U	<	v	>	U	
		U	^	>	U	U	^	>	U	U	^	>	U	U	^	>	U	U	^	>	U	
		>	U	>	U	>	U	>	U	>	U	>	U	>	U	>	U	>	U	>	U	
		U	^	>	U	U	^	>	U	U	^	>	U	U	^	>	U	U	^	>	U	
		>	U	>	U	>	U	>	U	>	U	>	U	>	U	>	U	>	U	>	U	
		U	^	>	U	U	^	>	U	U	^	>	U	U	^	>	U	U	^	>	U	
		>	U	>	U	>	U	>	U	>	U	>	U	>	U	>	U	>	U	>	U	
		U	^	>	U	U	^	>	U	U	^	>	U	U	^	>	U	U	^	>	U	
		>	U	>	U	>	U	>	U	>	U	>	U	>	U	>	U	>	U	>	U	
		U	^	>	U	U	^	>	U	U	^	>	U	U	^	>	U	U	^	>	U	
2023 INTERSECTION TURNING MOVEMENT DIAGRAM	N	U	0	401	306	U	0	0	0	27	84	361	U	0	149	0	0	0	0			
		<	v	>	U	<	v	>	U	<	v	>	U	<	v	>	<	v	>	U		
		U	0	U	<	^	439	0	U	<	^	582	0	U	<	^	266	0	U	<	^	0
		0	^	>	U	136	0	^	>	U	114	12	^	>	U	313	0	^	>	U	0	
		0	v	>	U	336	0	v	>	U	260	44	v	>	U	0	0	v	>	U	0	
		U	<	^	>	U	U	<	^	>	U	<	^	>	U	<	^	>	U	<	^	>
		0	0	409	124	0	17	0	85	0	192	53	297	0	0	102	0					
		<	v	>	U	<	v	>	U	<	v	>	U	<	v	>	<	v	>	U		
		U	^	>	U	U	^	>	U	U	^	>	U	U	^	>	U	U	^	>	U	
		>	U	>	U	>	U	>	U	>	U	>	U	>	U	>	U	>	U	>	U	

BIGHAM PLAZA COMMERCIAL DEVELOPMENT
YEAR 2025 NO BUILD TRAFFIC VOLUMES - PM PEAK HOUR (4:15 - 5:15 PM)

		1				2				3				4			
		CR 468 (Warm Springs Avenue) / US 391 (SR 35)				CR 468 (Warm Springs Avenue) / CR 505 (Bigham Trail)				CR 468 (Warm Springs Avenue) / CR 501 (Marsh Bend Trail)				CR 505 (Bigham Trail) / Project Driveway			
2023 TO 2025 BACKGROUND TRAFFIC GROWTH PER YEAR	MM/MT	BAL ADJ	% GROW	FTR ADJ	MM/MT	BAL ADJ	% GROW	FTR ADJ	MM/MT	BAL ADJ	% GROW	FTR ADJ	MM/MT	BAL ADJ	% GROW	FTR ADJ	
	EBUT	0	11.5%	0	EBUT	0	15.5%	0	EBUT	0	15.5%	0	EBUT	0	1.8%	0	
	EBLT	0	11.5%	0	EBLT	0	15.5%	0	EBLT	12	15.5%	14	EBLT	0	1.8%	0	
	EBTH	0	11.5%	0	EBTH	336	15.5%	388	EBTH	260	15.5%	300	EBTH	0	1.8%	0	
	EBRT	0	11.5%	0	EBRT	35	15.5%	40	EBRT	44	15.5%	51	EBRT	0	1.8%	0	
	WBUT	0	11.5%	0	WBUT	0	15.5%	0	WBUT	0	4.0%	0	WBUT	0	1.8%	0	
	WBLT	136	11.5%	152	WBLT	114	15.5%	132	WBLT	313	4.0%	326	WBLT	0	1.8%	0	
	WBTH	0	11.5%	0	WBTH	582	15.5%	672	WBTH	551	4.0%	573	WBTH	0	1.8%	0	
	WBRT	439	11.5%	489	WBRT	0	15.5%	0	WBRT	266	4.0%	277	WBRT	0	1.8%	0	
	NBUT	0	2.0%	0	NBUT	0	1.8%	0	NBUT	0	16.5%	0	NBUT	0	1.8%	0	
NBLT	0	2.0%	0	NBLT	17	1.8%	17	NBLT	192	16.5%	224	NBLT	0	1.8%	0		
NBTH	409	2.0%	417	NBTH	0	1.8%	0	NBTH	53	16.5%	62	NBTH	102	1.8%	104		
NBRT	124	2.0%	126	NBRT	85	1.8%	87	NBRT	297	16.5%	346	NBRT	0	1.8%	0		
SBUT	0	7.5%	0	SBUT	0	1.8%	0	SBUT	0	10.0%	0	SBUT	0	1.8%	0		
SBLT	306	7.5%	329	SBLT	0	1.8%	0	SBLT	361	10.0%	397	SBLT	0	1.8%	0		
SBTH	401	7.5%	431	SBTH	0	1.8%	0	SBTH	84	10.0%	92	SBTH	149	1.8%	152		
SBRT	0	7.5%	0	SBRT	0	1.8%	0	SBRT	27	10.0%	30	SBRT	0	1.8%	0		
UNBALANCED 2025 INTERSECTION TURNING MOVEMENT DIAGRAM	N	0	431	329	U	0	0	0	0	30	92	397	U	0	152	U	
	<	>	<	>	<	>	<	>	<	>	<	>	<	>	<	>	
	0	U	<	0	0	U	<	672	0	U	<	573	0	U	<	0	
	0	>	U	152	0	>	U	132	14	>	U	626	0	>	U	0	
	0	v	U	0	308	>	U	0	300	>	U	0	>	U	0	U	
	U	<	U	0	40	v	U	0	51	v	U	0	U	<	U	0	
	U	<	U	>	U	<	U	>	U	<	U	>	U	<	U	>	
	0	0	417	126	0	17	0	87	0	224	62	346	0	0	104	>	
	N	<	v	>	U	<	v	>	U	<	v	>	U	<	20	>	U
	U	<	U	>	U	<	U	>	U	<	U	>	U	<	U	>	
BALANCING	U	<	U	>	U	<	U	>	U	<	U	>	U	<	U	>	
	>	>	>	>	>	>	>	>	>	>	>	>	>	>	>	>	
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	U	<	U	>	U	<	U	>	U	<	U	>	U	<	U	>	
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	U	<	U	>	U	<	U	>	U	<	U	>	U	<	U	>	
	U	<	U	>	U	<	U	>	U	<	U	>	U	<	U	>	
	U	<	U	>	U	<	U	>	U	<	U	>	U	<	U	>	
The Enclave Vested Trips	MM/MT	VOLUME			MM/MT	VOLUME			MM/MT	VOLUME			MM/MT	VOLUME			
	EBLT	0	EBLT	0	EBLT	0	EBLT	24	EBLT	0	EBLT	0	EBLT	0	EBLT	0	
	EBTH	0	EBTH	0	EBTH	320	EBTH	0	EBTH	314	EBTH	0	EBTH	0	EBTH	0	
	EBRT	0	EBRT	0	EBRT	50	EBRT	0	EBRT	61	EBRT	0	EBRT	0	EBRT	0	
	WBLT	0	WBLT	0	WBLT	149	WBLT	0	WBLT	513	WBLT	0	WBLT	0	WBLT	0	
	WBTH	0	WBTH	0	WBTH	437	WBTH	0	WBTH	375	WBTH	0	WBTH	0	WBTH	0	
	WBRT	0	WBRT	0	WBRT	0	WBRT	0	WBRT	184	WBRT	0	WBRT	0	WBRT	0	
	NBLT	0	NBLT	0	NBLT	59	NBLT	0	NBLT	168	NBLT	0	NBLT	0	NBLT	0	
	NBTH	0	NBTH	0	NBTH	0	NBTH	0	NBTH	25	NBTH	0	NBTH	202	NBTH	0	
	NBRT	0	NBRT	0	NBRT	143	NBRT	0	NBRT	267	NBRT	0	NBRT	0	NBRT	0	
2025 INTERSECTION TURNING MOVEMENT DIAGRAM	SBLT	0	SBLT	0	SBLT	0	SBLT	167	SBLT	0	SBLT	0	SBLT	0	SBLT	0	
	SBTH	0	SBTH	0	SBTH	0	SBTH	0	SBTH	37	SBTH	0	SBTH	0	SBTH	199	
	SBRT	0	SBRT	0	SBRT	0	SBRT	0	SBRT	20	SBRT	0	SBRT	0	SBRT	0	
	N	0	431	329	U	0	0	0	0	50	129	564	U	0	371	0	U
	<	>	<	>	<	>	<	>	<	>	<	>	<	>	<	>	
	0	U	<	0	0	U	<	1109	38	U	<	461	0	U	<	0	
	0	U	<	0	0	U	<	281	38	U	<	948	0	U	<	0	
	0	>	U	152	0	>	U	0	614	>	U	839	0	>	U	0	
	0	>	U	0	708	>	U	0	0	>	U	0	>	U	0	U	
	U	<	U	0	90	v	U	<	112	v	U	<	0	U	<	0	
2025 INTERSECTION TURNING MOVEMENT DIAGRAM (ADJUSTED)	U	<	U	>	U	<	U	>	U	<	U	>	U	<	U	>	
	0	0	417	126	0	76	0	230	0	392	87	613	0	0	306	0	
	<	>	<	>	<	>	<	>	<	>	<	>	<	>	<	>	
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BIGHAM PLAZA COMMERCIAL DEVELOPMENT
YEAR 2025 BUILD TRAFFIC VOLUMES - PM PEAK HOUR (4:15 - 5:15 PM)

	1				2				3				4				
	CR 468 (Warm Springs Avenue) / US 301 (SR 30)				CR 468 (Warm Springs Avenue) / CR 505 (Bigham Trail)				CR 468 (Warm Springs Avenue) / CR 501 (Marsh Bend Trail)				CR 505 (Bigham Trail) / Project Driveway				
	MYMNT	IN %	OUT %	VOLUME	MYMNT	IN %	OUT %	VOLUME	MYMNT	IN %	OUT %	VOLUME	MYMNT	IN %	OUT %	VOLUME	
Retail LUC 822 (11,960 SQ FT) IN TRIPS 44 OUT TRIPS 44	EBLT	0%	0%	0	EBLT	0%	0%	0	EBLT	0%	0%	0	EBLT	0%	0%	0	
	EBTH	0%	0%	0	EBTH	0%	0%	0	EBTH	0%	10%	4	EBTH	0%	0%	0	
	EBRT	0%	0%	0	EBRT	70%	0%	31	EBRT	0%	13%	6	EBRT	0%	0%	0	
	WBLT	0%	14%	6	WBLT	23%	0%	10	WBLT	0%	0%	0	WBLT	0%	7%	3	
	WBTH	0%	0%	0	WBTH	0%	0%	0	WBTH	10%	0%	4	WBTH	0%	0%	0	
	WBRT	0%	56%	25	WBRT	0%	0%	0	WBRT	0%	0%	0	WBRT	0%	93%	41	
	NBLT	0%	0%	0	NBLT	0%	70%	31	NBLT	13%	0%	6	NBLT	0%	0%	0	
	NBTH	0%	0%	0	NBTH	0%	0%	0	NBTH	0%	0%	0	NBTH	0%	0%	0	
	NBRT	14%	0%	6	NBRT	0%	23%	10	NBRT	0%	0%	0	NBRT	7%	0%	3	
	SBLT	56%	0%	25	SBLT	0%	0%	0	SBLT	0%	0%	0	SBLT	93%	0%	41	
	SBLT	0%	0%	0	SBLT	0%	0%	0	SBLT	0%	0%	0	SBLT	0%	0%	0	
	SBLT	0%	0%	0	SBLT	0%	0%	0	SBLT	0%	0%	0	SBLT	0%	0%	0	
2025 INTERSECTION TURNING MOVEMENT DIAGRAM	MYMNT	-	-	BAL FTR	MYMNT	-	-	BAL FTR	MYMNT	-	-	BAL FTR	MYMNT	-	-	BAL FTR	
	EBUT	-	-	0	EBUT	-	-	0	EBUT	-	-	0	EBUT	-	-	0	
	EBLT	-	-	0	EBLT	-	-	0	EBLT	-	-	38	EBLT	-	-	0	
	EBTH	-	-	0	EBTH	-	-	516	EBTH	-	-	546	EBTH	-	-	0	
	EBRT	-	-	0	EBRT	-	-	90	EBRT	-	-	100	EBRT	-	-	0	
	WBUT	-	-	0	WBUT	-	-	0	WBUT	-	-	0	WBUT	-	-	0	
	WBLT	-	-	152	WBLT	-	-	281	WBLT	-	-	371	WBLT	-	-	0	
	WBTH	-	-	0	WBTH	-	-	674	WBTH	-	-	419	WBTH	-	-	0	
	WBRT	-	-	489	WBRT	-	-	0	WBRT	-	-	461	WBRT	-	-	0	
	NBUT	-	-	0	NBUT	-	-	0	NBUT	-	-	0	NBUT	-	-	0	
	NBLT	-	-	0	NBLT	-	-	76	NBLT	-	-	239	NBLT	-	-	0	
	NBTH	-	-	417	NBTH	-	-	0	NBTH	-	-	87	NBTH	-	-	306	
2025 UNBALANCED TRIPS INTERSECTION TURNING MOVEMENT DIAGRAM	NBLT	-	-	126	NBLT	-	-	230	NBLT	-	-	373	NBLT	-	-	0	
	NBRT	-	-	0	NBRT	-	-	0	NBRT	-	-	0	NBRT	-	-	0	
	SBLT	-	-	329	SBLT	-	-	0	SBLT	-	-	564	SBLT	-	-	0	
	SBLT	-	-	0	SBLT	-	-	0	SBLT	-	-	0	SBLT	-	-	0	
	SBTH	-	-	431	SBTH	-	-	0	SBTH	-	-	129	SBTH	-	-	371	
	SBRT	-	-	0	SBRT	-	-	0	SBRT	-	-	50	SBRT	-	-	0	
	N	<	0	25	<	0	0	<	0	0	0	<	0	0	41	<	0
	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
2025 TRIP BALANCING	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
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	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
2025 TRIPS INTERSECTION TURNING MOVEMENT DIAGRAM	N	<	0	25	<	0	0	<	0	0	0	<	0	0	41	<	0
	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
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	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
	N	<	0	<	0	<	0	<	0	<	0	<	0	<	0	<	0
2025 BUILD INTERSECTION TURNING MOVEMENT DIAGRAM (ADJUSTED)	N	<	0	31	<	0	0	<	0	0	0	<	0	31	<	0	
	N	<	0	31	<	0	0	<	0	0	0	<	0	31	<	0	
	N	<	0	31	<	0	0	<	0	0	0	<	0	31	<	0	
	N	<	0	31	<	0	0	<	0	0	0	<	0	31	<	0	
	N	<	0	31	<	0	0	<	0	0	0	<	0	31	<	0	
	N	<	0	31	<	0	0	<	0	0	0	<	0	31	<	0	
	N	<	0	31	<	0	0	<	0	0	0	<	0	31	<	0	
	N	<	0	31	<	0	0	<	0	0	0	<	0	31	<	0	
	N	<	0	31	<	0	0	<	0	0	0	<	0	31	<	0	
	N	<	0	31	<	0	0	<	0	0	0	<	0	31	<	0	
	N	<	0	31	<	0	0	<	0	0	0	<	0	31	<	0	
	N	<	0	31	<	0	0	<	0	0	0	<	0	31	<	0	

Appendix G

Future Buildout (2027) Synchro Printouts

Timings

3: US 301 & Warm Springs Ave

12/10/2024

	↖	↗	↑	↘	↙	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↑↑	↘	↙↘	↑↑
Traffic Volume (vph)	126	299	459	242	528	469
Future Volume (vph)	126	299	459	242	528	469
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	15.0	15.0	15.0	15.0	7.0	15.0
Minimum Split (s)	21.5	21.5	21.5	21.5	13.5	21.5
Total Split (s)	26.4	26.4	32.6	32.6	31.0	63.6
Total Split (%)	29.3%	29.3%	36.2%	36.2%	34.4%	70.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	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
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	15.9	15.9	19.5	19.5	18.7	44.8
Actuated g/C Ratio	0.22	0.22	0.26	0.26	0.25	0.61
v/c Ratio	0.44	0.56	0.64	0.47	0.75	0.28
Control Delay	32.3	7.7	28.7	6.2	32.5	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.3	7.7	28.7	6.2	32.5	7.2
LOS	C	A	C	A	C	A
Approach Delay	15.0		20.9			20.6
Approach LOS	B		C			C

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 73.9

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 19.6

Intersection LOS: B

Intersection Capacity Utilization 56.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: US 301 & Warm Springs Ave

↖ Ø1	↗ Ø2	
31 s	32.6 s	
↓ Ø6		↘ Ø8
63.6 s		26.4 s

HCM 6th Signalized Intersection Summary

3: US 301 & Warm Springs Ave

12/10/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	126	299	459	242	528	469
Future Volume (veh/h)	126	299	459	242	528	469
Initial Q (Qb), veh	0	0	0	0	0	0
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	1618	1841	1633	1722	1722	1633
Adj Flow Rate, veh/h	142	336	516	272	593	527
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	19	4	18	12	12	18
Cap, veh/h	377	381	770	362	728	1768
Arrive On Green	0.24	0.24	0.25	0.25	0.23	0.57
Sat Flow, veh/h	1541	1560	3185	1459	3182	3185
Grp Volume(v), veh/h	142	336	516	272	593	527
Grp Sat Flow(s),veh/h/ln	1541	1560	1552	1459	1591	1552
Q Serve(g_s), s	5.4	14.5	10.5	12.0	12.4	6.2
Cycle Q Clear(g_c), s	5.4	14.5	10.5	12.0	12.4	6.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	377	381	770	362	728	1768
V/C Ratio(X)	0.38	0.88	0.67	0.75	0.81	0.30
Avail Cap(c_a), veh/h	439	444	1158	545	1115	2534
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	22.0	25.4	23.7	24.3	25.6	7.8
Incr Delay (d2), s/veh	0.6	16.6	1.0	3.2	2.8	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	3.2	10.7	6.3	7.2	7.9	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.6	42.0	24.7	27.5	28.4	7.9
LnGrp LOS	C	D	C	C	C	A
Approach Vol, veh/h	478		788			1120
Approach Delay, s/veh	36.3		25.7			18.7
Approach LOS	D		C			B
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	22.5	23.8			46.3	23.6
Change Period (Y+Rc), s	6.5	6.5			6.5	6.5
Max Green Setting (Gmax), s	24.5	26.1			57.1	19.9
Max Q Clear Time (g_c+I1), s	14.4	14.0			8.2	16.5
Green Ext Time (p_c), s	1.6	3.3			3.6	0.6
Intersection Summary						
HCM 6th Ctrl Delay			24.5			
HCM 6th LOS			C			

HCM 6th TWSC
7: Warm Springs Ave & CR 507

12/10/2024

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	93	837	405	59	53	29
Future Vol, veh/h	93	837	405	59	53	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	240	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	107	962	466	68	61	33

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	534	0	1195
Stage 1	-	-	500
Stage 2	-	-	695
Critical Hdwy	4.14	-	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	2.22	-	3.52
Pot Cap-1 Maneuver	1030	-	179
Stage 1	-	-	575
Stage 2	-	-	456
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1030	-	160
Mov Cap-2 Maneuver	-	-	293
Stage 1	-	-	515
Stage 2	-	-	456

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	17.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1030	-	-	-	372
HCM Lane V/C Ratio	0.104	-	-	-	0.253
HCM Control Delay (s)	8.9	-	-	-	17.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1

HCM 6th TWSC
9: CR 507 & Driveway #1

12/10/2024

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	53	1	29	93	1	29
Future Vol, veh/h	53	1	29	93	1	29
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	87	87	87	87	87	87
Heavy Vehicles, %	2	2	4	2	2	8
Mvmt Flow	61	1	33	107	1	33
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	122	87	0	0	140	0
Stage 1	87	-	-	-	-	-
Stage 2	35	-	-	-	-	-
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	873	971	-	-	1443	-
Stage 1	936	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	872	971	-	-	1443	-
Mov Cap-2 Maneuver	872	-	-	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.4	0		0.2		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-		874	1443	
HCM Lane V/C Ratio	-	-		0.071	0.001	
HCM Control Delay (s)	-	-		9.4	7.5	
HCM Lane LOS	-	-		A	A	
HCM 95th %tile Q(veh)	-	-		0.2	0	

HCM 6th TWSC
11: Warm Springs Ave & Driveway #2

12/10/2024

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Vol, veh/h	0	893	455	27	0	10
Future Vol, veh/h	0	893	455	27	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	10	9	2	2	2
Mvmt Flow	0	1026	523	31	0	11
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	277
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	720
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	720
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		10.1		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	720		
HCM Lane V/C Ratio	-	-	-	0.016		
HCM Control Delay (s)	-	-	-	10.1		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0		

Timings

15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	16	441	411	651	297	192	194	85	753	176	172
Future Volume (vph)	16	441	411	651	297	192	194	85	753	176	172
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	7.0	15.0	15.0	7.0	15.0
Minimum Split (s)	13.5	26.5	26.5	13.5	26.5	26.5	13.5	21.5	21.5	13.5	21.5
Total Split (s)	36.5	66.5	66.5	56.5	86.5	86.5	36.5	36.5	36.5	36.5	36.5
Total Split (%)	18.6%	33.9%	33.9%	28.8%	44.1%	44.1%	18.6%	18.6%	18.6%	18.6%	18.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	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	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	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
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	7.7	28.0	28.0	34.5	64.0	64.0	51.7	31.6	31.6	44.0	27.8
Actuated g/C Ratio	0.06	0.20	0.20	0.25	0.47	0.47	0.38	0.23	0.23	0.32	0.20
v/c Ratio	0.17	0.68	0.74	0.83	0.20	0.25	0.53	0.22	1.07	0.42	0.55
Control Delay	74.4	56.9	16.6	58.3	23.2	3.9	36.4	49.7	73.2	34.0	59.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.4	56.9	16.6	58.3	23.2	3.9	36.4	49.7	73.2	34.0	59.8
LOS	E	E	B	E	C	A	D	D	E	C	E
Approach Delay		38.1			40.0			64.4			47.3
Approach LOS		D			D			E			D

Intersection Summary

Cycle Length: 196

Actuated Cycle Length: 137

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.07

Intersection Signal Delay: 47.7

Intersection LOS: D

Intersection Capacity Utilization 89.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 15: Marsh Bend Trl & Warm Springs Ave

 Ø1	 Ø2	 Ø3	 Ø4
36.5 s	36.5 s	36.5 s	36.5 s
 Ø5	 Ø6	 Ø7	 Ø8
56.5 s	66.5 s	36.5 s	36.5 s

Buildout Conditions - AM Peak Hour 1:03 pm 12/09/2024 Baseline

Synchro 11 Report

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HCM 6th Signalized Intersection Summary

15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	441	411	651	297	192	194	85	753	176	172	14
Future Volume (veh/h)	16	441	411	651	297	192	194	85	753	176	172	14
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	1841	1737	1856	1826	1841	1737	1841	1870	1811	1841	1633
Adj Flow Rate, veh/h	17	479	447	708	323	209	211	92	818	191	187	15
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, %	2	4	11	3	5	4	11	4	2	6	4	18
Cap, veh/h	41	1140	480	780	1841	828	312	337	290	308	284	23
Arrive On Green	0.02	0.33	0.33	0.23	0.53	0.53	0.12	0.18	0.18	0.11	0.17	0.17
Sat Flow, veh/h	1781	3497	1472	3428	3469	1560	1654	1841	1585	1725	1682	135
Grp Volume(v), veh/h	17	479	447	708	323	209	211	92	818	191	0	202
Grp Sat Flow(s),veh/h/ln	1781	1749	1472	1714	1735	1560	1654	1841	1585	1725	0	1816
Q Serve(g_s), s	1.5	17.5	48.2	33.0	7.9	11.9	17.1	7.1	30.0	14.8	0.0	17.1
Cycle Q Clear(g_c), s	1.5	17.5	48.2	33.0	7.9	11.9	17.1	7.1	30.0	14.8	0.0	17.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	41	1140	480	780	1841	828	312	337	290	308	0	307
V/C Ratio(X)	0.41	0.42	0.93	0.91	0.18	0.25	0.68	0.27	2.82	0.62	0.00	0.66
Avail Cap(c_a), veh/h	326	1279	538	1045	1841	828	418	337	290	442	0	332
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	79.1	43.2	53.5	61.7	19.9	20.9	48.8	57.7	67.0	48.7	0.0	63.7
Incr Delay (d2), s/veh	6.6	0.2	21.9	9.2	0.0	0.2	2.7	0.4	829.6	2.0	0.0	4.2
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	1.4	12.1	28.2	21.5	5.7	8.0	11.8	6.0	123.2	10.9	0.0	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.6	43.4	75.4	70.9	20.0	21.0	51.4	58.1	896.6	50.7	0.0	68.0
LnGrp LOS	F	D	E	E	B	C	D	E	F	D	A	E
Approach Vol, veh/h	943			1240			1121			393		
Approach Delay, s/veh	59.3			49.2			668.7			59.6		
Approach LOS	E			D			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	93.5	23.7	36.5	43.8	60.0	26.0	34.2				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	30.0	80.0	30.0	30.0	50.0	60.0	30.0	30.0				
Max Q Clear Time (g_c+I1), s	3.5	13.9	16.8	32.0	35.0	50.2	19.1	19.1				
Green Ext Time (p_c), s	0.0	2.8	0.4	0.0	2.3	3.3	0.4	0.8				
Intersection Summary												
HCM 6th Ctrl Delay	240.7											
HCM 6th LOS	F											

Timings

3: US 301 & Warm Springs Ave

12/10/2024

	↖	↗	↑	↘	↙	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↑↑	↘	↙↘	↑↑
Traffic Volume (vph)	214	436	382	238	360	352
Future Volume (vph)	214	436	382	238	360	352
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	15.0	15.0	15.0	15.0	7.0	15.0
Minimum Split (s)	21.5	21.5	21.5	21.5	13.5	21.5
Total Split (s)	36.0	36.0	31.0	31.0	23.0	54.0
Total Split (%)	40.0%	40.0%	34.4%	34.4%	25.6%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	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
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	Min
Act Effct Green (s)	17.0	17.0	16.7	16.7	12.5	35.8
Actuated g/C Ratio	0.26	0.26	0.25	0.25	0.19	0.54
v/c Ratio	0.53	0.65	0.49	0.44	0.59	0.22
Control Delay	27.1	7.3	24.2	6.0	29.2	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.1	7.3	24.2	6.0	29.2	8.3
LOS	C	A	C	A	C	A
Approach Delay	13.8		17.2			18.9
Approach LOS	B		B			B

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 66

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 16.7

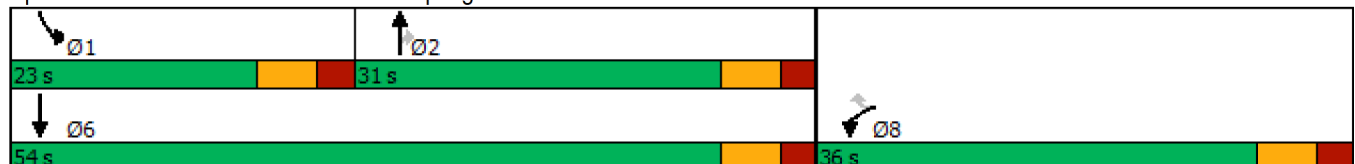
Intersection LOS: B

Intersection Capacity Utilization 51.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: US 301 & Warm Springs Ave



HCM 6th Signalized Intersection Summary

3: US 301 & Warm Springs Ave

12/10/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	214	436	382	238	360	352
Future Volume (veh/h)	214	436	382	238	360	352
Initial Q (Qb), veh	0	0	0	0	0	0
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	1781	1722	1737	1841	1856	1707
Adj Flow Rate, veh/h	228	464	406	253	383	374
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	8	12	11	4	3	13
Cap, veh/h	597	514	720	341	506	1492
Arrive On Green	0.35	0.35	0.22	0.22	0.15	0.46
Sat Flow, veh/h	1697	1459	3387	1560	3428	3329
Grp Volume(v), veh/h	228	464	406	253	383	374
Grp Sat Flow(s),veh/h/ln	1697	1459	1650	1560	1714	1622
Q Serve(g_s), s	7.0	20.9	7.6	10.5	7.4	4.9
Cycle Q Clear(g_c), s	7.0	20.9	7.6	10.5	7.4	4.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	597	514	720	341	506	1492
V/C Ratio(X)	0.38	0.90	0.56	0.74	0.76	0.25
Avail Cap(c_a), veh/h	724	623	1170	553	818	2230
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	16.8	21.3	24.1	25.2	28.3	11.4
Incr Delay (d2), s/veh	0.4	14.7	0.7	3.2	2.4	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	4.3	12.8	4.9	6.8	5.3	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.2	35.9	24.8	28.4	30.6	11.5
LnGrp LOS	B	D	C	C	C	B
Approach Vol, veh/h	692		659			757
Approach Delay, s/veh	29.7		26.2			21.2
Approach LOS	C		C			C
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	16.7	21.6			38.3	30.8
Change Period (Y+Rc), s	6.5	6.5			6.5	6.5
Max Green Setting (Gmax), s	16.5	24.5			47.5	29.5
Max Q Clear Time (g_c+I1), s	9.4	12.5			6.9	22.9
Green Ext Time (p_c), s	0.8	2.6			2.4	1.5
Intersection Summary						
HCM 6th Ctrl Delay			25.5			
HCM 6th LOS			C			

HCM 6th TWSC
7: Warm Springs Ave & CR 507

12/10/2024

Intersection							
Int Delay, s/veh	3.3						
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	78	538	9	735	81	91	51
Future Vol, veh/h	78	538	9	735	81	91	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	240	-	-	-	-	0	-
Veh in Median Storage, #	-	0	-	0	-	1	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	3	2	11	14	2	20
Mvmt Flow	85	585	10	799	88	99	55
Major/Minor	Major1	Major2		Minor2			
Conflicting Flow All	887	0	585	-	0	1326	444
Stage 1	-	-	-	-	-	863	-
Stage 2	-	-	-	-	-	463	-
Critical Hdwy	4.14	-	6.44	-	-	6.84	7.3
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	2.52	-	-	3.52	3.5
Pot Cap-1 Maneuver	759	-	611	-	-	147	515
Stage 1	-	-	-	-	-	373	-
Stage 2	-	-	-	-	-	600	-
Platoon blocked, %		-		-	-		
Mov Cap-1 Maneuver	759	-	611	-	-	126	515
Mov Cap-2 Maneuver	-	-	-	-	-	243	-
Stage 1	-	-	-	-	-	331	-
Stage 2	-	-	-	-	-	580	-
Approach	EB	WB		SB			
HCM Control Delay, s	1.3	0.3		29.1			
HCM LOS	D						
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	759	-	-	-	300		
HCM Lane V/C Ratio	0.112	-	-	-	0.514		
HCM Control Delay (s)	10.3	-	0.2	-	29.1		
HCM Lane LOS	B	-	A	-	D		
HCM 95th %tile Q(veh)	0.4	-	-	-	2.8		

HCM 6th TWSC
9: CR 507 & Driveway #1

12/10/2024

Intersection						
Int Delay, s/veh	3.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	111	1	48	98	1	30
Future Vol, veh/h	111	1	48	98	1	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	121	1	52	107	1	33
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	141	106	0	0	159	0
Stage 1	106	-	-	-	-	-
Stage 2	35	-	-	-	-	-
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	852	948	-	-	1420	-
Stage 1	918	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	851	948	-	-	1420	-
Mov Cap-2 Maneuver	851	-	-	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.9	0		0.2		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	852	1420	-	
HCM Lane V/C Ratio	-	-	0.143	0.001	-	
HCM Control Delay (s)	-	-	9.9	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0	-	

HCM 6th TWSC
11: Warm Springs Ave & Driveway #2

12/10/2024

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Vol, veh/h	0	620	800	30	0	25
Future Vol, veh/h	0	620	800	30	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	11	2	2	2
Mvmt Flow	0	674	870	33	0	27
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	452
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	555
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	555
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		11.8		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	555		
HCM Lane V/C Ratio	-	-	-	0.049		
HCM Control Delay (s)	-	-	-	11.8		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0.2		

Timings

15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	13	447	151	428	469	220	316	160	681	276	186
Future Volume (vph)	13	447	151	428	469	220	316	160	681	276	186
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	7.0	15.0	15.0	7.0	15.0
Minimum Split (s)	13.5	26.5	26.5	13.5	26.5	26.5	13.5	21.5	21.5	13.5	21.5
Total Split (s)	36.5	66.5	66.5	56.5	86.5	86.5	36.5	36.5	36.5	36.5	36.5
Total Split (%)	18.6%	33.9%	33.9%	28.8%	44.1%	44.1%	18.6%	18.6%	18.6%	18.6%	18.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	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	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	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
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	7.4	25.1	25.1	22.8	49.4	49.4	58.5	33.6	33.6	41.4	22.3
Actuated g/C Ratio	0.06	0.20	0.20	0.18	0.39	0.39	0.46	0.26	0.26	0.33	0.18
v/c Ratio	0.14	0.69	0.36	0.73	0.37	0.31	0.70	0.34	0.94	0.61	0.71
Control Delay	66.0	53.9	9.2	57.7	30.1	4.9	33.5	43.5	36.7	30.2	62.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.0	53.9	9.2	57.7	30.1	4.9	33.5	43.5	36.7	30.2	62.6
LOS	E	D	A	E	C	A	C	D	D	C	E
Approach Delay		43.1			35.7			36.8			44.4
Approach LOS		D			D			D			D

Intersection Summary

Cycle Length: 196

Actuated Cycle Length: 127

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 38.7

Intersection LOS: D

Intersection Capacity Utilization 90.4%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 15: Marsh Bend Trl & Warm Springs Ave

 Ø1	 Ø2	 Ø3	 Ø4
36.5 s	36.5 s	36.5 s	36.5 s
 Ø5	 Ø6	 Ø7	 Ø8
56.5 s	66.5 s	36.5 s	36.5 s

Buildout Conditions - PM Peak Hour 9:15 am 12/10/2024

Synchro 11 Report

Page 6

HCM 6th Signalized Intersection Summary 15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 						 	
Traffic Volume (veh/h)	13	447	151	428	469	220	316	160	681	276	186	29
Future Volume (veh/h)	13	447	151	428	469	220	316	160	681	276	186	29
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	1841	1870	1870	1841	1870	1678	1870	1856	1870	1870	1767
Adj Flow Rate, veh/h	14	471	159	451	494	232	333	168	717	291	196	31
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, %	2	4	2	2	4	2	15	2	3	2	2	9
Cap, veh/h	40	640	290	550	1119	507	489	514	432	452	380	60
Arrive On Green	0.02	0.18	0.18	0.16	0.32	0.32	0.18	0.27	0.27	0.14	0.24	0.24
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	1598	1870	1572	1781	1576	249
Grp Volume(v), veh/h	14	471	159	451	494	232	333	168	717	291	0	227
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1598	1870	1572	1781	0	1825
Q Serve(g_s), s	0.8	13.9	9.9	13.8	12.2	12.7	16.7	7.8	30.0	13.1	0.0	11.8
Cycle Q Clear(g_c), s	0.8	13.9	9.9	13.8	12.2	12.7	16.7	7.8	30.0	13.1	0.0	11.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	40	640	290	550	1119	507	489	514	432	452	0	441
V/C Ratio(X)	0.35	0.74	0.55	0.82	0.44	0.46	0.68	0.33	1.66	0.64	0.00	0.52
Avail Cap(c_a), veh/h	489	1921	871	1582	2562	1161	643	514	432	683	0	501
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	52.6	42.1	40.5	44.4	29.4	29.6	24.2	31.6	39.6	24.7	0.0	35.9
Incr Delay (d2), s/veh	5.3	1.7	1.6	3.1	0.3	0.6	1.9	0.4	307.1	1.5	0.0	0.9
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	0.8	9.9	7.2	9.9	8.6	8.5	10.5	6.4	75.2	9.5	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	43.8	42.1	47.5	29.7	30.2	26.1	31.9	346.7	26.3	0.0	36.8
LnGrp LOS	E	D	D	D	C	C	C	C	F	C	A	D
Approach Vol, veh/h		644			1177			1218			518	
Approach Delay, s/veh		43.7			36.6			215.6			30.9	
Approach LOS		D			D			F			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	41.5	22.3	36.5	23.9	26.5	26.0	32.9				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	30.0	80.0	30.0	30.0	50.0	60.0	30.0	30.0				
Max Q Clear Time (g_c+I1), s	2.8	14.7	15.1	32.0	15.8	15.9	18.7	13.8				
Green Ext Time (p_c), s	0.0	4.1	0.7	0.0	1.6	3.6	0.8	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			98.4									
HCM 6th LOS			F									

Timings

15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	15	420	403	651	257	192	178	85	753	176	172
Future Volume (vph)	15	420	403	651	257	192	178	85	753	176	172
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	7.0	15.0	15.0	7.0	15.0
Minimum Split (s)	13.5	26.5	26.5	13.5	26.5	26.5	13.5	21.5	21.5	13.5	21.5
Total Split (s)	36.5	66.5	66.5	56.5	86.5	86.5	36.5	36.5	36.5	36.5	36.5
Total Split (%)	18.6%	33.9%	33.9%	28.8%	44.1%	44.1%	18.6%	18.6%	18.6%	18.6%	18.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	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	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	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
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	7.6	26.8	26.8	33.8	62.1	62.1	49.4	31.0	31.0	44.5	28.6
Actuated g/C Ratio	0.06	0.20	0.20	0.25	0.46	0.46	0.37	0.23	0.23	0.33	0.21
v/c Ratio	0.16	0.66	0.73	0.83	0.18	0.25	0.49	0.22	1.07	0.41	0.52
Control Delay	71.9	55.8	15.6	57.0	22.7	3.9	34.5	48.6	70.3	32.8	56.2
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	71.9	55.8	15.6	57.0	22.7	3.9	34.5	48.6	70.3	32.8	56.2
LOS	E	E	B	E	C	A	C	D	E	C	E
Approach Delay		36.7			39.7			62.2			44.8
Approach LOS		D			D			E			D

Intersection Summary

Cycle Length: 196

Actuated Cycle Length: 134.1

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.07

Intersection Signal Delay: 46.4

Intersection LOS: D

Intersection Capacity Utilization 89.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 15: Marsh Bend Trl & Warm Springs Ave

 Ø1	 Ø2	 Ø3	 Ø4
36.5 s	86.5 s	36.5 s	36.5 s
 Ø5	 Ø6	 Ø7	 Ø8
56.5 s	66.5 s	36.5 s	36.5 s

HCM 6th Signalized Intersection Summary

15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	420	403	651	257	192	178	85	753	176	172	13
Future Volume (veh/h)	15	420	403	651	257	192	178	85	753	176	172	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1737	1856	1826	1841	1737	1841	1870	1811	1841	1633
Adj Flow Rate, veh/h	16	457	438	708	279	209	193	92	818	191	187	14
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, %	2	4	11	3	5	4	11	4	2	6	4	18
Cap, veh/h	40	1124	473	781	1828	822	311	342	294	309	306	23
Arrive On Green	0.02	0.32	0.32	0.23	0.53	0.53	0.11	0.19	0.19	0.10	0.18	0.18
Sat Flow, veh/h	1781	3497	1472	3428	3469	1560	1654	1841	1585	1725	1691	127
Grp Volume(v), veh/h	16	457	438	708	279	209	193	92	818	191	0	201
Grp Sat Flow(s),veh/h/ln	1781	1749	1472	1714	1735	1560	1654	1841	1585	1725	0	1818
Q Serve(g_s), s	1.4	16.5	46.4	32.5	6.7	11.8	15.1	6.9	30.0	14.4	0.0	16.4
Cycle Q Clear(g_c), s	1.4	16.5	46.4	32.5	6.7	11.8	15.1	6.9	30.0	14.4	0.0	16.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	40	1124	473	781	1828	822	311	342	294	309	0	329
V/C Ratio(X)	0.40	0.41	0.93	0.91	0.15	0.25	0.62	0.27	2.78	0.62	0.00	0.61
Avail Cap(c_a), veh/h	331	1299	547	1061	1828	822	439	342	294	450	0	338
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	77.9	42.8	53.0	60.7	19.6	20.9	47.1	56.4	65.7	46.6	0.0	60.9
Incr Delay (d2), s/veh	6.5	0.2	20.4	8.8	0.0	0.2	2.0	0.4	809.6	2.0	0.0	3.1
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	1.3	11.5	27.2	21.1	4.8	7.9	10.6	5.9	122.4	10.6	0.0	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.4	43.0	73.3	69.4	19.7	21.0	49.1	56.8	875.3	48.6	0.0	64.0
LnGrp LOS	F	D	E	E	B	C	D	E	F	D	A	E
Approach Vol, veh/h	911			1196			1103			392		
Approach Delay, s/veh	58.3			49.4			662.5			56.5		
Approach LOS	E			D			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	91.6	23.3	36.5	43.3	58.4	24.1	35.7				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	30.0	80.0	30.0	30.0	50.0	60.0	30.0	30.0				
Max Q Clear Time (g_c+I1), s	3.4	13.8	16.4	32.0	34.5	48.4	17.1	18.4				
Green Ext Time (p_c), s	0.0	2.4	0.4	0.0	2.4	3.5	0.4	0.8				
Intersection Summary												
HCM 6th Ctrl Delay	240.2											
HCM 6th LOS	F											

Timings

15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	12	408	136	428	432	220	302	160	681	276	186
Future Volume (vph)	12	408	136	428	432	220	302	160	681	276	186
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	7.0	15.0	15.0	7.0	15.0
Minimum Split (s)	13.5	26.5	26.5	13.5	26.5	26.5	13.5	21.5	21.5	13.5	21.5
Total Split (s)	36.5	66.5	66.5	56.5	86.5	86.5	36.5	36.5	36.5	36.5	36.5
Total Split (%)	18.6%	33.9%	33.9%	28.8%	44.1%	44.1%	18.6%	18.6%	18.6%	18.6%	18.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	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	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	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
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	7.3	23.6	23.6	22.5	47.6	47.6	58.2	33.6	33.6	40.6	22.0
Actuated g/C Ratio	0.06	0.19	0.19	0.18	0.38	0.38	0.47	0.27	0.27	0.33	0.18
v/c Ratio	0.13	0.65	0.34	0.73	0.34	0.31	0.65	0.33	0.92	0.61	0.70
Control Delay	64.5	53.0	9.6	56.6	29.9	5.0	30.3	41.9	32.5	29.4	61.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.5	53.0	9.6	56.6	29.9	5.0	30.3	41.9	32.5	29.4	61.0
LOS	E	D	A	E	C	A	C	D	C	C	E
Approach Delay		42.7			35.4			33.2			43.2
Approach LOS		D			D			C			D

Intersection Summary

Cycle Length: 196

Actuated Cycle Length: 124.7

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 37.0

Intersection LOS: D

Intersection Capacity Utilization 90.4%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 15: Marsh Bend Trl & Warm Springs Ave

 Ø1	 Ø2	 Ø3	 Ø4
36.5 s	36.5 s	36.5 s	36.5 s
 Ø5	 Ø6	 Ø7	 Ø8
56.5 s	66.5 s	36.5 s	36.5 s

HCM 6th Signalized Intersection Summary

15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	408	136	428	432	220	302	160	681	276	186	28
Future Volume (veh/h)	12	408	136	428	432	220	302	160	681	276	186	28
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	1841	1870	1870	1841	1870	1678	1870	1856	1870	1870	1767
Adj Flow Rate, veh/h	13	429	143	451	455	232	318	168	717	291	196	29
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, %	2	4	2	2	4	2	15	2	3	2	2	9
Cap, veh/h	37	642	291	550	1125	510	486	515	433	450	397	59
Arrive On Green	0.02	0.18	0.18	0.16	0.32	0.32	0.17	0.28	0.28	0.14	0.25	0.25
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	1598	1870	1572	1781	1592	236
Grp Volume(v), veh/h	13	429	143	451	455	232	318	168	717	291	0	225
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1598	1870	1572	1781	0	1828
Q Serve(g_s), s	0.8	12.4	8.8	13.8	11.1	12.7	15.7	7.8	30.0	12.9	0.0	11.5
Cycle Q Clear(g_c), s	0.8	12.4	8.8	13.8	11.1	12.7	15.7	7.8	30.0	12.9	0.0	11.5
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	37	642	291	550	1125	510	486	515	433	450	0	455
V/C Ratio(X)	0.35	0.67	0.49	0.82	0.40	0.45	0.65	0.33	1.66	0.65	0.00	0.49
Avail Cap(c_a), veh/h	490	1925	872	1585	2566	1163	655	515	433	684	0	503
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	52.6	41.4	40.0	44.3	28.8	29.4	23.9	31.5	39.5	24.2	0.0	35.1
Incr Delay (d2), s/veh	5.5	1.2	1.3	3.1	0.2	0.6	1.5	0.4	305.8	1.6	0.0	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(95%),veh/ln	0.7	9.0	6.4	9.9	7.9	8.5	9.9	6.4	75.0	9.4	0.0	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	42.6	41.2	47.4	29.1	30.0	25.3	31.8	345.4	25.8	0.0	35.9
LnGrp LOS	E	D	D	D	C	C	C	C	F	C	A	D
Approach Vol, veh/h	585			1138			1203			516		
Approach Delay, s/veh	42.6			36.5			217.0			30.2		
Approach LOS	D			D			F			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	41.6	22.2	36.5	23.9	26.5	25.0	33.7				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	30.0	80.0	30.0	30.0	50.0	60.0	30.0	30.0				
Max Q Clear Time (g_c+I1), s	2.8	14.7	14.9	32.0	15.8	14.4	17.7	13.5				
Green Ext Time (p_c), s	0.0	3.8	0.8	0.0	1.6	3.3	0.8	1.1				
Intersection Summary												
HCM 6th Ctrl Delay	99.7											
HCM 6th LOS	F											

Timings

15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	15	420	403	651	257	192	178	85	753	176	172
Future Volume (vph)	15	420	403	651	257	192	178	85	753	176	172
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	7.0	15.0	15.0	7.0	15.0
Minimum Split (s)	13.5	26.5	26.5	13.5	26.5	26.5	13.5	21.5	21.5	13.5	21.5
Total Split (s)	13.5	33.2	33.2	39.0	58.7	58.7	20.3	54.0	54.0	13.8	47.5
Total Split (%)	9.6%	23.7%	23.7%	27.9%	41.9%	41.9%	14.5%	38.6%	38.6%	9.9%	33.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	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	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	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
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	7.2	24.0	24.0	29.4	55.2	55.2	51.3	38.3	38.3	40.2	32.7
Actuated g/C Ratio	0.06	0.19	0.19	0.23	0.44	0.44	0.41	0.30	0.30	0.32	0.26
v/c Ratio	0.16	0.69	0.75	0.89	0.19	0.26	0.48	0.17	0.95	0.45	0.43
Control Delay	67.0	55.5	18.0	62.6	24.8	4.6	28.9	32.8	35.2	31.8	41.5
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	67.0	55.5	18.0	62.6	24.8	4.6	28.9	32.8	35.2	31.8	41.5
LOS	E	E	B	E	C	A	C	C	D	C	D
Approach Delay		37.7			43.6			33.9			36.7
Approach LOS		D			D			C			D

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 125.8

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 38.4

Intersection LOS: D

Intersection Capacity Utilization 89.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 15: Marsh Bend Trl & Warm Springs Ave

			
Ø1	Ø2	Ø3	Ø4
13.5 s	58.7 s	13.8 s	54 s
			
Ø5	Ø6	Ø7	Ø8
39 s	33.2 s	20.3 s	47.5 s

HCM 6th Signalized Intersection Summary 15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	420	403	651	257	192	178	85	753	176	172	13
Future Volume (veh/h)	15	420	403	651	257	192	178	85	753	176	172	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1737	1856	1826	1841	1737	1841	1870	1811	1841	1633
Adj Flow Rate, veh/h	16	457	438	708	279	209	193	92	818	191	187	14
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, %	2	4	11	3	5	4	11	4	2	6	4	18
Cap, veh/h	41	675	284	762	1361	612	444	632	545	323	512	38
Arrive On Green	0.02	0.19	0.19	0.22	0.39	0.39	0.09	0.34	0.34	0.05	0.30	0.30
Sat Flow, veh/h	1781	3497	1472	3428	3469	1560	1654	1841	1585	1725	1691	127
Grp Volume(v), veh/h	16	457	438	708	279	209	193	92	818	191	0	201
Grp Sat Flow(s),veh/h/ln	1781	1749	1472	1714	1735	1560	1654	1841	1585	1725	0	1818
Q Serve(g_s), s	1.2	16.8	26.7	28.0	7.3	13.0	10.9	4.8	47.5	7.3	0.0	12.0
Cycle Q Clear(g_c), s	1.2	16.8	26.7	28.0	7.3	13.0	10.9	4.8	47.5	7.3	0.0	12.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	41	675	284	762	1361	612	444	632	545	323	0	551
V/C Ratio(X)	0.39	0.68	1.54	0.93	0.21	0.34	0.43	0.15	1.50	0.59	0.00	0.36
Avail Cap(c_a), veh/h	90	675	284	806	1361	612	455	632	545	323	0	551
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	66.5	51.8	55.8	52.7	27.8	29.5	28.5	31.4	45.4	33.4	0.0	37.8
Incr Delay (d2), s/veh	5.8	2.7	260.2	16.4	0.1	0.3	0.7	0.1	235.4	2.9	0.0	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(95%),veh/ln	1.1	11.9	47.4	19.5	5.4	8.6	7.8	3.9	82.5	3.3	0.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.3	54.5	315.9	69.1	27.8	29.8	29.2	31.5	280.8	36.3	0.0	38.2
LnGrp LOS	E	D	F	E	C	C	C	C	F	D	A	D
Approach Vol, veh/h	911			1196			1103			392		
Approach Delay, s/veh	180.5			52.6			215.9			37.2		
Approach LOS	F			D			F			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	60.7	13.8	54.0	37.2	33.2	19.4	48.4				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	7.0	52.2	7.3	47.5	32.5	26.7	13.8	41.0				
Max Q Clear Time (g_c+I1), s	3.2	15.0	9.3	49.5	30.0	28.7	12.9	14.0				
Green Ext Time (p_c), s	0.0	2.4	0.0	0.0	0.8	0.0	0.1	1.2				
Intersection Summary												
HCM 6th Ctrl Delay	133.3											
HCM 6th LOS	F											

Timings

15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		 		 	 						
Traffic Volume (vph)	12	408	136	428	432	220	302	160	681	276	186
Future Volume (vph)	12	408	136	428	432	220	302	160	681	276	186
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	7.0	19.0	19.0	7.0	19.0	19.0	7.0	15.0	15.0	7.0	15.0
Minimum Split (s)	13.5	25.5	25.5	13.5	25.5	25.5	13.5	21.5	21.5	13.5	21.5
Total Split (s)	13.5	26.5	26.5	27.0	40.0	40.0	42.1	70.5	70.5	17.0	45.4
Total Split (%)	9.6%	18.8%	18.8%	19.1%	28.4%	28.4%	29.9%	50.0%	50.0%	12.1%	32.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	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	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	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
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	7.2	20.0	20.0	19.0	41.1	41.1	54.3	37.5	37.5	38.3	27.5
Actuated g/C Ratio	0.06	0.18	0.18	0.17	0.36	0.36	0.48	0.33	0.33	0.34	0.24
v/c Ratio	0.12	0.70	0.31	0.79	0.36	0.32	0.68	0.27	0.91	0.63	0.51
Control Delay	61.2	53.8	1.7	58.3	32.6	6.4	26.1	27.9	30.4	29.2	40.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.2	53.8	1.7	58.3	32.6	6.4	26.1	27.9	30.4	29.2	40.7
LOS	E	D	A	E	C	A	C	C	C	C	D
Approach Delay		41.3			37.5			28.9			34.2
Approach LOS		D			D			C			C

Intersection Summary

Cycle Length: 141

Actuated Cycle Length: 114

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 34.6

Intersection LOS: C

Intersection Capacity Utilization 89.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 15: Marsh Bend Trl & Warm Springs Ave

			
Ø1	Ø2	Ø3	Ø4
13.5 s	40 s	17 s	70.5 s
			
Ø5	Ø6	Ø7	Ø8
27 s	26.5 s	42.1 s	45.4 s

HCM 6th Signalized Intersection Summary

15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	408	136	428	432	220	302	160	681	276	186	28
Future Volume (veh/h)	12	408	136	428	432	220	302	160	681	276	186	28
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	1841	1870	1870	1841	1870	1678	1870	1856	1870	1870	1767
Adj Flow Rate, veh/h	13	429	143	451	455	232	318	168	717	291	196	29
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, %	2	4	2	2	4	2	15	2	3	2	2	9
Cap, veh/h	35	481	218	496	914	414	591	856	720	436	636	94
Arrive On Green	0.02	0.14	0.14	0.14	0.26	0.26	0.13	0.46	0.46	0.08	0.40	0.40
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	1598	1870	1572	1781	1592	236
Grp Volume(v), veh/h	13	429	143	451	455	232	318	168	717	291	0	225
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1598	1870	1572	1781	0	1828
Q Serve(g_s), s	1.0	16.9	12.0	18.0	15.4	17.7	15.7	7.5	63.5	10.5	0.0	11.8
Cycle Q Clear(g_c), s	1.0	16.9	12.0	18.0	15.4	17.7	15.7	7.5	63.5	10.5	0.0	11.8
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	35	481	218	496	914	414	591	856	720	436	0	731
V/C Ratio(X)	0.37	0.89	0.66	0.91	0.50	0.56	0.54	0.20	1.00	0.67	0.00	0.31
Avail Cap(c_a), veh/h	89	500	227	507	914	414	785	856	720	436	0	731
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	67.7	59.3	57.1	59.0	43.8	44.7	18.9	22.6	37.8	24.0	0.0	28.7
Incr Delay (d2), s/veh	6.3	17.5	6.4	20.1	0.4	1.7	0.8	0.1	32.5	3.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	13.3	8.9	14.0	10.8	11.6	9.8	6.0	39.5	3.3	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.9	76.8	63.5	79.1	44.3	46.4	19.6	22.7	70.3	27.8	0.0	29.0
LnGrp LOS	E	E	E	E	D	D	B	C	E	C	A	C
Approach Vol, veh/h	585			1138			1203			516		
Approach Delay, s/veh	73.5			58.5			50.3			28.3		
Approach LOS	E			E			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	43.0	17.0	70.5	26.6	25.7	25.1	62.4				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	7.0	33.5	10.5	64.0	20.5	20.0	35.6	38.9				
Max Q Clear Time (g_c+I1), s	3.0	19.7	12.5	65.5	20.0	18.9	17.7	13.8				
Green Ext Time (p_c), s	0.0	3.0	0.0	0.0	0.1	0.4	0.9	1.3				
Intersection Summary												
HCM 6th Ctrl Delay	53.6											
HCM 6th LOS	D											

Timings

15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	15	420	403	651	257	192	178	85	753	176	172
Future Volume (vph)	15	420	403	651	257	192	178	85	753	176	172
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6	7	5	2		7	4	5	3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	7	5	2	2	7	4	5	3	8
Switch Phase											
Minimum Initial (s)	7.0	20.0	7.0	7.0	20.0	20.0	7.0	15.0	7.0	7.0	15.0
Minimum Split (s)	13.5	26.5	13.5	13.5	26.5	26.5	13.5	21.5	13.5	13.5	21.5
Total Split (s)	13.5	32.5	32.5	57.0	76.0	76.0	32.5	43.5	57.0	17.0	28.0
Total Split (%)	9.0%	21.7%	21.7%	38.0%	50.7%	50.7%	21.7%	29.0%	38.0%	11.3%	18.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	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	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	7.2	23.0	48.2	37.3	62.5	62.5	42.6	27.1	71.1	29.7	19.1
Actuated g/C Ratio	0.06	0.18	0.39	0.30	0.50	0.50	0.34	0.22	0.57	0.24	0.15
v/c Ratio	0.16	0.71	0.69	0.70	0.16	0.24	0.57	0.23	0.87	0.57	0.73
Control Delay	68.7	57.4	30.6	43.0	19.0	3.5	38.5	44.0	30.3	43.2	69.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.7	57.4	30.6	43.0	19.0	3.5	38.5	44.0	30.3	43.2	69.0
LOS	E	E	C	D	B	A	D	D	C	D	E
Approach Delay		44.7			30.5			32.9			56.5
Approach LOS		D			C			C			E

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 124.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 37.6

Intersection LOS: D

Intersection Capacity Utilization 89.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 15: Marsh Bend Trl & Warm Springs Ave

			
Ø1	Ø2	Ø3	Ø4
13.5 s	76 s	17 s	43.5 s
			
Ø5	Ø6	Ø7	Ø8
57 s	32.5 s	32.5 s	28 s

HCM 6th Signalized Intersection Summary

15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	420	403	651	257	192	178	85	753	176	172	13
Future Volume (veh/h)	15	420	403	651	257	192	178	85	753	176	172	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1737	1856	1826	1841	1737	1841	1870	1811	1841	1633
Adj Flow Rate, veh/h	16	457	438	708	279	209	193	92	818	191	187	14
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, %	2	4	11	3	5	4	11	4	2	6	4	18
Cap, veh/h	42	700	445	804	1425	641	413	524	823	341	445	33
Arrive On Green	0.02	0.20	0.20	0.23	0.41	0.41	0.10	0.28	0.28	0.08	0.26	0.26
Sat Flow, veh/h	1781	3497	1472	3428	3469	1560	1654	1841	1585	1725	1691	127
Grp Volume(v), veh/h	16	457	438	708	279	209	193	92	818	191	0	201
Grp Sat Flow(s),veh/h/ln	1781	1749	1472	1714	1735	1560	1654	1841	1585	1725	0	1818
Q Serve(g_s), s	1.2	15.6	26.0	25.9	6.7	11.8	10.9	4.9	37.0	10.5	0.0	11.9
Cycle Q Clear(g_c), s	1.2	15.6	26.0	25.9	6.7	11.8	10.9	4.9	37.0	10.5	0.0	11.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	42	700	445	804	1425	641	413	524	823	341	0	478
V/C Ratio(X)	0.38	0.65	0.98	0.88	0.20	0.33	0.47	0.18	0.99	0.56	0.00	0.42
Avail Cap(c_a), veh/h	96	700	445	1332	1855	834	575	524	823	341	0	478
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(l)	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	62.5	47.8	45.0	48.0	24.5	26.0	30.3	35.0	31.1	31.5	0.0	39.7
Incr Delay (d2), s/veh	5.6	2.2	38.4	4.1	0.1	0.3	0.8	0.2	29.8	2.0	0.0	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(95%),veh/ln	1.0	11.2	25.7	16.7	4.9	8.0	7.8	4.0	40.4	8.2	0.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.1	50.0	83.4	52.1	24.6	26.3	31.1	35.2	60.9	33.6	0.0	40.3
LnGrp LOS	E	D	F	D	C	C	C	D	E	C	A	D
Approach Vol, veh/h	911			1196			1103			392		
Approach Delay, s/veh	66.4			41.2			53.5			37.0		
Approach LOS	E			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	59.9	17.0	43.5	37.0	32.5	19.8	40.7				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	7.0	69.5	10.5	37.0	50.5	26.0	26.0	21.5				
Max Q Clear Time (g_c+l1), s	3.2	13.8	12.5	39.0	27.9	28.0	12.9	13.9				
Green Ext Time (p_c), s	0.0	2.4	0.0	0.0	2.6	0.0	0.4	0.6				
Intersection Summary												
HCM 6th Ctrl Delay	50.9											
HCM 6th LOS	D											

Timings

15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		 		 	 						
Traffic Volume (vph)	12	408	136	428	432	220	302	160	681	276	186
Future Volume (vph)	12	408	136	428	432	220	302	160	681	276	186
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6	7	5	2		7	4	5	3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	7	5	2	2	7	4	5	3	8
Switch Phase											
Minimum Initial (s)	7.0	19.0	7.0	7.0	19.0	19.0	7.0	15.0	7.0	7.0	15.0
Minimum Split (s)	13.5	25.5	13.5	13.5	25.5	25.5	13.5	21.5	13.5	13.5	21.5
Total Split (s)	13.5	26.5	42.1	27.0	40.0	40.0	42.1	70.5	27.0	17.0	45.4
Total Split (%)	9.6%	18.8%	29.9%	19.1%	28.4%	28.4%	29.9%	50.0%	19.1%	12.1%	32.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	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	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	7.1	19.7	50.7	19.5	43.4	43.4	49.3	32.6	58.7	29.5	18.8
Actuated g/C Ratio	0.07	0.18	0.47	0.18	0.40	0.40	0.45	0.30	0.54	0.27	0.17
v/c Ratio	0.11	0.68	0.18	0.73	0.33	0.30	0.69	0.30	0.80	0.76	0.71
Control Delay	56.4	50.1	3.4	51.8	26.6	5.3	28.0	29.8	24.6	39.8	55.9
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	56.4	50.1	3.4	51.8	26.6	5.3	28.0	29.8	24.6	39.8	55.9
LOS	E	D	A	D	C	A	C	C	C	D	E
Approach Delay		38.8			32.2			26.2			46.8
Approach LOS		D			C			C			D

Intersection Summary

Cycle Length: 141

Actuated Cycle Length: 108.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 33.4

Intersection LOS: C

Intersection Capacity Utilization 89.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 15: Marsh Bend Trl & Warm Springs Ave

			
Ø1	Ø2	Ø3	Ø4
13.5 s	40 s	17 s	70.5 s
			
Ø5	Ø6	Ø7	Ø8
27 s	26.5 s	42.1 s	45.4 s

HCM 6th Signalized Intersection Summary 15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 						 	
Traffic Volume (veh/h)	12	408	136	428	432	220	302	160	681	276	186	28
Future Volume (veh/h)	12	408	136	428	432	220	302	160	681	276	186	28
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	1841	1870	1870	1841	1870	1678	1870	1856	1870	1870	1767
Adj Flow Rate, veh/h	13	429	143	451	455	232	318	168	717	291	196	29
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, %	2	4	2	2	4	2	15	2	3	2	2	9
Cap, veh/h	36	527	467	509	970	440	558	772	881	426	561	83
Arrive On Green	0.02	0.15	0.15	0.15	0.28	0.28	0.14	0.41	0.41	0.08	0.35	0.35
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	1598	1870	1572	1781	1592	236
Grp Volume(v), veh/h	13	429	143	451	455	232	318	168	717	291	0	225
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1598	1870	1572	1781	0	1828
Q Serve(g_s), s	0.9	15.0	8.8	16.2	13.6	15.6	15.3	7.3	46.5	10.5	0.0	11.5
Cycle Q Clear(g_c), s	0.9	15.0	8.8	16.2	13.6	15.6	15.3	7.3	46.5	10.5	0.0	11.5
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	36	527	467	509	970	440	558	772	881	426	0	644
V/C Ratio(X)	0.36	0.81	0.31	0.89	0.47	0.53	0.57	0.22	0.81	0.68	0.00	0.35
Avail Cap(c_a), veh/h	99	554	480	561	970	440	778	949	1029	426	0	644
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	61.0	51.9	34.5	52.8	37.9	38.6	19.8	23.9	22.4	24.9	0.0	30.2
Incr Delay (d2), s/veh	5.9	8.8	0.4	14.8	0.4	1.2	0.9	0.1	4.5	4.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	11.4	6.3	12.5	9.7	10.3	9.6	5.9	24.5	2.9	0.0	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.9	60.7	34.9	67.6	38.2	39.8	20.7	24.0	26.9	29.3	0.0	30.5
LnGrp LOS	E	E	C	E	D	D	C	C	C	C	A	C
Approach Vol, veh/h	585		1138				1203				516	
Approach Delay, s/veh	54.5		50.2				24.9				29.8	
Approach LOS	D		D				C				C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	41.5	17.0	58.6	25.1	25.5	24.7	50.9				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	7.0	33.5	10.5	64.0	20.5	20.0	35.6	38.9				
Max Q Clear Time (g_c+I1), s	2.9	17.6	12.5	48.5	18.2	17.0	17.3	13.5				
Green Ext Time (p_c), s	0.0	3.2	0.0	3.6	0.4	0.9	0.9	1.3				
Intersection Summary												
HCM 6th Ctrl Delay	39.0											
HCM 6th LOS	D											

Timings

15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	16	441	411	651	297	192	194	85	753	176	172
Future Volume (vph)	16	441	411	651	297	192	194	85	753	176	172
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6	7	5	2		7	4	5	3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	7	5	2	2	7	4	5	3	8
Switch Phase											
Minimum Initial (s)	7.0	20.0	7.0	7.0	20.0	20.0	7.0	15.0	7.0	7.0	15.0
Minimum Split (s)	13.5	26.5	13.5	13.5	26.5	26.5	13.5	21.5	13.5	13.5	21.5
Total Split (s)	13.5	32.5	32.5	57.0	76.0	76.0	32.5	43.5	57.0	17.0	28.0
Total Split (%)	9.0%	21.7%	21.7%	38.0%	50.7%	50.7%	21.7%	29.0%	38.0%	11.3%	18.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	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	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	7.2	23.2	49.7	37.9	63.2	63.2	44.5	28.4	73.0	29.8	19.2
Actuated g/C Ratio	0.06	0.18	0.39	0.30	0.50	0.50	0.35	0.22	0.58	0.23	0.15
v/c Ratio	0.17	0.75	0.70	0.70	0.19	0.24	0.61	0.22	0.86	0.58	0.74
Control Delay	69.9	59.9	31.0	43.7	19.6	3.5	39.6	43.8	29.8	43.9	71.2
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	69.9	59.9	31.0	43.7	19.6	3.5	39.6	43.8	29.8	43.9	71.2
LOS	E	E	C	D	B	A	D	D	C	D	E
Approach Delay		46.4			30.7			32.8			57.9
Approach LOS		D			C			C			E

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 126.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 38.2

Intersection LOS: D

Intersection Capacity Utilization 89.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 15: Marsh Bend Trl & Warm Springs Ave

			
Ø1	Ø2	Ø3	Ø4
13.5 s	76 s	17 s	43.5 s
			
Ø5	Ø6	Ø7	Ø8
57 s	32.5 s	32.5 s	28 s

HCM 6th Signalized Intersection Summary

15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	441	411	651	297	192	194	85	753	176	172	14
Future Volume (veh/h)	16	441	411	651	297	192	194	85	753	176	172	14
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	1841	1737	1856	1826	1841	1737	1841	1870	1811	1841	1633
Adj Flow Rate, veh/h	17	479	447	708	323	209	211	92	818	191	187	15
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, %	2	4	11	3	5	4	11	4	2	6	4	18
Cap, veh/h	44	700	459	804	1422	639	416	524	823	341	427	34
Arrive On Green	0.02	0.20	0.20	0.23	0.41	0.41	0.11	0.28	0.28	0.08	0.25	0.25
Sat Flow, veh/h	1781	3497	1472	3428	3469	1560	1654	1841	1585	1725	1682	135
Grp Volume(v), veh/h	17	479	447	708	323	209	211	92	818	191	0	202
Grp Sat Flow(s),veh/h/ln	1781	1749	1472	1714	1735	1560	1654	1841	1585	1725	0	1816
Q Serve(g_s), s	1.2	16.5	26.0	25.9	7.9	11.9	12.1	4.9	37.0	10.5	0.0	12.1
Cycle Q Clear(g_c), s	1.2	16.5	26.0	25.9	7.9	11.9	12.1	4.9	37.0	10.5	0.0	12.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	44	700	459	804	1422	639	416	524	823	341	0	461
V/C Ratio(X)	0.39	0.68	0.97	0.88	0.23	0.33	0.51	0.18	0.99	0.56	0.00	0.44
Avail Cap(c_a), veh/h	96	700	459	1332	1855	834	562	524	823	341	0	461
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	62.4	48.2	44.2	48.0	25.0	26.1	30.7	35.0	31.1	32.4	0.0	40.7
Incr Delay (d2), s/veh	5.5	2.8	35.3	4.1	0.1	0.3	1.0	0.2	29.8	2.0	0.0	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(95%),veh/ln	1.1	11.7	25.7	16.7	5.7	8.0	8.5	4.0	40.4	8.3	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.9	51.0	79.5	52.1	25.0	26.4	31.6	35.2	60.9	34.4	0.0	41.4
LnGrp LOS	E	D	E	D	C	C	C	D	E	C	A	D
Approach Vol, veh/h	943			1240				1121			393	
Approach Delay, s/veh	64.8			40.7				53.3			38.0	
Approach LOS	E			D				D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	59.8	17.0	43.5	37.0	32.5	21.0	39.5				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	7.0	69.5	10.5	37.0	50.5	26.0	26.0	21.5				
Max Q Clear Time (g_c+I1), s	3.2	13.9	12.5	39.0	27.9	28.0	14.1	14.1				
Green Ext Time (p_c), s	0.0	2.8	0.0	0.0	2.6	0.0	0.4	0.6				
Intersection Summary												
HCM 6th Ctrl Delay	50.4											
HCM 6th LOS	D											

Timings

15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		 		 	 						
Traffic Volume (vph)	13	447	151	428	469	220	316	160	681	276	186
Future Volume (vph)	13	447	151	428	469	220	316	160	681	276	186
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6	7	5	2		7	4	5	3	8
Permitted Phases			6			2	4		4	8	
Detector Phase	1	6	7	5	2	2	7	4	5	3	8
Switch Phase											
Minimum Initial (s)	7.0	19.0	7.0	7.0	19.0	19.0	7.0	15.0	7.0	7.0	15.0
Minimum Split (s)	13.5	25.5	13.5	13.5	25.5	25.5	13.5	21.5	13.5	13.5	21.5
Total Split (s)	13.5	26.5	42.1	27.0	40.0	40.0	42.1	70.5	27.0	17.0	45.4
Total Split (%)	9.6%	18.8%	29.9%	19.1%	28.4%	28.4%	29.9%	50.0%	19.1%	12.1%	32.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	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	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	Min	None	None	None	None	None
Act Effct Green (s)	7.1	20.0	52.2	19.5	41.4	41.4	50.8	33.9	60.0	29.7	19.0
Actuated g/C Ratio	0.06	0.18	0.47	0.18	0.37	0.37	0.46	0.31	0.54	0.27	0.17
v/c Ratio	0.12	0.75	0.19	0.74	0.38	0.31	0.71	0.29	0.80	0.77	0.72
Control Delay	57.4	53.1	3.3	53.1	30.0	5.8	28.7	29.6	24.6	40.6	56.9
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	57.4	53.1	3.3	53.1	30.0	5.8	28.7	29.6	24.6	40.6	56.9
LOS	E	D	A	D	C	A	C	C	C	D	E
Approach Delay		40.9			34.1			26.4			47.7
Approach LOS		D			C			C			D

Intersection Summary

Cycle Length: 141

Actuated Cycle Length: 110.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 34.7

Intersection LOS: C

Intersection Capacity Utilization 89.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 15: Marsh Bend Trl & Warm Springs Ave

			
Ø1	Ø2	Ø3	Ø4
13.5 s	40 s	17 s	70.5 s
			
Ø5	Ø6	Ø7	Ø8
27 s	26.5 s	42.1 s	45.4 s

HCM 6th Signalized Intersection Summary 15: Marsh Bend Trl & Warm Springs Ave

12/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	447	151	428	469	220	316	160	681	276	186	29
Future Volume (veh/h)	13	447	151	428	469	220	316	160	681	276	186	29
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	1841	1870	1870	1841	1870	1678	1870	1856	1870	1870	1767
Adj Flow Rate, veh/h	14	471	159	451	494	232	333	168	717	291	196	31
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, %	2	4	2	2	4	2	15	2	3	2	2	9
Cap, veh/h	38	530	481	508	969	439	559	772	881	421	542	86
Arrive On Green	0.02	0.15	0.15	0.15	0.28	0.28	0.15	0.41	0.41	0.08	0.34	0.34
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	1598	1870	1572	1781	1576	249
Grp Volume(v), veh/h	14	471	159	451	494	232	333	168	717	291	0	227
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1598	1870	1572	1781	0	1825
Q Serve(g_s), s	1.0	16.7	9.8	16.2	15.0	15.7	16.3	7.3	46.7	10.5	0.0	11.8
Cycle Q Clear(g_c), s	1.0	16.7	9.8	16.2	15.0	15.7	16.3	7.3	46.7	10.5	0.0	11.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	38	530	481	508	969	439	559	772	881	421	0	628
V/C Ratio(X)	0.37	0.89	0.33	0.89	0.51	0.53	0.60	0.22	0.81	0.69	0.00	0.36
Avail Cap(c_a), veh/h	99	553	491	560	969	439	766	946	1026	421	0	628
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	61.1	52.6	34.1	52.9	38.5	38.7	20.2	24.0	22.5	25.7	0.0	31.1
Incr Delay (d2), s/veh	5.7	15.8	0.4	15.0	0.4	1.2	1.0	0.1	4.5	4.8	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	13.0	7.0	12.5	10.5	10.4	10.1	5.9	24.6	3.3	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.8	68.4	34.5	67.9	38.9	39.9	21.2	24.1	27.0	30.5	0.0	31.4
LnGrp LOS	E	E	C	E	D	D	C	C	C	C	A	C
Approach Vol, veh/h	644			1177			1218			518		
Approach Delay, s/veh	60.0			50.2			25.0			30.9		
Approach LOS	E			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	41.6	17.0	58.8	25.1	25.7	25.7	50.1				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	7.0	33.5	10.5	64.0	20.5	20.0	35.6	38.9				
Max Q Clear Time (g_c+I1), s	3.0	17.7	12.5	48.7	18.2	18.7	18.3	13.8				
Green Ext Time (p_c), s	0.0	3.4	0.0	3.6	0.4	0.5	0.9	1.3				
Intersection Summary												
HCM 6th Ctrl Delay	40.6											
HCM 6th LOS	D											

Appendix H

Turn-Lane Analysis Worksheets

Northbound Right-Turn Lane Analysis - CR 507 at Driveway #1 - AM Peak Hour

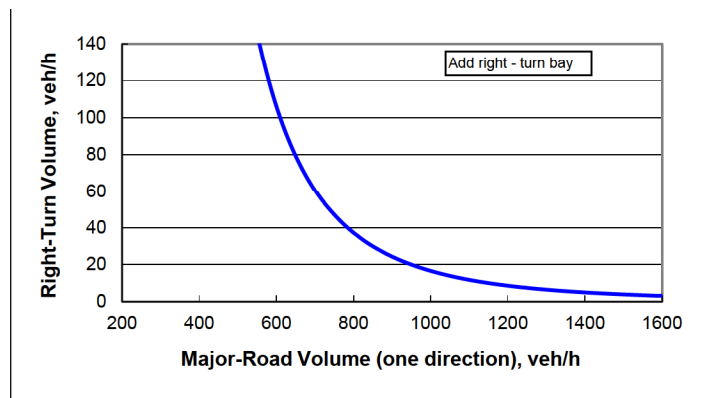
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	122
Right-turn volume, veh/h:	93

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	34710
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Northbound Right-Turn Lane Analysis - CR 507 at Driveway #1 - PM Peak Hour

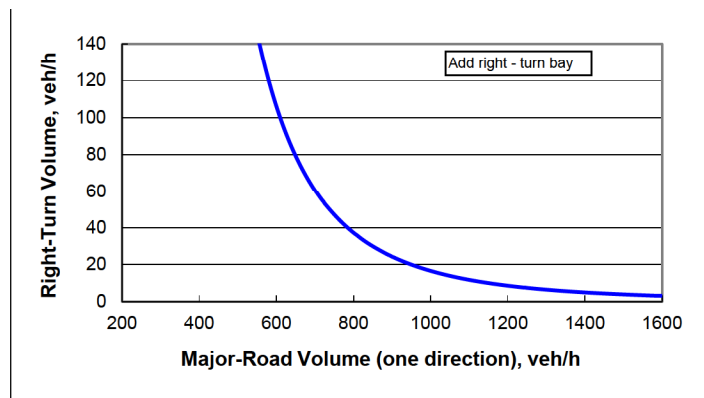
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	146
Right-turn volume, veh/h:	98

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	18066
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Westbound Right-Turn Lane Analysis - Warm Springs Avenue at Driveway #2 - AM Peak Hour

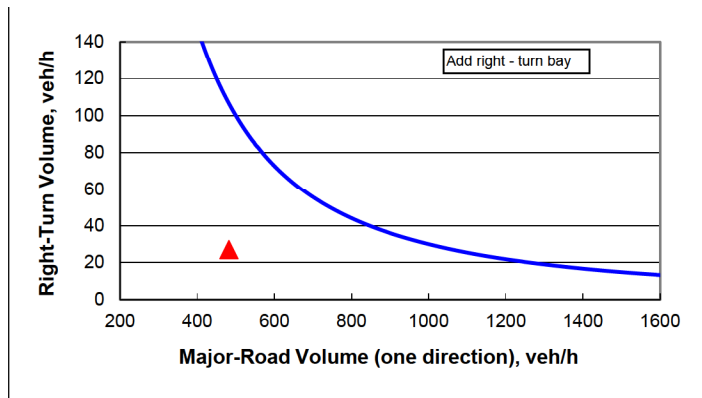
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	482
Right-turn volume, veh/h:	27

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	106
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	



Westbound Right-Turn Lane Analysis - Warm Springs Avenue at Driveway #2 - PM Peak Hour

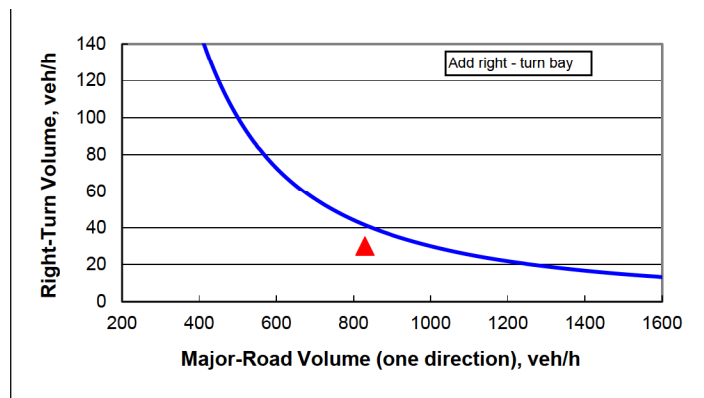
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	830
Right-turn volume, veh/h:	30

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	41
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	



**THE NAIMATJESUS, INC. PROPERTY
2724 WARM SPRINGS AVENUE, WILDWOOD, FL 34785
SUMTER COUNTY, FLORIDA**



ENVIRONMENTAL ASSESSMENT REPORT

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February 28, 2024

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Appendix B: National Wetlands Inventory Map
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THE NAIMATJESUS, INC. PROPERTY

2724 WARM SPRINGS AVENUE, WILDWOOD, FL 34785

SUMTER COUNTY, FLORIDA

ENVIRONMENTAL ASSESSMENT REPORT

1.0 INTRODUCTION

The Naimatjesus Inc. Property project site consists of 6 separate parcels covering approximately 7.78 +/- acres. The Sumter County Property Appraiser's website lists the Parcel ID No.'s as G29A141, G29A142, G29A147, G29A143, G29A145, and G29A146 (Appendix A). The project is located 3.7 miles southeast of the intersection of the FL Turnpike and US 301, in Section 29, Township 19 South, Range 23 East at latitude 28.800535 North and longitude -82.025506 West, Wildwood, Sumter County, Florida (Figure 1). An aerial image of the property is provided as Figure 2.

Review of historical and current aerial photography, the Natural Resources Conservation Service/National Cooperative Soil Report for Sumter County, National Wetlands Inventory Map, and examination of existing site conditions revealed that the subject property historically has remained the site of multiple mobile single-family residences. Historic aerials were researched back to 1960 and USGS topographic maps were researched back to 1895. Early aerial photographs show the site as vacant undeveloped land with what appears to be hardwood species scattered throughout. By 1984 aerials, multiple mobile residences are now visible in the southern portion of the site. Over the decades, it appears little change has occurred onsite apart from the maturing of the onsite hardwood species and the placement of two additional mobile residences in the eastern adjoining parcels. During field surveys conducted for this report, review of historical topographic maps, and National Wetlands Inventory Map (Appendix B), areas classified as wetland/surface waters were not observed within, or immediately adjacent to the subject property.

The project site was reviewed to determine the geological features of the landscape (e.g. soils and topography), to identify the vegetative communities that occur within the project boundary, and to determine the occurrence of threatened and endangered flora and fauna within the project boundary.

2.0 NATURAL RESOURCE ANALYSIS

2.1 Topography

According to the U.S.G.S. 7.5 Minute Topographic Map, "Wildwood, Florida" Quadrangle, the project area elevations range from approximately 65' msl to 70'

msl (Figure 3). Higher elevations are found throughout southern portions of the site with lower elevations found toward the north.

2.2 Soils

Soil composition information for the subject property was obtained from the U.S. Department of Agriculture Natural Resource Conservation Service Web Soil Survey for Sumter County (Figure 4). Two (2) soil types lie within the subject property boundary. A brief description of these soil types is presented below.

33) Sparr Fine Sand, bouldery subsurface, 0 to 5 percent slopes (4.83 ac/62.08%)

Sparr fine sands consists of very deep, somewhat poorly drained, moderately slowly to slowly permeable soils found on uplands of the coastal plains. They formed in thick beds of sandy and loamy marine sediments. The water table is at depths of 20 to 40 inches for periods of 1 to 4 months. The water table is usually perched on the surface of the loamy layers but the loamy layers can also be saturated. Most areas of Sparr soils are used for corn, citrus, peanuts, watermelons, truck crops, and tame pasture. Native vegetation consists of longleaf pine, slash pine, loblolly pine (*Pinus taeda*), magnolia (*Magnolia grandiflora*), dogwood (*Cornus sp.*), hickory (*Carya sp.*), live oak, laurel oak (*Quercus virginiana*), and water oak. This soil type is found in the southern and northwestern portions of the site.

50) Immokalee sand (2.95 ac/37.92%)

This poorly drained soil is found on broad areas of flatwoods. Areas of this soil range from 20 to several hundred acres. Slopes are smooth to concave and are 0 to 2 percent. Typically, this soil has a very dark gray sand surface layer about 7 inches thick. This Immokalee soil has a seasonal high-water table within 12 inches of the surface for 1 to 4 months in most years. The principal vegetation consists of longleaf and slash pine, with an undergrowth of saw palmetto (*Serenoa repens*), gallberry (*Ilex glabra*), wax myrtle (*Myrica cerifera*), and pineland threeawn. This soil type is found in the northern portions of the subject property.

2.3 Vegetative Community Analysis – Habitat Characterizations

Pedestrian surveys of the subject property were conducted on February 10, 2024, to qualitatively document the existing vegetation and to assess the present land use patterns according to the *Florida Land Use, Cover and Forms Classification System, Department of Transportation* (FLUCFCS; DOT). Two (2) land-use types were determined for the subject property (Figure 5). A brief description of these FLUCFCS communities follows. Photographs are provided in Appendix C:

FLUCFCS No. 110 – Residential Low Density < 2 Dwelling Units per acre (1.04 ac/13.37%)

Residential land uses range from high-density urban housing developments to low-density rural areas characterized by a relatively small number of homes per acre. The variation extends from the multi-family apartment complexes generally located in larger urban centers to those single-family houses sometimes having lot sizes of more than one acre. Located on four of the six parcels that make up the subject property sit mobile single-family units. Today, all four residences appear to be vacant.

FLUCFCS No. 420 – Upland Hardwood Forest (6.74 ac/86.63%)

This classification of upland forest lands has a crown canopy with at least a 66 percent dominance by hardwood tree species. This class, like the Upland Conifer class, is reserved for naturally generated stands. This community is located throughout most of the upland portions of the subject property. Vegetation includes laurel oak, chapman oak (*Quercus chapmanii*), gallberry (*Ilex glabra*), and sand live oak (*Quercus geminata*).

3.0 THREATENED AND ENDANGERED SPECIES

Preliminary ecological investigations included review of published and unpublished literature concerning the subject property and surrounding areas, solicitation of databases on protected species, field investigations to generally delineate and characterize the habitats, and a preliminary field survey for the occurrence of protected flora and fauna.

The following is a list of all wildlife species identified during the evaluation of the site:

Reptiles and Amphibians

Eastern black racer (*Coluber constrictor*)

Brown anole (*Norops sagrei*)

Birds

Red Shouldered Hawk (*Buteo lineatus*)

Mammals

Eastern Cottontail Rabbit (*Sylvilagus floridanus*)

Using methodologies outlined in the *Florida's Fragile Wildlife* (Wood, 2001); *Measuring and Monitoring Biological Diversity Standard Methods for Mammals* (Wilson, et al., 1996); and *Florida Fish and Wildlife Conservation Commission's (FFWCC) Gopher Tortoise Permitting Guidelines* (April 2008 – revised January 2017); an assessment for "listed" floral and faunal species was most recently conducted on the subject property

on February 10, 2024 (Figure 6). This assessment included direct observations and indirect evidence, such as tracks, burrows, tree markings, and birdcalls. The assessment focused on species that are “listed” by the FFWCC’s *Official Lists - Florida’s Endangered Species, Threatened Species, and Species of Special Concern* (May 2017) that have the potential to occur in Sumter County (Table 1).

Pedestrian transects were established throughout the site to assess the occurrence, or potential for occurrence of flora and fauna listed as a species of special concern (SSC), threatened, or endangered by the Florida Fish and Wildlife Conservation Commission (FFWCC), the United State Fish and Wildlife Service (USFWS) and the Florida Department of Agriculture (FDA) (Figure 6). The results of these surveys are presented in the following sections.

Table No. 1 and Table No. 2 list those species that were surveyed based on their probability of occurrence in Sumter County.

3.1 Regulatory Review

U.S. Fish and Wildlife Service

The U.S. Fish and Wildlife Service (USFWS) is the federal agency responsible for protecting the nation’s fish and wildlife resources through implementation of the Endangered Species Act of 1973, as amended (“ESA”), 16 U.S.G. 1531-1543. The USFWS has the responsibility for terrestrial and freshwater species. The Department of Commerce, National Marine Fisheries Service has the responsibility for marine and estuarine species. In Florida, approximately 60 species of animals and 65 species of plants are federally listed by the USFWS as threatened or endangered.

Florida Fish and Wildlife Conservation Commission

Article IV, Section 9 of the Florida Constitution authorizes the FFWCC to “exercise the regulatory and executive powers in the state with regard to wild animal life and freshwater aquatic life.” In addition, the FFWCC regulates the taking of species listed as endangered, threatened, or of special concern and their nests through Rules listed in 68A-27 Florida Administrative Code. The FFWCC also provides technical assistance to other agencies that have regulatory authority over activities, which may affect fish and wildlife, and their habitat. The FFWCC’s direct regulatory role is currently restricted to protecting animals, not their habitats. However, current FFWCC policies allow for habitat protection as compensation for the “taking” of individuals of the species. The FFWCC Office of Environmental Services (OES) provides technical assistance to other agencies that regulate development activities. These agencies include the Department of Community Affairs, The Department of Environmental Protection, the U.S. Army

Corps of Engineers, the state of Florida Water Management Districts, regional planning councils and local governments.

Florida Department of Agriculture and Consumer Services

In Section 581.185, F.S. the Florida Legislature delegated to the Florida Department of Agriculture and Consumer Service (FDACS) authority to designate and regulate plants listed as “endangered,” “commercially exploited”, and “threatened”. FDACS protection of listed plant species centers around preventing the illegal collection, transport, and sale of “listed species”. FDACS only issues a permit for collection purposes and neither regulates nor prohibits the destruction of state-listed flora species as a result of development activities. With respect to the USFWS, an endangered/threatened plant on private property belongs to the landowner so long as it continues to grow on his land. The only exception is if the landowner uses federal funds to develop the land. Then the federal agency participation in the action must ensure that federal funds are not being used to destroy a federally listed plant. If private money is being utilized, there is no such requirement. Otherwise, the endangered species law means little unless/until the plant is moved from the land to be sold or traded. At that point the plant is no longer part of the land and may be protected by the endangered species law. Additionally, it is illegal to collect or maliciously harm listed plants on Federal land.

3.2 Avian Species

A survey to indicate the presence of listed wading birds such as little blue heron (*Egretta caerulea*), wood stork (*Mycteria americana*), tricolored heron (*Egretta tricolor*), and the Florida sandhill crane (*Grus Canadensis pratensis*) was performed on the project site. Foraging and/or nesting habitat was not identified within the limits of the project site. During field surveys, no listed wading birds were observed in the area.

Red-cockaded Woodpecker (Leuconotopicus borealis)

Federally listed as “Endangered” by the USFWS

No suitable habitat for red-cockaded woodpeckers (*Picoides borealis*) (RCW's) was identified on the project site during field surveys. The property is considered to be unsuitable for RCW's because of the lack of old growth pine trees necessary for nest cavity construction. The general onsite conditions preclude the establishment of RCW's. No further action is required pertaining to the red-cockaded woodpecker.

Sandhill Crane (Grus Canadensis pratensis)
State Listed as “Threatened” by the FFWCC

FFWCC developed the *Imperiled Species Management Plan* to address the needs of state listed species that did not already have a management plan or specific program in place. These species also have Commission approved *Species Conservation Measures and Permitting Guidelines* that have been developed to clarify what is needed for conservation and permitting of these species. Cranes typically nest from February through April. Suitable nesting habitat was not identified on the project site. When habitat is available, a survey of these areas is recommended and would need to be initiated in February and continued through April including pedestrian transects and aerial reconnaissance conducted by drone if construction activities are to occur during the nesting season. The survey methodology prescribed by the FFWCC would be employed. No signs or Individuals were observed during field investigations conducted for this report.

Bald Eagle (Haliaeetus leucocephalus)
Protected Under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act.

In August of 2007, the USFWS removed the Bald Eagle from the list of federally endangered and threatened species. Additionally, the Bald Eagle was removed from FFWCC’s imperiled species list in April of 2008. Although the Bald Eagle is no longer protected under the Endangered Species Act, it is still protected under the Bald and Golden Eagle Protection Act, the Migratory Bird Treaty Act, and FFWCC’s Bald Eagle rule (F.A.C. 68A-16.002 Bald Eagle (*Haliaeetus leucocephalus*)). In May of 2007, the USFWS issued the National Bald Eagle Management Guidelines. In April of 2008, the FFWCC adopted a new Bald Eagle Management Plan that was written to closely follow the federal guidelines. Under FFWCC’s new management plans, buffer zones are recommended based on the nature and magnitude of the project or activity. The recommended buffer zone is 660 feet or less from the nest tree, depending on what activities or structures are already near the nest. A FFWCC Eagle permit is not needed for any activity occurring outside of the 660-foot buffer zone. No activities are permitted within 330 feet of a nest during the nesting season, October 1 through May 15 or when eagles are present at the nest.

The Southeastern American kestrel (*Falco sparverius paulus*), Everglade snail kite (*Rostrhamus sociabilis plumbeus*), or other listed birds of prey were not observed on the project site. Two sources were used to identify any bald eagle nests in the vicinity of the project site. They included the FFWCC Historical Bald Eagle Nesting Areas, which has information for the years of the first observation and last, and the Audubon Florida Eagle Watch Nest App which includes the nesting number

and the Latitude and Longitude information. The closest nest located to the subject property that has been located by these sources is nest No: SU035 located approximately 1.8 miles to the north, northeast at latitude 28.818000 and longitude -82.017333 (Figure 7). Its first observation was in 2008 and was listed unknown for the 2023 nesting season. Current USFWS Bald Eagle Management Guidelines state that if there is sufficient natural or man-made landscape buffers between the proposed construction site and the nest preventing a visual connection between the two and the clearing and external construction that is to occur is more than 660 feet from the location of the nest, then there are no restrictions during breeding season (October 1 through March 15). Nest No. SU035 is well outside the required 660 ft buffer from the proposed project, in addition to the natural vegetative buffer that exists. It is not necessary to submit a Bald Eagle Management Plan for this nest.

Wood Stork (Mycteria Americana)

Federally Listed as "Threatened" by USFWS and the FFWCC

Wood Storks are listed as Threatened by FFWCC and USFWS. According to the *FWC Wood Stork Introduction*, due to loss of wetlands, which the storks rely on for foraging, a decline in range and numbers was evident in the early to mid 1990's. Based on statewide surveys conducted by FFWCC personnel, stork colonies increased from 32 colonies during 1976-78 to 52 colonies during 1986-87 but decreased to 34 colonies in 1999. The most recent survey indicated about 7,216 nesting pairs in Florida during 2005. According to the *Wood Stork Nesting Colonies and Core Foraging Areas Active Within 2009-2018 in Florida* (Figure 8), the subject property is located outside a core foraging area for this species as well as the USFWS consultation area. No wood storks were observed foraging onsite and there is no nesting habitat available. No further action pertaining to the wood stork is required.

Everglade Snail Kite (Rostrhamus socialbilis)

Federally Listed as "Endangered" by USFWS and FFWCC

The Everglade Snail Kite (*Rostrhamus socialbilis*) is listed as Endangered by the USFWS and the FFWCC. The subject property falls inside the USFWS Consultation Area for the Everglade Snail Kite. Everglade Snail Kites are similar in size to Red-Shouldered Hawks. They have deep red eyes and a white rump patch. Males are slate gray, and females and juveniles vary in amounts of white, light brown, and dark brown. The females always have white on their chin. Kites vocalize mainly during courtship and nesting. Snail kites' nest year-round in shallow marshes and along grassy shorelines of lakes. They typically nest over water to reduce opportunities for predators to sneak up on them. A survey of any suitable habit is necessary to confirm no nesting activities are present. At the time of onsite evaluation, suitable habitat for nesting or foraging was not

identified, and no signs or individuals were observed. No further action is required pertaining to the Everglade Snail Kite.

Florida Scrub-Jay (*Aphelocoma coerulescens*)
Federally Listed as “Threatened” by USFWS and FFWCC

Currently the Florida scrub-jay (*Aphelocoma c. coerulescens*) is listed as “threatened” at state and federal levels. Florida scrub-jays are largely restricted to scattered, often small and isolated patches of sand pine scrub, xeric oak, scrubby flatwoods, and scrubby coastal stands in peninsular Florida (Woolfenden 1978a, Fitzpatrick et al. 1991). They typically avoid wetlands and forests, including canopied sand pine stands. Optimal scrub-jay habitat is dominated by shrubby scrub, live oaks, myrtle oaks, or scrub oaks from 1 to 3 m (3 to 10 ft.) tall, covering 50% to 90% of the area; bare ground or sparse vegetation less than 15 cm (6 in) tall covering 10% to 50% of the area; and scattered trees with no more than 20% canopy over (Fitzpatrick et al. 1991).

Habitat suitable for scrub jay nesting and foraging activities is not available on the subject site. The subject property falls inside the known consultation area for scrub-jays in Sumter County as mapped by the USFWS. Per the guidelines outlined in the *Ecology and Development – Related Habitat Requirements of the Florida Scrub Jay, Nongame Wildlife Program, Technical Report No. 8* surveys will not be required by USFWS. At the time of onsite evaluations, no signs or individuals were observed.

Audubon’s Crested Caracara (*Polyborus plancus audubonii*)
Federally Listed as “Threatened” by USFWS and FFWCC

The project site falls outside the USFWS Consultation Areas for the species Audubon’s Crested Caracara (*Polyborus plancus audubonii*). Currently Audubon’s Crested Caracara is listed as threatened by the USFWS and the FFWCC primarily due to habitat loss. Audubon’s Crested Caracara commonly occurs in dry or wet prairie areas with scattered cabbage palm, lightly wooded areas with saw palmetto, scrub-oaks, and cypress. Audubon’s Crested Caracara also uses improved or semi-improved pasture with seasonal wetlands. Audubon’s Crested Caracaras construct a new nest each nesting season, often in the same tree as the previous year. Suitable foraging habitat for this species does not occur within the project boundary. No further action is required pertaining to this species.

Florida Grasshopper Sparrow (*Ammodramus savannarum floridanus*)
Federally Listed as “Endangered” by USFWS and FFWCC

The subject property falls outside the USFWS Consultation Areas for the Florida grasshopper sparrow (*Ammodramus savannarum floridanus*). This species is currently listed endangered by the USFWS and FFWCC. The Florida grasshopper

sparrow is a small bird that can reach a length of five inches (13 centimeters) with a wingspan of eight inches (20 centimeters) (*Smithsonian National Zoological Park, n.d.*). This species is drab colored with a pale median stripe on top of its flattened head, and a light brown breast. Florida grasshopper sparrows inhabit dry open prairies that contain bunch grasses, low shrubs, and saw palmetto. Adults are sedentary, using the same territory during successive years. Nests are made of grass, dome shaped and are usually located in a slight depression in the ground, well-concealed by clumps of dwarf live oak, wire grass, or saw palmetto. Grasshopper sparrows are bimodal breeders – they breed throughout the year (*Vickery 1996*). They can be found in south-central Florida in the counties of Polk, Osceola, Highlands, and Okeechobee (*Florida Natural Areas Inventory 2001*). Suitable foraging and nesting habitat for this species does not occur within the project boundaries. No further action is required pertaining to this species.

Eastern Black Rail (*Laterallus jamaicensis jamaicensis*)
Federally Listed as “Threatened” by USFWS and FFWCC

The subject property falls inside the consultation area as mapped by USFWS for the Eastern black rail. The Eastern black rail is a wetland dependent bird found in a variety of salt, brackish, and freshwater wetland habitats and is currently listed threatened by the USFWS and FFWCC. An adult eastern black rail is gray black in coloration, with white speckled upperparts, and has a grayish crown, a chestnut-colored nape, and a short tail, as described by Cornell University in 2019. These secretive birds have red eyes, black bills and dusty pink or wine-colored legs. This species requires dense overhead cover and soils that are moist to saturated (occasionally dry) and interspersed with or adjacent to very shallow water to support its resource needs. Suitable nesting habitat was not identified on the subject property. No further action is required pertaining to this species.

3.3 Amphibians, Reptiles, and Mammals

About thirty (30) species of Florida’s amphibians and reptiles are protected. Only a few could occur on this site. A survey was conducted for the presence of these species throughout the habitat of their known distribution (Figure 6). On February 10, 2024, SEI biologists surveyed linear transects throughout portions of the upland habitats in the project area. The project site was surveyed in accordance with the guidelines set forth by the FFWCC and the USFWS. Mr. Timothy Talbot, of Stillwater Environmental, Inc., FWC Authorized Gopher tortoise Agent Permit No. GTA-14-00053D, and Ms. Jessica Azpurua, FWC Authorized Gopher Tortoise Permit No. GTA-22-00073, participated in all the surveys including the gopher tortoise surveys. There were no (0) “potentially occupied” gopher tortoise burrows located within the project boundary. The presence of gopher tortoise burrows increases the potential for the commensal

species, the Florida mouse (*Peromyscus floridanus*), the gopher frog (*Rana areolata*), and the Eastern indigo snake (*Drymarchon corais couperi*), federally listed as "Threatened," to occur on the property.

3.3.1 Gopher Tortoises

Gopher Tortoise (Gopherus polyphemus)

State Listed as "Threatened" by the FFWCC

Gopher tortoises are listed as threatened by the FFWCC and are protected by state law Chapter 68A-27 and Chapter 39-27.002(4) Florida Administrative Code. The gopher tortoise is found throughout Florida and is generally associated with longleaf pine and xeric oak sand hills but is also found in scrub, xeric hammock, pine flatwoods, dry prairie, coastal grasslands, and dunes. If the gopher tortoise is observed, or signs of the tortoise such as burrows are observed, their presence must be addressed prior to onsite construction activities. The FFWCC is the state agency responsible for overseeing the management of this species.

At the time of the partial survey conducted for this report there were no (0) "potentially occupied" burrows located onsite (Figure 6). It is recommended that a 100% survey be performed before the initiation of any construction activities to determine if any gopher tortoise burrows occur within the subject property.

Currently there are four (4) options to conduct activities that may adversely impact tortoises and they are as follows:

1. Avoid developing the areas occupied by the tortoises.
2. Avoid individual burrow entrances to ensure the protection of the burrow. A radius of 25' surrounding each burrow is required.
3. Capture and relocate each tortoise to a FFWCC Long Term Protected Recipient Site.
4. If ten (10) or fewer burrows are affected and some habitat will exist on the site following construction, tortoises may be captured and released back onto the site.

Based on future plans for the subject property, option no. 3 is the most viable option. If burrows are located prior to the initiation of any development activities, an application for a relocation permit will need to be prepared and submitted to the FFWCC. Once the permit has been issued and received, relocation efforts will be scheduled. The tortoises would then be excavated and relocated to a FFWCC Long Term Protected Recipient Site.

3.3.2 Florida Sand Skink

Sand Skink (Plestiodon reynoldsi)

Federally Listed as "Threatened" by USFWS

The sand skink was listed as "Threatened" under the Endangered Species Act (ESA) in 1987. The three most important factors in determining the presence of sand skinks are location, elevation, and suitable soils. The subject property falls outside the USFWS consultation map for the species. No further action is required pertaining to the Florida sand skink.

3.3.3 Eastern Indigo Snake

Eastern indigo snake (Drymarchon couperi)

Federally Listed as "Threatened" by USFWS & FFWCC

The Eastern indigo snake is classified as a Threatened species by both the USFWS and the Florida Fish and Wildlife Conservation Commission. The Eastern indigo snake is one of the largest non-venomous snakes in North America, with individuals often reaching up to 8 feet in length. They derive their name from the glossy, blue-black color of their scales above and uniformly slate blue below. Frequently, they have orange to coral reddish coloration in the throat area, yet some specimens have been reported to only have cream coloration on the throat. The eastern indigo snake occurs in a wide variety of terrestrial habitat types throughout Florida. Although they prefer uplands, they also utilize some wetlands and agricultural areas. Eastern indigo snakes will often seek shelter inside gopher tortoise burrows and other below- and above-ground refugia, such as other animal burrows, stumps, roots, and debris piles (USFWS Florida Ecological Services Field Office Species Survey Guidelines - Eastern Indigo Snake).

The U.S. Fish and Wildlife Service's Standard Protection Measures for the Eastern Indigo Snake state that 30 days prior to any clearing/land alteration activities, the appropriate USFWS Field Office will require notification that an eastern indigo snake protection/education plan will be implemented during the development process. The Plan materials should consist of 1) a combination of posters and pamphlets; and 2) verbal educational instructions to construction personnel by supervisory or management personnel before any clearing/land alteration activities are initiated. On the date of onsite evaluation, no signs or individuals were observed. No further action pertaining to this species is required at this time.

3.4 Flora

There were no protected plant species found on the project site. Currently, there are no technical reports available by the USFWS mentioned in this report for the survey of protected plant species. None of the agencies require relocation or

mitigation for protected plant species. Please see Table 2 for a list of plant species that are “listed” for Sumter County.

4.0 REGULATORY CONSIDERATIONS

4.1 Southwest Florida Water Management District

The Southwest Florida Water Management District (SWFWMD) regulates wetlands that are isolated and those considered within or connected to “Waters of the State” pursuant to Chapter 403 of the Florida Statutes, Rules 62-302 and 62-330 of the Florida Administrative Code (F.A.C.). Development activities altering wetlands and/or drainage will require an Environmental Resource Permit (ERP) from the Southwest Florida Water Management District. Different ERP Permits for various activities, General Permits, and exemptions can be found in the *State of Florida Environmental Resource Permit Applicant’s Handbook, Volume I*. Specific design standards, basin specific criteria and procedures can be found in the *State of Florida Environmental Resource Permit Applicant’s Handbook, Volume II*. The U.S Environmental Protection Agency (EPA) requires coverage under the National Pollutant Discharge Elimination System (NPDES) generic permit for discharge from large and small construction activities for any project that results in the clearing of one or more acres, pursuant to 40 CFR parts 122 and 124. The EPA has delegated responsibility to the SWFWMD to administer the NPDES permits for the State of Florida. The primary functions of the NPDES requirements are to ensure that sediment and erosion during construction of the project is controlled. The NPDES usually requires the use of Best Management Practices to ensure compliance with water quality standards. In addition, coverage under the generic permit for discharge of produced ground water from a non-contaminated site activity must be secured for any construction-related dewatering activity pursuant to Rule 62-621.302.

4.2 Florida Department of Environmental Protection/ACOE

The ACOE regulates wetlands connected to “Water of the United States” and “Adjacent Waters” pursuant to Section 404 of the Clean Water Act. Based on the U.S. Supreme Court decision Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers, No. 99-1178 (January 9, 2001) (SWANCC) isolated wetlands are considered non-jurisdictional for the ACOE. Based on the U.S. Supreme Court decision consolidated cases Rapanos v. United States and Carabell v. United States, 126 S. Ct. 2208 (2006) (RAPNOS) the ACOE is required to establish a physical, biological, or chemical nexus of connection to traditional navigable water (TNW) of the United States to claim jurisdiction. After a preliminary review of the subject property, areas meeting the jurisdictional definition of “Waters of the United States” and “Adjacent Waters” pursuant to

Section 404 of the Clean Water Act don't appear to exist within the subject property. In addition, on December 17, 2020, the Environmental Protection Agency (EPA) approved the State of Florida's request to assume administration of a portion of the Clean Water Act Section 404 program. State Assumption became effective as of December 22, 2020. Therefore, the U.S. Army Corps of Engineers transferred all their pending Section 404 permit applications and requests for jurisdictional determination proposing discharges into State 'assumed' waters to the Florida Department of Environmental Protection (FDEP) for processing. Consultation with the FDEP will not be necessary in order to verify there are Waters of the United States (WOTUS) that occur on the subject property.

5.0 WETLAND/SURFACE WATER ANALYSIS

According to wetland delineation methodologies outlined in the Corps of Engineers Wetland Delineation Manual (1987), the 2008 Corps Interim Regional Supplement to the Corps Wetland Delineation Manual: Atlantic & Gulf Coastal Plain Region and the State of Florida Unified Wetland Delineation Manual (section 62-340.300, F.A.C.), areas classified as wetland/surface waters were not observed within, or immediately adjacent to, the subject property.

6.0 SUMMARY AND RECOMMENDATIONS

The Naimatjesus Inc. Property project site consists of 6 separate parcels covering approximately 7.78 +/- acres. The Sumter County Property Appraiser's website lists the Parcel ID No.'s as G29A141, G29A142, G29A147, G29A143, G29A145, and G29A146 (Appendix A). The project is located 3.7 miles southeast of the intersection of the FL Turnpike and US 301, in Section 29, Township 19 South, Range 23 East at latitude 28.800535 North and longitude -82.025506 West, Wildwood, Sumter County, Florida (Figure 1). An aerial image of the property is provided as Figure 2.

On February 10, 2024, the Naimatjesus Inc. Property project site was surveyed for the presence of flora and fauna protected by county, state, and federal government agencies as well as any protected wetland habitats. Targeted fauna species included the gopher tortoise and commensal species, as well as the avian species discussed in Sections 3.2. The surveys resulted in the location of zero (0) "potentially occupied" gopher tortoise burrows. It is recommended that a 100% survey be conducted prior to the initiation of any construction activities to determine the total population. The survey is good for 90 days but can be revisited any time after the 90-day period. None of the above-mentioned avian species were observed during onsite investigations. Areas classified as wetland/surface waters were not observed within, or immediately adjacent to, the subject property.

The environmental limitations described in this document are based on observations and technical information on the date of onsite evaluations. Failure to detect a listed species does not necessarily infer species absence as wildlife is mobile and exhibit seasonality of occurrence. It is recommended that the subject property be revisited prior to the initiation of construction activities to determine if there have been any changes related to the listed flora and fauna species found in Sumter County. Should you have any questions or require any additional information, please do not hesitate to contact us at (407) 489-6898. Thank you.

Regards,



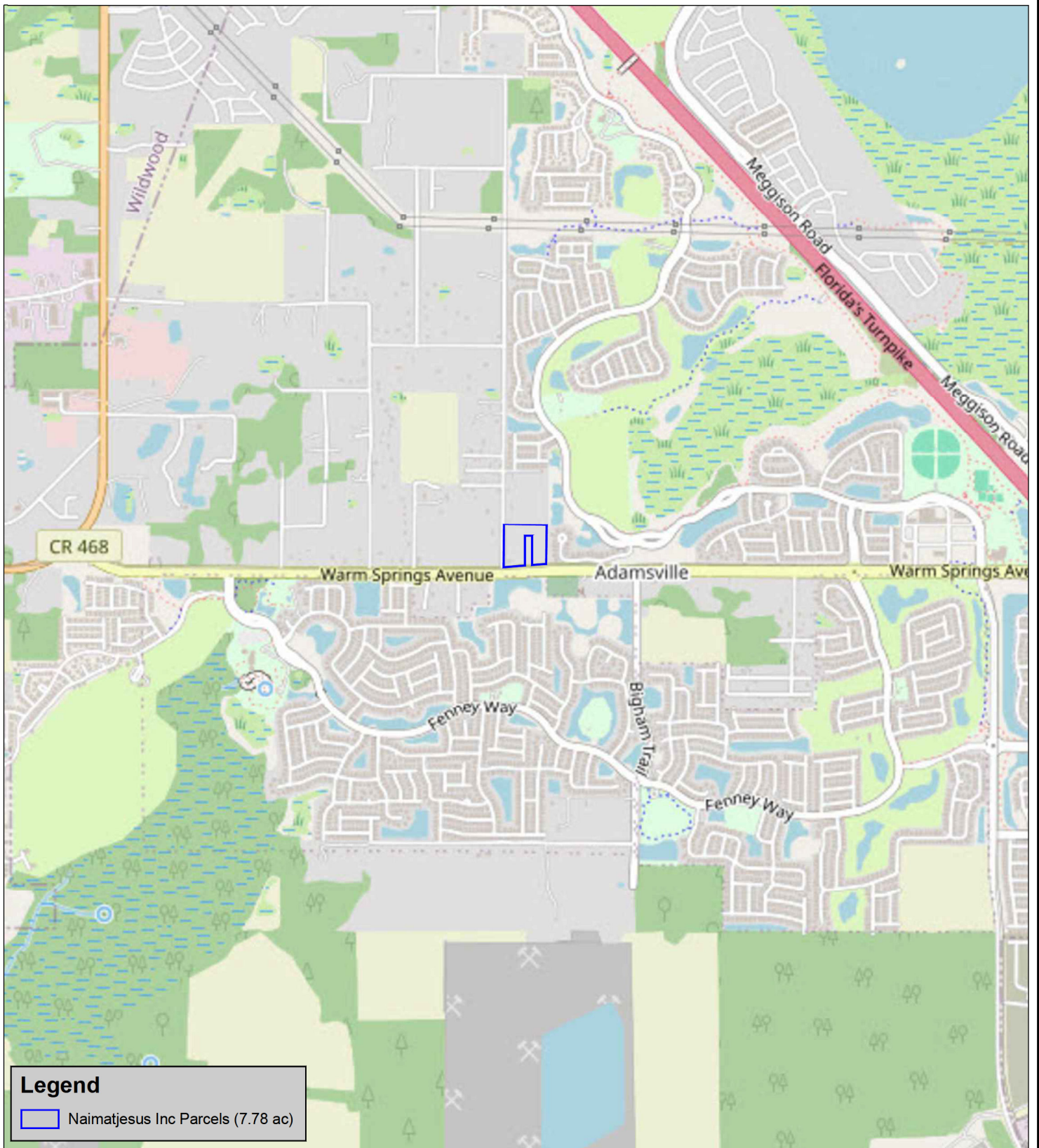
Alexander Talbot
Environmental Specialist



Timothy J. Talbot
President



FIGURES



Source: OpenStreetMap

Legend

 Naimatjesus Inc Parcels (7.78 ac)



971 Smokerise Blvd, Port Orange, FL 32127
Ph: (407) 489-6898
Website: www.stillwaterenvironmental.com

The Naimatjesus, Inc. Property
2724 Warm Springs Avenue
Wildwood, Florida 34785

Figure #1

Location Map
Environmental Assessment

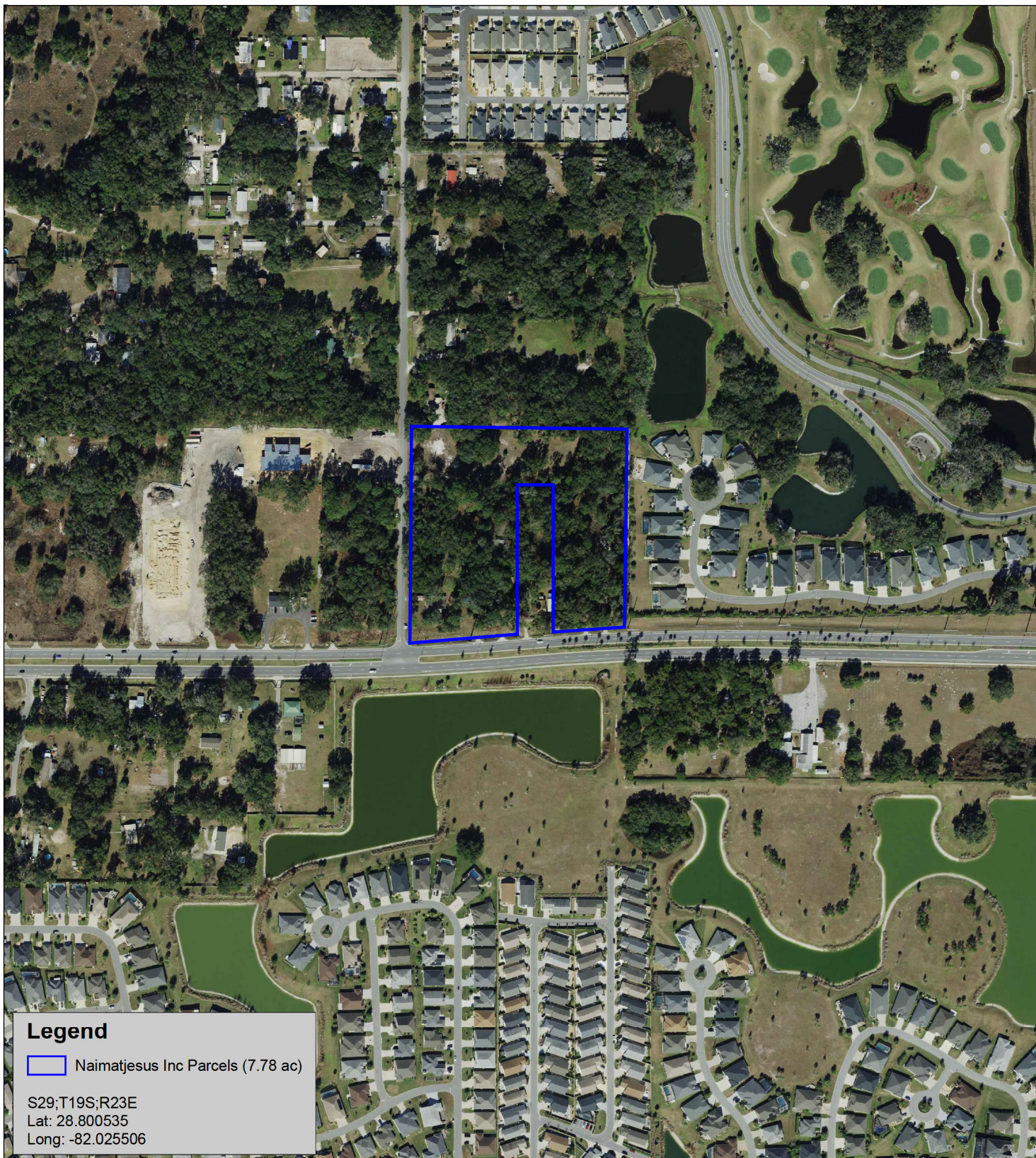


2000 Feet

Project # 1197.01.24

Produced By: MLP

Date: 02/12/2024



Legend

Naimatjesus Inc Parcels (7.78 ac)

S29;T19S;R23E
 Lat: 28.800535
 Long: -82.025506

Source: <https://fdotewp1.dot.state.fl.us/AerialPhotoLookUpSystem>



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The Naimatjesus, Inc. Property
 2724 Warm Springs Avenue
 Wildwood, Florida 34785

Figure #2

Aerial Photograph (2023)
 Environmental Assessment

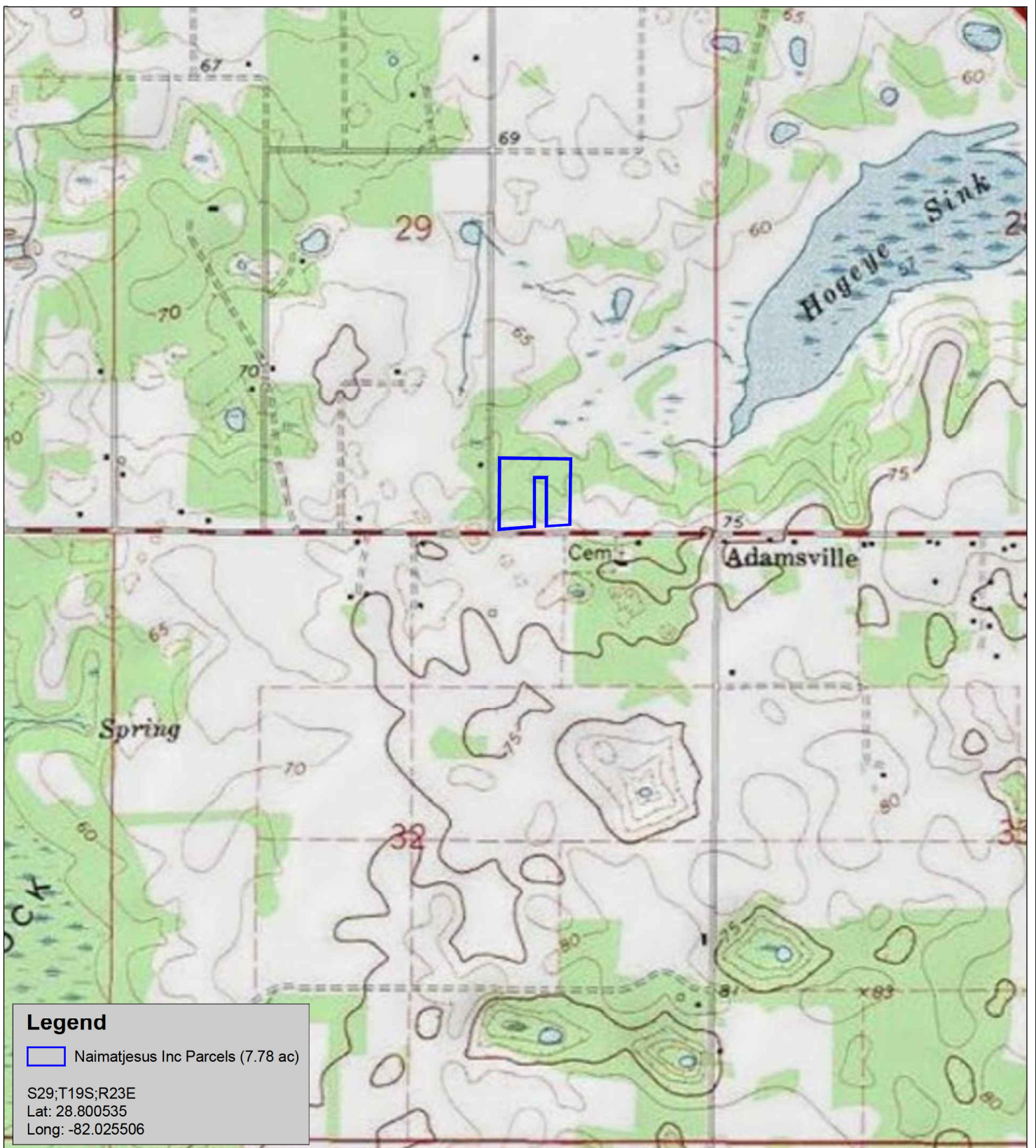


400
 Feet

Project # 1197.01.24

Produced By: MLP

Date: 02/12/2024



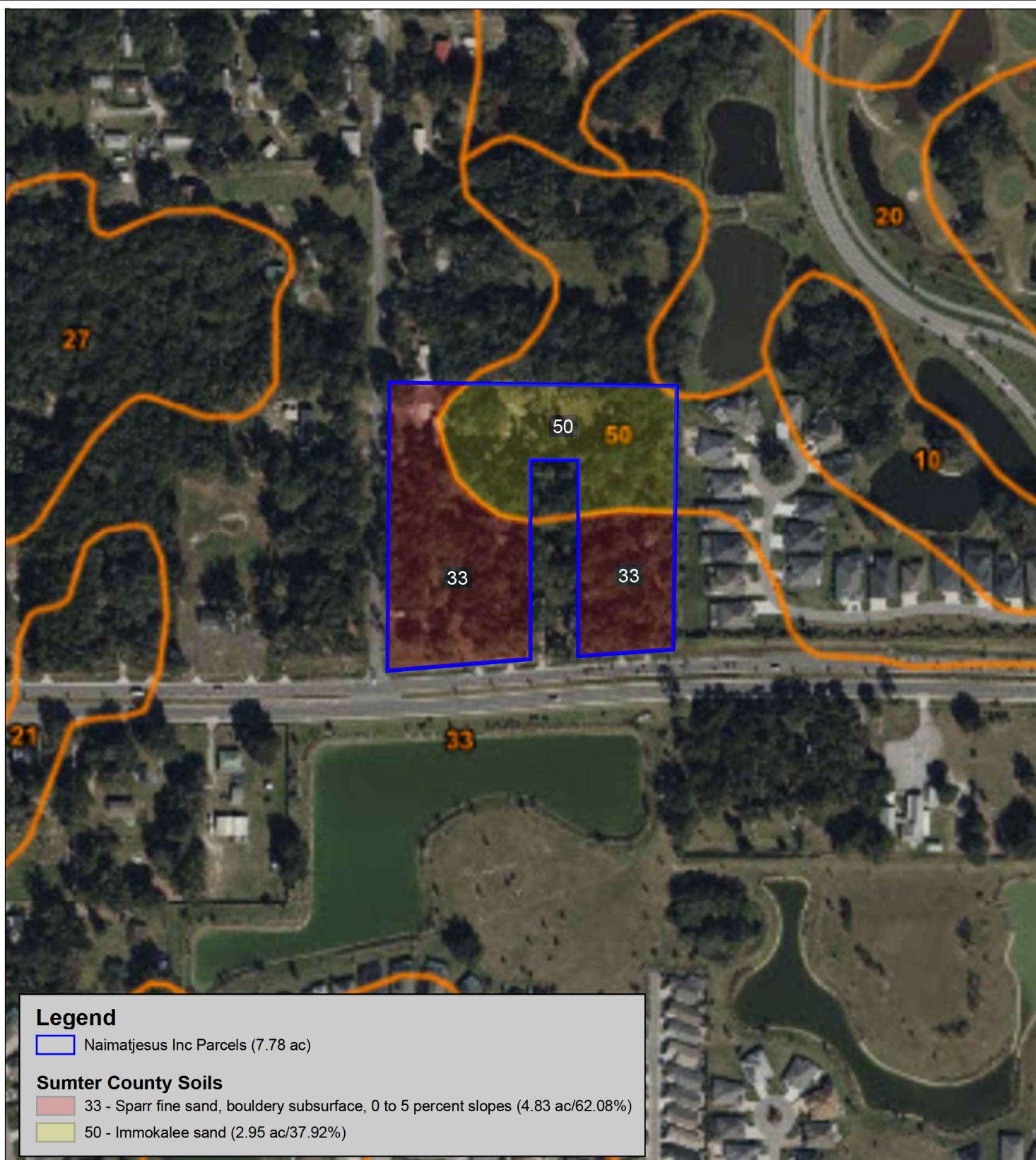
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The Naimatjesus, Inc. Property
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 Wildwood, Florida 34785
 Figure #3
U.S.G.S. Topographic Map
 Environmental Assessment



1500 Feet

Project # 1197.01.24
 Produced By: MLP
 Date: 02/12/2024



Source: <https://websoilsurvey.sc.egov.usda.gov>



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The Naimatjesus, Inc. Property
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Figure #4

USDA - NRCS Soil Map
Environmental Assessment

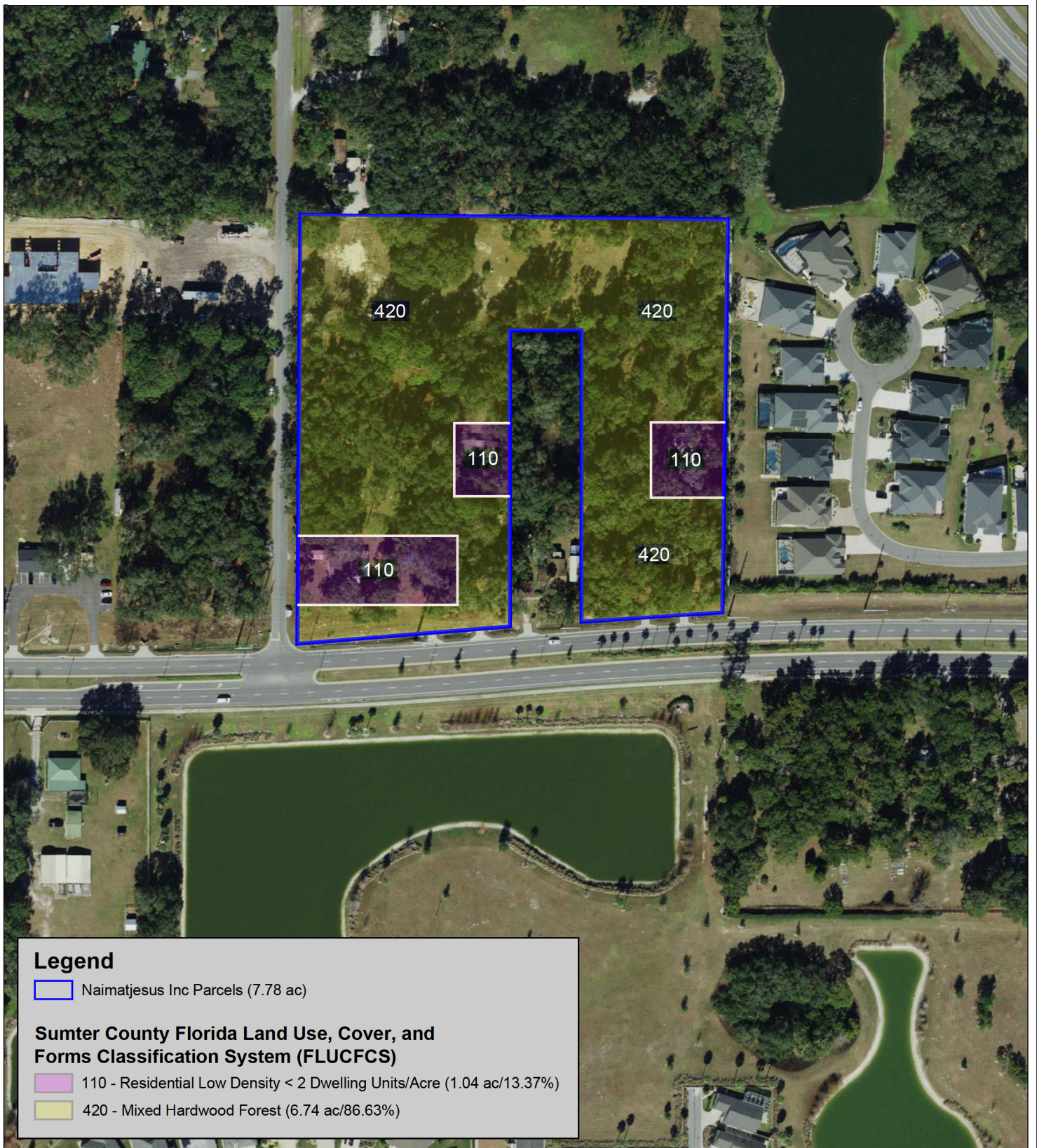


300
Feet

Project # 1197.01.24

Produced By: MLP

Date: 02/12/2024



Source: <https://fdotewp1.dot.state.fl.us/AerialPhotoLookUpSystem>



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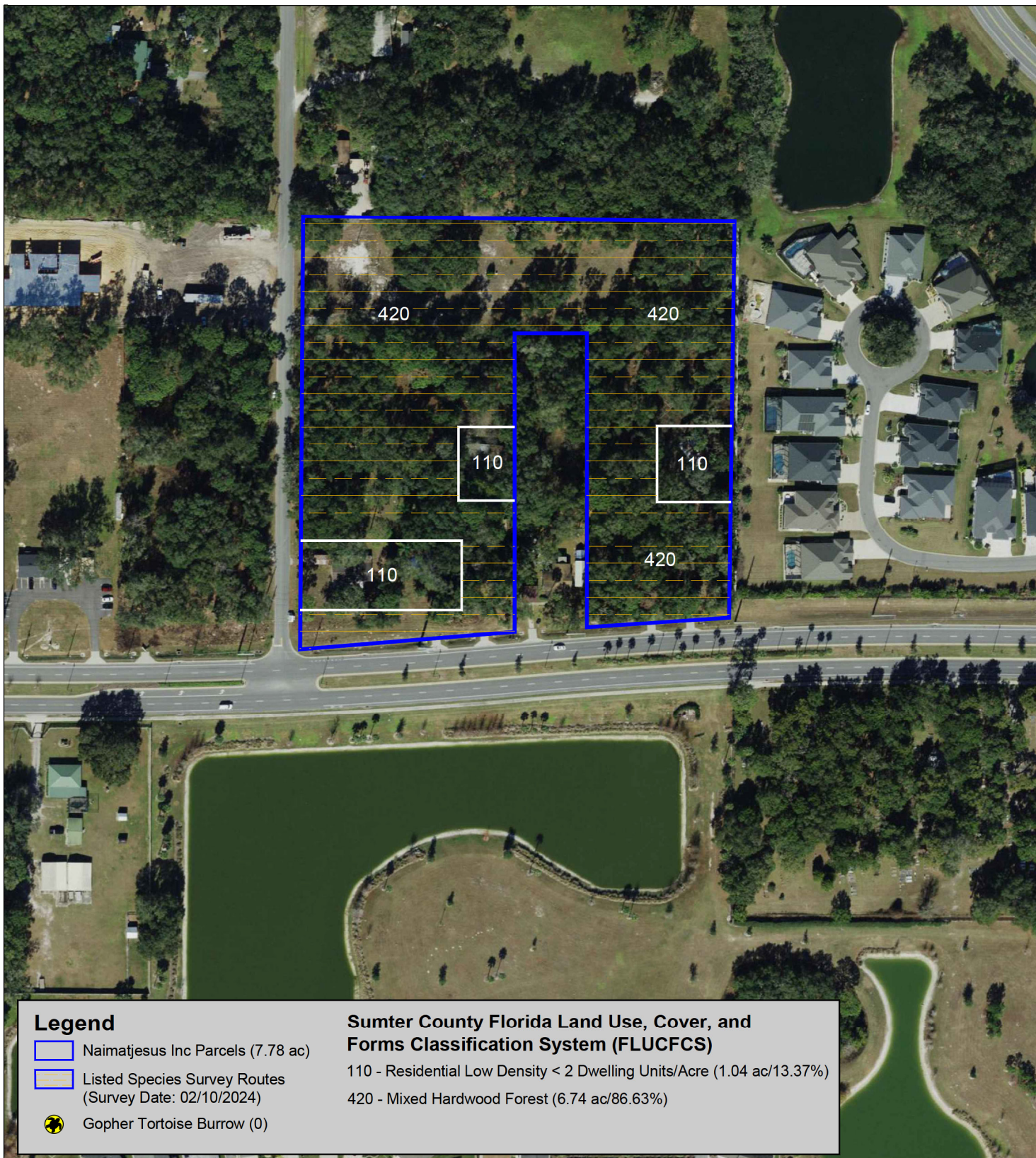
The Naimatjesus, Inc. Property
2724 Warm Springs Avenue
Wildwood, Florida 34785

Figure #5
FLUCFCS Map
Environmental Assessment



200 Feet

Project # 1197.01.24
Produced By: MLP
Date: 02/15/2024



Source: <https://fdotewp1.dot.state.fl.us/AerialPhotoLookUpSystem>



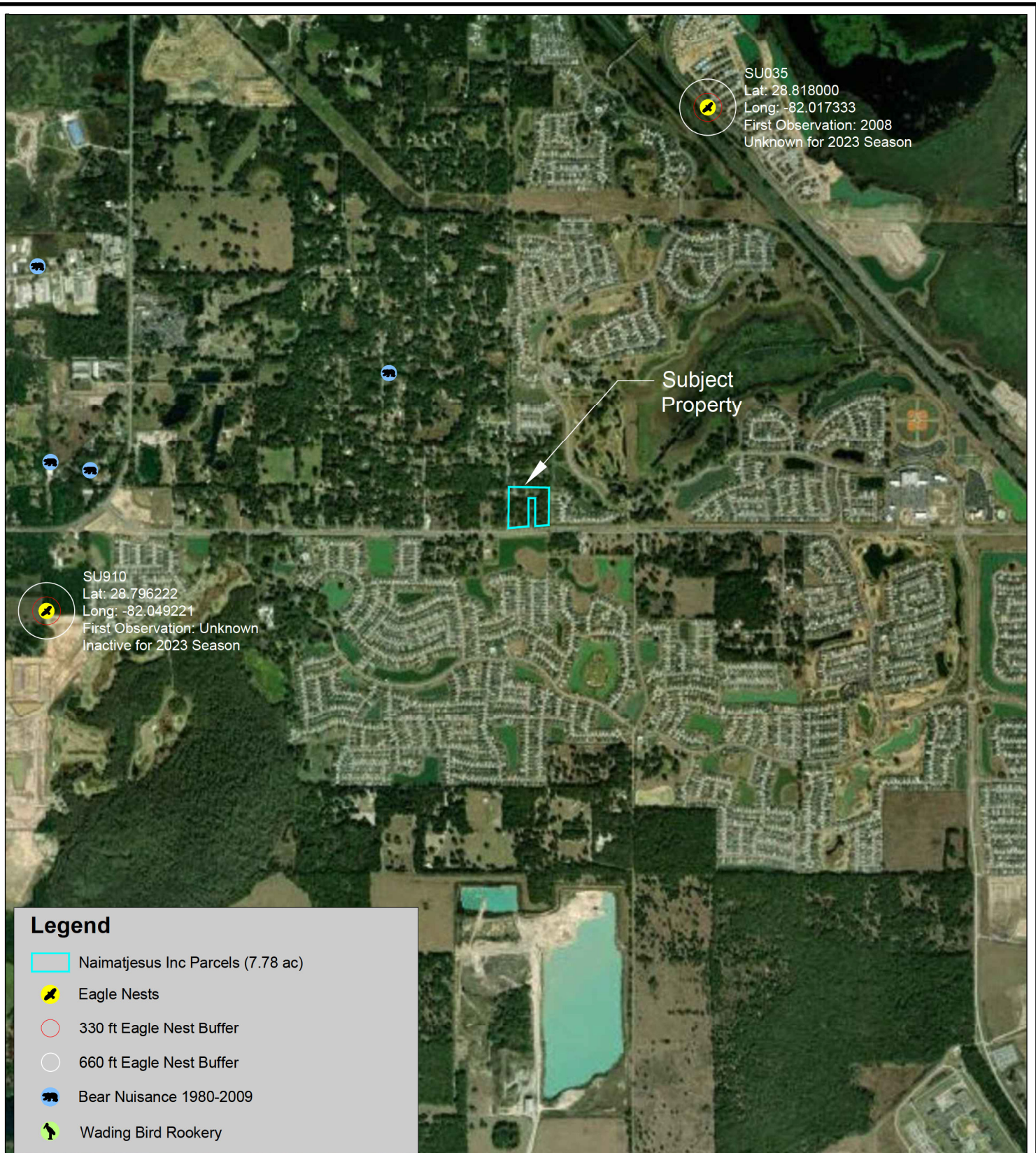
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The Naimatjesus, Inc. Property
2724 Warm Springs Avenue
Wildwood, Florida 34785
Figure #6
Listed Species Survey Routes
Environmental Assessment



200 Feet

Project # 1197.01.24
Produced By: MLP
Date: 02/15/2024



Legend

- Naimatjesus Inc Parcels (7.78 ac)
- 🐦 Eagle Nests
- 330 ft Eagle Nest Buffer
- 660 ft Eagle Nest Buffer
- 🐻 Bear Nuisance 1980-2009
- 🐦 Wading Bird Rookery

Sources: <https://myfwc.maps.arcgis.com/apps/webappviewer/>; <https://audubon.maps.arcgis.com/apps/webappviewer/>; <https://geodata.myfwc.com/datasets/wading-bird-rookeries-1999>; <https://myfwc.maps.arcgis.com/apps/webappviewer/index.html?id=0c634d5ba4cc47baa82de0ed2782426c>



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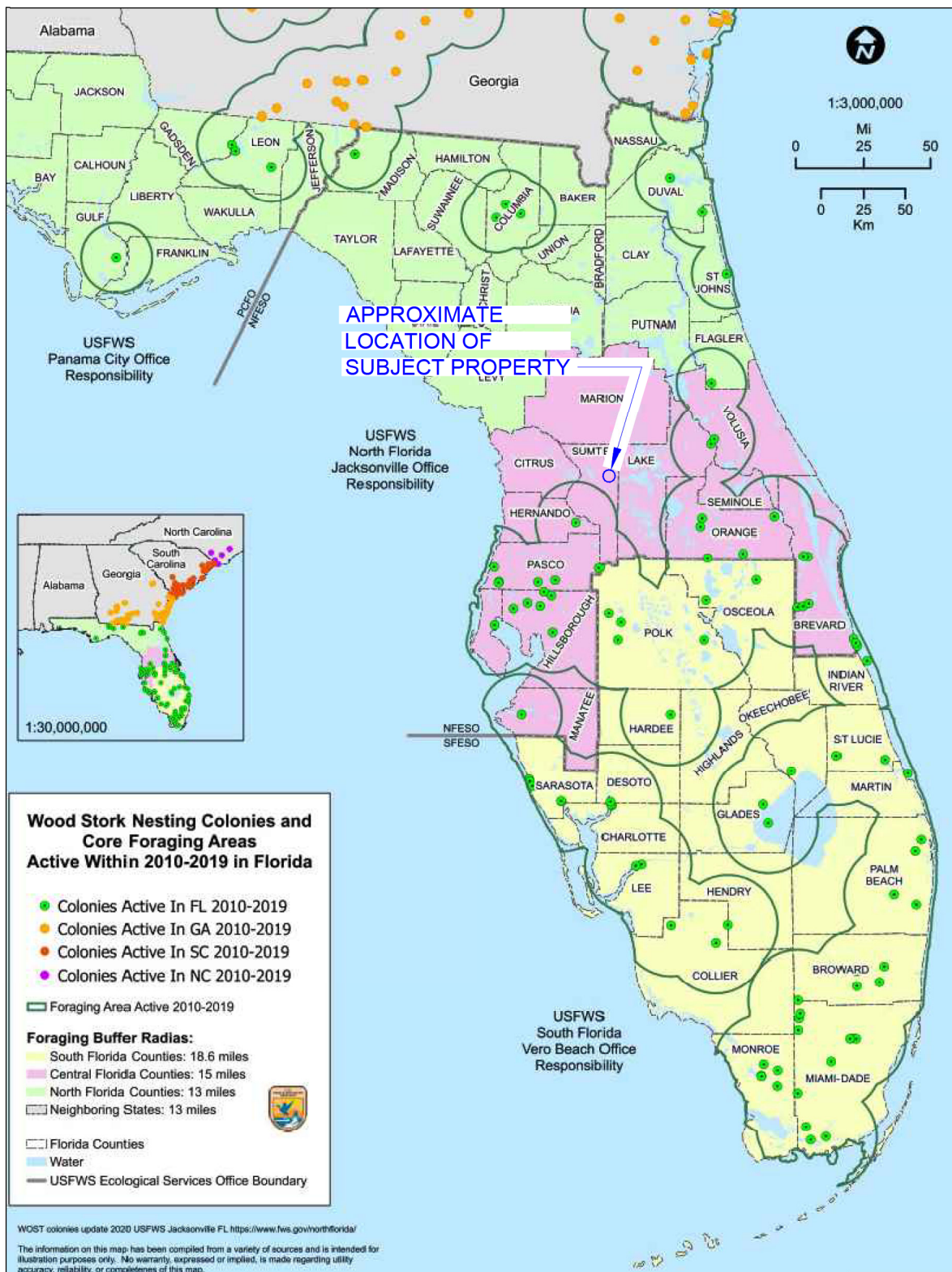
Figure #7

Wildlife Proximity Map
Environmental Assessment



0.4
Miles

Project # 1197.01.24
Produced By: MLP
Date: 02/12/2024



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The Naimatjesus, Inc. Property
2724 Warm Springs Avenue
Wildwood, Florida 34785

Figure #8

Wood Stork Foraging Areas
Environmental Assessment



58 Miles

Project # 1197.01.24

Produced By: MLP

Date: 02/12/2024

TABLES

TABLE 1

TABLE 1: PROTECTED FAUNA FOUND IN SUMTER COUNTY, FLORIDA, AND THEIR EXPECTED OCCURRENCE ON THE NAIMATJESUS INC. PROPERTY PROJECT SITE

SPECIES	FWC STATUS	USFWS STATUS	PREFERRED HABITAT	PROBABILITY OF OCCURANCE
REPTILES				
<u>Alligator mississippiensis</u> American alligator	FT(S/A)	T	Vegetated lakes and deepwater swamps	Low: No habitat available, none sighted
<u>Drymarchon corais couperi</u> Eastern indigo snake	FT	T	Dry habitats bordered by water; often occupy <i>G. polyphemus</i> burrows	Med: Habitat available, none sighted
<u>Gopherus polyphemus</u> Gopher tortoise	ST	—	Well drained soil; xeric pine-oak hammocks and scrub; pine flatwoods	Med: Habitat available, no burrows located
<u>Pituophis melanoleucus mugitus</u> Florida pine snake	ST	—	Dry, sandy barrens in xeric oak and pine-wooded sandhills	Low: No habitat available, none sighted
<u>Plestiodon reynoldsi</u> Sand skink	FT	T	Xeric habitats along sandy Florida ridges. Found in Osceola, Polk, Lake, Highlands, Putnam, Orange and Marion counties.	Low: No habitat available, no tracks or skinks observed.
<u>Stilosoma extenuatum</u> Short-tailed snake	ST	—	Sandy upland ridges; xeric oak pine woods; xeric oak hammocks	Low: No habitat available, none sighted
AMPHIBIANS				
<u>Rana capito</u> Florida gopher frog	SSC	—	Dry, xeric habitats with wetlands such as isolated permanent ponds and cypress domes	Low: No habitat available, no gopher tortoise burrows observed
BIRDS				
<u>Aphelocoma coerulescens</u> Florida scrub jay	FT	T	Level, sterile, white sand with low, xeric oak scrub	Low: No xeric habitat available, none sighted
<u>Athene cunicularia floridana</u> Florida Burrowing Owl	ST	—	These areas include golf courses, airports, pastures, agriculture fields, and vacant lots.	Low: Minimal habitat available, none sighted.
<u>Egretta caerulea</u> Little blue heron	ST	—	Lake littorus; shallow ponds and marshes	Low: No habitat available, none sighted.

TABLE 1: PROTECTED FAUNA FOUND IN SUMTER COUNTY, FLORIDA, AND THEIR EXPECTED OCCURRENCE ON THE NAIMATJESUS INC. PROPERTY PROJECT SITE

SPECIES	FWC STATUS	USFWS STATUS	PREFERRED HABITAT	PROBABLILITY OF OCCURANCE
BIRDS (cont.)				
<u>Egretta tricolor</u> Tricolored heron	ST		Lake littorus; shallow ponds and marshes	Low: No habitat available, no birds sighted
<u>Falco sparverius paulus</u> Southeastern American kestrel	ST	—	Forest edges, and clearings; nests in mature pines	Low: No habitat available, none sighted
<u>Grus canadensis pratensis</u> Florida sandhill crane	ST	—	Marshes, wet prairies, pastures, and open herbaceous rangeland	Low: No habitat available, no birds sighted
<u>Haliaeetus leucocephalus *</u> Bald eagle	—	—	Open (<60% canopy cover), mature pine forests <2 km from expansive open waters	Low: No habitat available, no nests or birds sighted
<u>Mycteria Americana</u> Wood stork	FT	T	Nests in cypress swamps; forage sites range from shallow marshes to roadway borrow pits	Low: No habitat available, none sighted
<u>Picoides borealis</u> Red-cockaded Woodpecker	FE	E	Old-growth pine flatwoods with regular fire occurrence are required for nesting	Low: No habitat available, none sighted
<u>Rostrhamus sociabilis plumbeus</u> Everglade snail kite	FE	E	Shallow freshwater marshes; shallow grassy shorelines of lakes.	Low: No habitat available, none sighted
MAMMALS				
<u>Trichechus manatus</u> West Indian manatee (Florida manatee)	FT	T	Coastal waters, rivers and springs.	Low: No habitat available

*Protected under the Bald and Golden Eagle Protection Act (BGEPA), and the Migratory Bird Treaty Act (MBTA).

KEY TO ABBREVIATIONS

FWC Florida Fish and Wildlife Conservation Commission

- FE Federally-designated Endangered
- FT Federally-designated Threatened
- FXN Federally-designated Threatened Nonessential Experimental Population
- FT(S/A) Federally-designated Threatened species due to similarity of appearance
 - ST State-designated Threatened
 - SSC State Species of Special Concern

TABLE 2

TABLE 2: PROTECTED FLORA FOUND IN SUMTER COUNTY, FLORIDA, AND THEIR EXPECTED OCCURRENCE ON THE NAIMATJESUS INC. PROPERTY PROJECT SITE

SPECIES	FWC STATUS (1)	USFWS STATUS (2)	PREFERRED HABITAT (3)	PROBABILITY OF OCCURANCE (4)
<u>Calopogon barbatus</u> – Bearded grass pink	T	-	Damp pinelands	Low: No habitat available, none found
<u>Calopogon multiflorus</u> – Many flowered grass pink	E	-	Open, damp, occasionally recently burned pinelands and meadows	Low: No habitat available, none found
<u>Deerinfothamnus rugelii</u> – Rugel's pawpaw	E	E	Mesic flatwoods	Low: No habitat available, none found
<u>Dennstaedtia bipinnata</u> – Hayscented Fern	E	-	Rare on mucky soil in shaded forests in Seminole, Dunal, and Palm Beach counties	Low: Not found in the area; none found
<u>Encyclia tampensis</u> – Butterfly orchid	CE	-	Cypress swamps, hardwood swamps and hammocks	Low: No habitat available, none found
<u>Epidendrum conopseum</u> – Greenfly orchid	CE	—	Cypress swamps, hardwood swamps, and hammocks	Low: No habitat available, none found
<u>Hartwrightia floridiana</u> – Florida Hartwrightia	T	-	Wet, open areas, moist grasslands, and sphagnum bogs	Low: No habitat available, none found
<u>Lilium catesbaei</u> – Southern red lily	T	—	Mesic flatwoods, wet prairies, usually in graminoid systems	Low: No habitat available on site, none found
<u>Listera australis</u> – southern tway blade	T	—	Hammocks, low moist woods in deep humus, ravines, shady stream banks, sphagnum	Low: No habitat available, none found
<u>Nemastylis floridana</u>	E	—	Marshes, grassy openings of wet hammocks moist flatwoods	Low: No habitat available, none found

TABLE 2: PROTECTED FLORA FOUND IN SUMTER COUNTY, FLORIDA, AND THEIR EXPECTED OCCURRENCE ON THE NAIMATJESUS INC. PROPERTY PROJECT SITE

SPECIES	FWC STATUS (1)	USFWS STATUS (2)	PREFERRED HABITAT (3)	PROBABILITY OF OCCURRENCE (4)
Platanthera blephariglottis – Large white fringed orchid	T		Inhabits sphagnum bogs, meadows, damp fields and woods	Low: No habitat available, none found
Platanthera cristata – Golden fringed orchid	T	–	Low moist meadows and damp pine woods	Low: No habitat available, none found
Platanthera flava – Southern tubercled orchid	T	–	Very wet habitats such as swamps, bogs and wet forests with thick black mud	Low: No habitat available, none found
Platanthera integra – Southern yellow fringeless orchid	E	–	Marshes and wet pine flatwoods	Low: No habitat available, none found
Platanthera nivea – Snowy orchid	T	–	Open bogs and sunny, wet meadows	Low: No habitat available, none found
Pogonia ophioglossoides – Rose pogonia	T	-	Open, wet meadows and sphagnum bogs, poorly drained roadside ditches	Low: No habitat available, none found
Polygala lewtonii – Scrub (Lewtons's) milkwort	E	E	Dry oak woodlands and scrub	Low: No habitat available
Rhapidophyllum hystrix – Needle palm	CE	-	Wet to mesic woods and hammocks; spring fed stream bottoms	Low: No habitat available, none found
Spiranthes brevilabris floridana – Florida Ladies' tresses	E	–	Open meadows and damp pinelands, road shoulders, ditches	Low: No habitat available, none found
Spiranthes laciniata – Lace-tip ladies tresses	T	–	Marshes and cypress swamps; road banks and ditches	Low: No habitat available, none found
Spiranthes longilabris – Long-tip ladies tresses	T	–	Marshes and prairies	Low: No habitat available, none sighted

APPENDICES

APPENDIX A

Summary

Parcel Number G29A141
Site Location 3029 CR 507
City WILDWOOD
Zip 34785
Tax District SUMTER COUNTY (1001)
Neighborhood 2501 - wildwood ranch
Section Twp 29-19-23
Range
Property Usage MOBILE HOME
Legal LOT 1 & N1/2 OF LOT 2 BLK F WILDWOOD RANCH PLAT BOOK 3
Description PAGES 29A-29B LESS THAT PORTION DEEDED TO COUNTY FOR R/W IN OR 3146 PG 422
Acres 1.68



Owner

[NAIMATJESUS INC](#)
 2830 GRANTHAM CT
 LADY LAKE, FL 32159

Map



Land

Line #	Use	Frontage	Depth	Units	Unit Type
1	2502M - Wildwood Ranch Lot	0	0	1.68	AC

Building Data

Actual Year Built 1984
Effective Year Built 1984
Base (Heated/Cooled) Area 1440
Gross Area 1440
Construction Class Wood
Quality Average
Exterior Walls Wall Type 1
Roof Cover
Shape Square;

Miscellaneous Features

Description	Year Built	Eff Year Built	Length	Width	Area
Shed	2003	2003	10	16	160
Carport/Open Porch 1	2003	2003	24	12	288
Carport/Open Porch 1	2003	2003	10	24	240
Carport/Open Porch 1	2003	2003	60	10	600

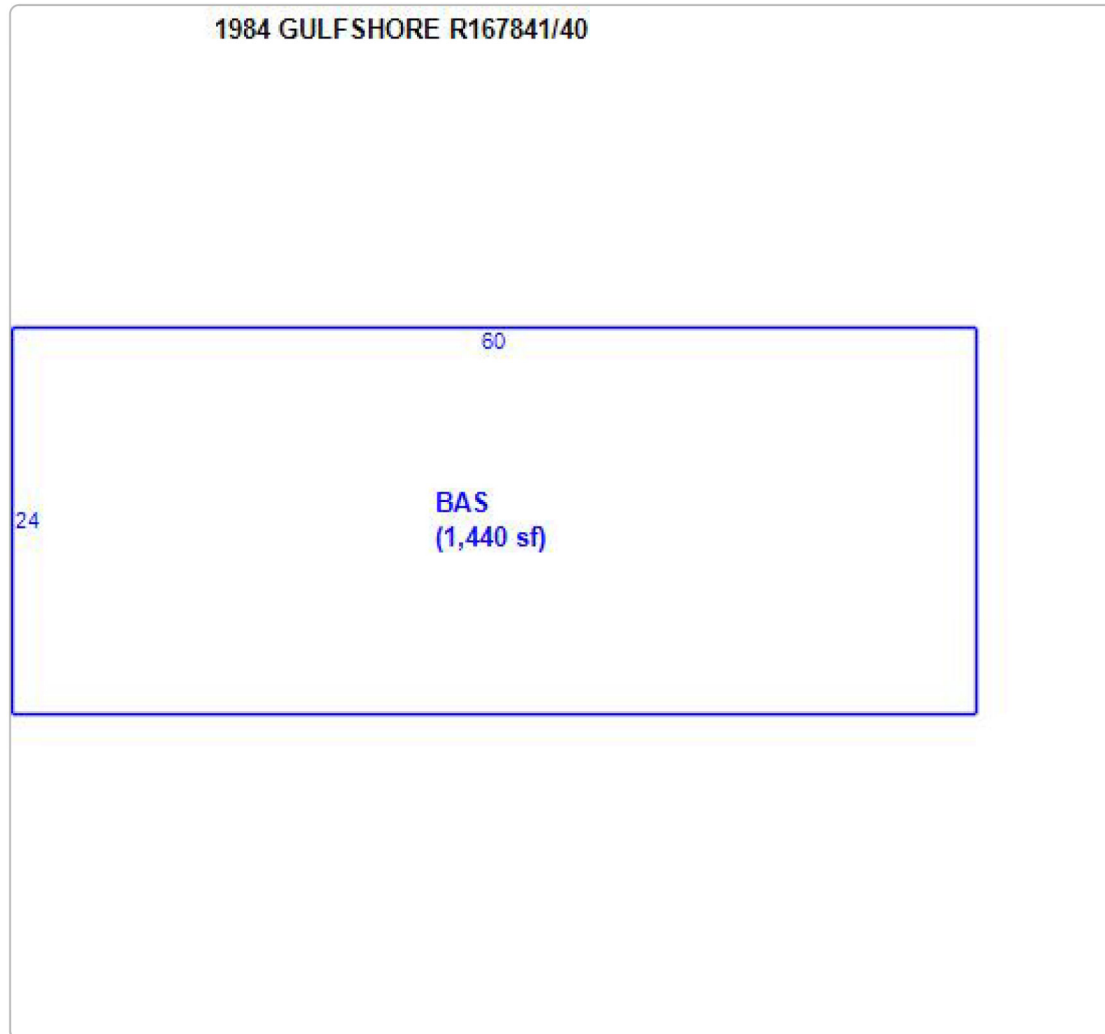
Sales

Sale Date	Sale Price	Instrument	Book/Page	Qualification	Vacant/Improved	Grantee
9/21/2018	\$130,000	WARRANTY DEED	3470/456	Q	Improved	NAIMATJESUS INC
7/31/2016	\$0	WARRANTY DEED	3146/422	U	Improved	RICE CORDELLA FAYE & ROBERTS NETTIE (JT)
8/1/2001	\$0	DEATH CERTIFICATE	906/183	U	Improved	RICE CORDELLA FAYE & ROBERTS NETTIE (JTWROS)
4/1/2001	\$0	DEATH CERTIFICATE	906/183	U	Improved	ROBERTS NETTIE LIFE ESTATE
3/1/2001	\$0	QUIT-CLAIM DEED	864/102	U	Improved	RICE CORDELLA FAYE &
10/1/1987	\$0	DEATH CERTIFICATE	355/416	U	Improved	ROBERTS NETTIE
8/1/1971	\$1,790	WARRANTY DEED	121/40	U	Improved	ROBERTS NETTIE

Valuation

Assessed Year	2023	2022	2021	2020	2019
+ Land Value	\$16,360.00	\$16,360.00	\$16,360.00	\$16,360.00	\$16,360.00
+ Improvement Value	\$19,570.00	\$34,240.00	\$34,240.00	\$34,240.00	\$34,240.00
+ Total Misc. Value	\$990.00	\$2,770.00	\$2,770.00	\$2,770.00	\$2,770.00
= Total Market Value	\$36,920.00	\$53,370.00	\$53,370.00	\$53,370.00	\$53,370.00
- SOH/deferred	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
= Assessed Value	\$36,920.00	\$53,370.00	\$53,370.00	\$53,370.00	\$53,370.00
- Exempt Value	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
= Taxable Value	\$36,920.00	\$53,370.00	\$53,370.00	\$53,370.00	\$53,370.00

Sketch





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Tax Bill

[My Tax Bill](#)

Property Valuation Review

[Property Valuation Review](#)

Estimate Taxes

[Estimate Taxes](#)

No data available for the following modules: Comp Search (Commercial), Comp Search (Vacant).

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 Schneider
GEOSPATIAL

Summary

Parcel Number G29A142
Site Location 4662 WARM SPRINGS AVE
City WILDWOOD
Zip 34785
Tax District SUMTER COUNTY (1001)
Neighborhood 2501 - wildwood ranch
Section Twp 29-19-23
Range
Property Usage MOBILE HOME
Legal S1/2 LOT 2 BLOCK F WILDWOOD RANCH PB 3 PG 29A-29B LESS
Description THAR PORT DEEDED TO COUNTY FOR R/W IN OR 3165 PG 4
Acres 0.54



Owner

[NAIMATJESUS INC](#)
 2830 GRANTHAM CT
 LADY LAKE, FL 32159

Map



Land

Line #	Use	Frontage	Depth	Units	Unit Type
1	2502M - Wildwood Ranch Lot	0	0	0.54	AC

Building Data

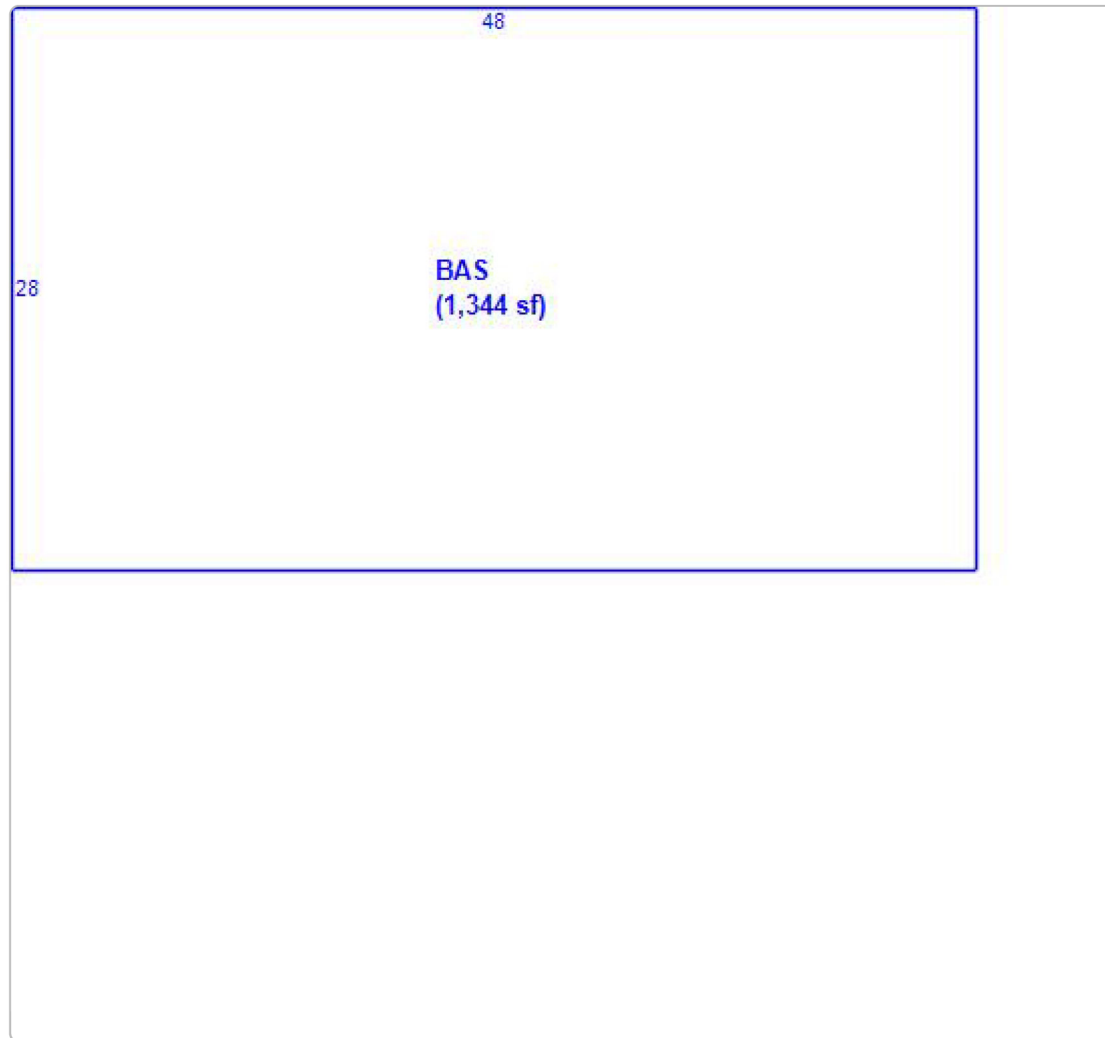
Actual Year Built 1993
Effective Year Built 1993
Base (Heated/Cooled) Area 1344
Gross Area 1344
Construction Class Wood
Quality Average
Exterior Walls Wall Type 1; Vinyl
Roof Cover Metal
Shape Square;

Sales

Sale Date	Sale Price	Instrument	Book/Page	Qualification	Vacant/Improved	Grantee
9/21/2018	\$100,000	WARRANTY DEED	3473/374	Q	Improved	NAIMATJESUS INC
8/2/2016	\$0	WARRANTY DEED	3165/4	U	Improved	RICE MICHAEL CURTIS
10/1/1993	\$100	QUIT-CLAIM DEED	498/208	U	Vacant	RICE MICHAEL CURTIS
7/1/1993	\$100	QUIT-CLAIM DEED	488/434	U	Vacant	UNKNOWN

Valuation

Assessed Year	2023	2022	2021	2020	2019
+ Land Value	\$5,260.00	\$5,260.00	\$5,260.00	\$5,260.00	\$5,260.00
+ Improvement Value	\$34,580.00	\$61,470.00	\$61,470.00	\$61,470.00	\$61,470.00
+ Total Misc. Value	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
= Total Market Value	\$39,840.00	\$66,730.00	\$66,730.00	\$66,730.00	\$66,730.00
- SOH/deferred	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
= Assessed Value	\$39,840.00	\$66,730.00	\$66,730.00	\$66,730.00	\$66,730.00
- Exempt Value	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
= Taxable Value	\$39,840.00	\$66,730.00	\$66,730.00	\$66,730.00	\$66,730.00

Sketch



TRIM Notices

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[PRC \(PDF\)](#)

Tax Bill

[My Tax Bill](#)

Property Valuation Review

[Property Valuation Review](#)

Estimate Taxes

[Estimate Taxes](#)

No data available for the following modules: Miscellaneous Features, Comp Search (Commercial), Comp Search (Vacant).

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Summary

Parcel Number G29A143
Site Location 4686 WARM SPRINGS AVE
City WILDWOOD
Zip 34785
Tax District SUMTER COUNTY (1001)
Neighborhood 2501 - wildwood ranch
Section Twp 29-19-23
Range
Property Usage SINGLE FAMILY
Legal Description LOT 3 BLK F WILDWOOD RANCH PB 3 PG 29A- 29B LESS THAT
 PORT DEEDED TO COUNTY FOR R/W IN OR 3130 PG 236 LESS
 ANY PORTION DEEDED TO COUNTY FOR R/W IN OR 3146 PG
 428
Acres 1.08



Owner

[NAIMATJESUS INC](#)
 2830 GRANTHAM CT
 LADY LAKE, FL 32159

Map



Land

Line #	Use	Frontage	Depth	Units	Unit Type
1	2502R - Wildwood Ranch Lot	0	0	1.08	AC

Building Data

Actual Year Built 1959
Effective Year Built 1959
Base (Heated/Cooled) Area 1148
Gross Area 1148
Construction Class Block
Quality Below Average
Exterior Walls Wall Type 2
Roof Cover
Shape Square;

Miscellaneous Features

Description	Year Built	Eff Year Built	Length	Width	Area
MISC Flat Value	1900	1900	0	0	1

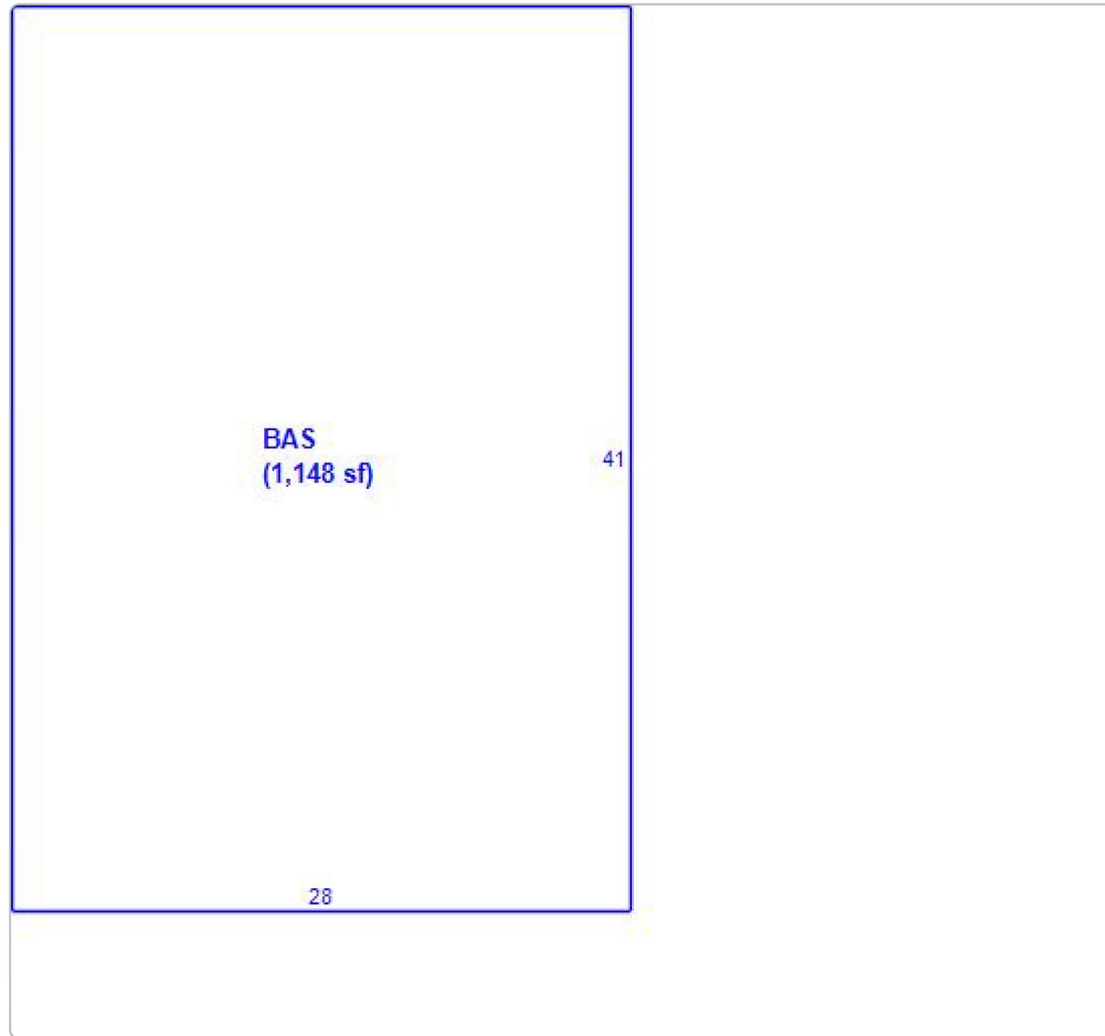
Sales

Sale Date	Sale Price	Instrument	Book/Page	Qualification	Vacant/Improved	Grantee
10/29/2018	\$70,000	WARRANTY DEED	3488/592	Q	Improved	NAIMATJESUS INC
7/14/2016	\$0	WARRANTY DEED	3130/236	U	Improved	HART ROBERT
9/1/1999	\$100	WARRANTY DEED	765/85	U	Improved	HART ROBERT F
6/1/1995	\$15,000	QUIT-CLAIM DEED	557/61	U	Vacant	HART DARLENE M
2/1/1995	\$23,000	WARRANTY DEED	543/766	U	Improved	HART DARLENE M
8/1/1987	\$100	QUIT-CLAIM DEED	464/659	U	Improved	HART DARLENE M
8/1/1987	\$23,000	CORRECTIVE DEED	356/566	U	Improved	HART DARLENE M
10/1/1985	\$100	QUIT-CLAIM DEED	340/547	U	Improved	HART DARLENE M
5/1/1985	\$24,000	CORRECTIVE DEED	307/334	U	Improved	HART DARLENE M
6/1/1982	\$18,000	WARRANTY DEED	260/168	U	Improved	HART DARLENE M
12/1/1980	\$18,000	WARRANTY DEED	240/62	U	Improved	HART DARLENE M
6/1/1970	\$0	WARRANTY DEED	110/738	U	Improved	HART DARLENE M
10/1/1969	\$600		105/293	U	Improved	HART DARLENE M

Valuation

Assessed Year	2023	2022	2021	2020	2019
+ Land Value	\$10,520.00	\$10,520.00	\$10,520.00	\$10,520.00	\$10,520.00
+ Improvement Value	\$27,960.00	\$28,040.00	\$28,040.00	\$26,720.00	\$26,720.00
+ Total Misc. Value	\$150.00	\$150.00	\$150.00	\$150.00	\$150.00
= Total Market Value	\$38,630.00	\$38,710.00	\$38,710.00	\$37,390.00	\$37,390.00
- SOH/deferred	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
= Assessed Value	\$38,630.00	\$38,710.00	\$38,710.00	\$37,390.00	\$37,390.00
- Exempt Value	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
= Taxable Value	\$38,630.00	\$38,710.00	\$38,710.00	\$37,390.00	\$37,390.00

Sketch

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Tax Bill[My Tax Bill](#)**Property Valuation Review**[Property Valuation Review](#)**Estimate Taxes**[Estimate Taxes](#)

No data available for the following modules: Comp Search (Commercial), Comp Search (Vacant).

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Summary

Parcel Number G29A145
Site Location 4724 WARM SPRINGS AVE
City WILDWOOD
Zip 34785
Tax District SUMTER COUNTY (1001)
Neighborhood 2501 - wildwood ranch
Section Twp Range 29-19-23
Property Usage VACANT
Legal Description LOT 5 BLK F WILDWOOD RANCH PB 3 PG 29A- 29B
Acres 1.13



Owner

[NAIMATJESUS INC](#)
 2830 GRANTHAM CT
 LADY LAKE, FL 32159

Map



Land

Line #	Use	Frontage	Depth	Units	Unit Type
1	2502M - Wildwood Ranch Lot	0	0	1.13	AC

Sales

Sale Date	Sale Price	Instrument	Book/Page	Qualification	Vacant/Improved	Grantee
10/29/2018	\$100	WARRANTY DEED	3488/596	U	Improved	NAIMATJESUS INC
8/24/2018	\$50,000	WARRANTY DEED	3462/702	Q	Vacant	SULEIMAN JESSE
8/9/2016	\$0	WARRANTY DEED	3146/428	U	Improved	GRIFFITH KATHY KAYLENE
2/5/2016	\$6,200	WARRANTY DEED	3069/443	U	Improved	GRIFFITH KATHY KAYLENE
3/1/1984	\$6,200		298/651	U	Improved	GRIFFITH KATHY KAYLENE
10/1/1983	\$5,500	WARRANTY DEED	278/737	U	Improved	UNKNOWN
10/1/1983	\$5,500	WARRANTY DEED	278/736	U	Improved	UNKNOWN
4/1/1976	\$8,000	WARRANTY DEED	173/519	U	Improved	UNKNOWN
10/1/1967	\$2,400	WARRANTY DEED	89/113	U	Improved	UNKNOWN

Valuation

Assessed Year	2023	2022	2021	2020	2019
+ Land Value	\$11,010.00	\$11,010.00	\$11,010.00	\$11,010.00	\$11,010.00
+ Improvement Value	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
+ Total Misc. Value	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
= Total Market Value	\$11,010.00	\$11,010.00	\$11,010.00	\$11,010.00	\$11,010.00
- SOH/deferred	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
= Assessed Value	\$11,010.00	\$11,010.00	\$11,010.00	\$11,010.00	\$11,010.00
- Exempt Value	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
= Taxable Value	\$11,010.00	\$11,010.00	\$11,010.00	\$11,010.00	\$11,010.00



TRIM Notices

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PRC (PDF)

Tax Bill

My Tax Bill

Property Valuation Review

Property Valuation Review

Estimate Taxes

Estimate Taxes

No data available for the following modules: Building Data, Miscellaneous Features, Sketch, Comp Search (Residential), Comp Search (Commercial).

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Summary

Parcel Number G29A146
Site Location 4740 WARM SPRINGS AVE
City WILDWOOD
Zip 34785
Tax District SUMTER COUNTY (1001)
Neighborhood 2501 - wildwood ranch
Section Twp Range 29-19-23
Property Usage MOBILE HOME
Legal Description LOT 6 BLK F WILDWOOD RANCH SUBD PB 3 PG 29A-29B
Acres 1.13



Owner

[NAIMATJESUS INC](#)
1800 SETTLE ST
CLERMONT,FL 34711

Map



Land

Line #	Use	Frontage	Depth	Units	Unit Type
1	2502M - Wildwood Ranch Lot	0	0	1.13	AC

Building Data

Actual Year Built 1983
Effective Year Built 1983
Base (Heated/Cooled) Area 1144
Gross Area 1144
Construction Class Wood
Quality Average
Exterior Walls Wall Type 1;Wood
Roof Cover Metal
Shape Square;

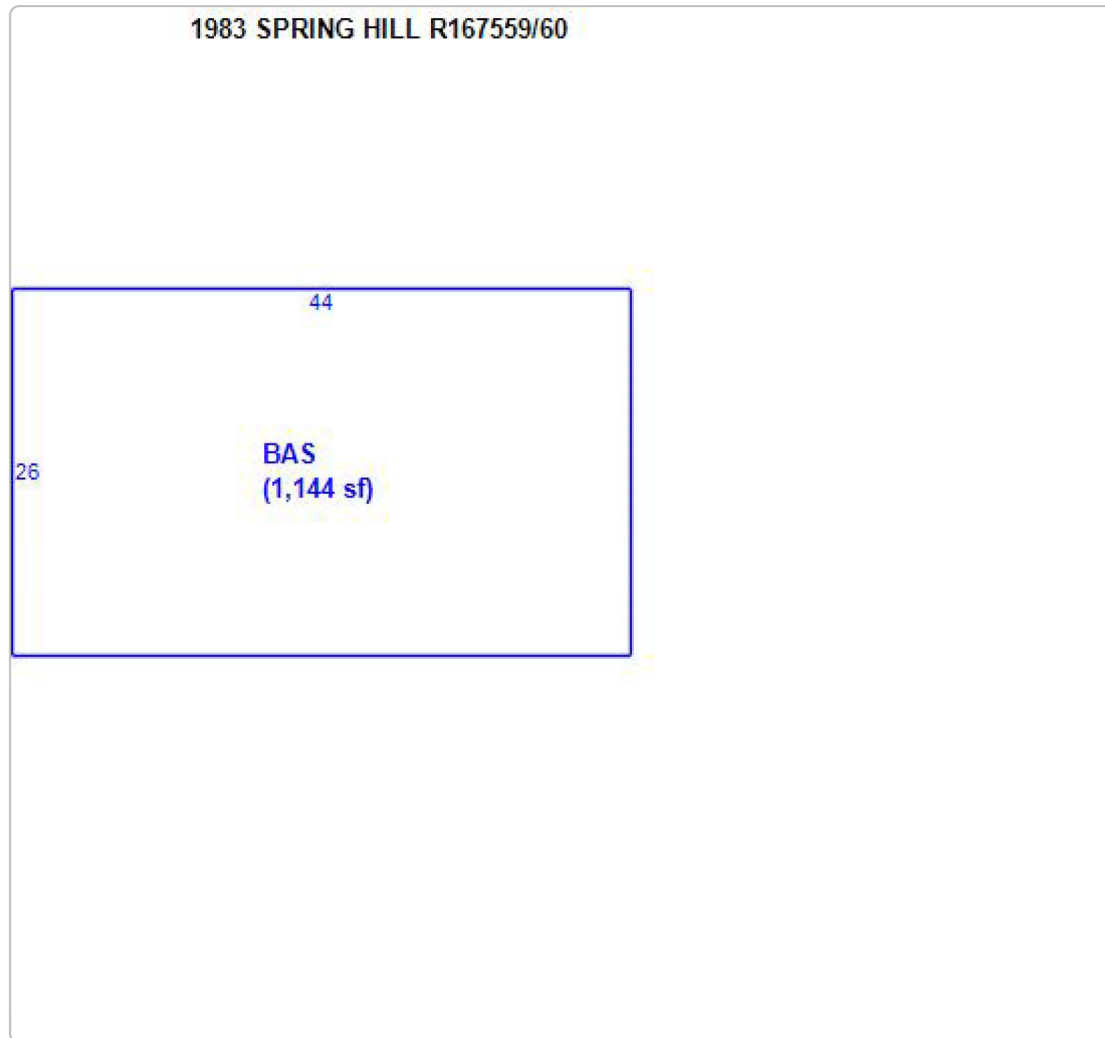
Sales

Sale Date	Sale Price	Instrument	Book/Page	Qualification	Vacant/Improved	Grantee
4/7/2023	\$207,000	WARRANTY DEED	4456/124	Q	Improved	NAIMATJESUS INC
4/18/2021	\$100	DEATH CERTIFICATE	4456/115	U	Improved	SIRKIS DENNIS J
3/14/2013	\$0	DEATH CERTIFICATE	3305/342	U	Improved	JOHNSEN DIANA I & SIRKIS DENNIS J (JT)
10/1/2011	\$6,500	QUIT-CLAIM DEED	2374/541	U	Improved	JOHNSEN DIANA I & SIRKIS DENNIS J & HORTON WILLIAM
9/1/1999	\$26,000	WARRANTY DEED	768/427	Q	Improved	JOHNSEN DIANA I
3/1/1984	\$28,900	WARRANTY DEED	286/446	U	Improved	KNIGHT PAMELA K
10/1/1983	\$5,500	WARRANTY DEED	278/737	U	Improved	KNIGHT PAMELA K
10/1/1983	\$5,500	WARRANTY DEED	278/736	U	Improved	KNIGHT PAMELA K

Valuation

Assessed Year	2023	2022	2021	2020	2019
+ Land Value	\$11,010.00	\$11,010.00	\$11,010.00	\$11,010.00	\$11,010.00
+ Improvement Value	\$11,660.00	\$23,320.00	\$23,320.00	\$23,320.00	\$23,320.00
+ Total Misc. Value	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
= Total Market Value	\$22,670.00	\$34,330.00	\$34,330.00	\$34,330.00	\$34,330.00
- SOH/deferred	\$0.00	\$0.00	\$0.00	\$0.00	\$90.00
= Assessed Value	\$22,670.00	\$34,330.00	\$34,330.00	\$34,330.00	\$34,240.00
- Exempt Value	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
= Taxable Value	\$22,670.00	\$34,330.00	\$34,330.00	\$34,330.00	\$34,240.00

Sketch





TRIM Notices

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[PRC \(PDF\)](#)

Tax Bill

[My Tax Bill](#)

Property Valuation Review

[Property Valuation Review](#)

Estimate Taxes

[Estimate Taxes](#)

No data available for the following modules: Miscellaneous Features, Comp Search (Commercial), Comp Search (Vacant).

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Developed by



Summary

Parcel Number G29A147
Site Location 3105 CR 507
City WILDWOOD
Zip 34785
Tax District SUMTER COUNTY (1001)
Neighborhood 2501 - wildwood ranch
Section Twp Range 29-19-23
Property Usage VACANT
Legal Description LOT 7 BLK F WILDWOOD RANCH PB 3 PG 29A- 29B
Acres 2.4

Owner

[NAIMATJESUS INC](#)
 2830 GRANTHAM CT
 LADY LAKE, FL 32159

Map



Land

Line #	Use	Frontage	Depth	Units	Unit Type
1	2502M - Wildwood Ranch Lot	0	0	2.4	AC

Sales

Sale Date	Sale Price	Instrument	Book/Page	Qualification	Vacant/Improved	Grantee
2/5/2021	\$150,000	WARRANTY DEED	3941/431	Q	Improved	NAIMATJESUS INC
2/1/1999	\$36,500	WARRANTY DEED	778/231	Q	Improved	GAY JERRY J
12/1/1997	\$0	DEATH CERTIFICATE	665/706	U	Improved	FINGER MARGARET L
11/1/1991	\$38,000	WARRANTY DEED	442/350	Q	Improved	FINGER MARGARET L
2/1/1988	\$10,000	WARRANTY DEED	362/31	U	Improved	FINGER MARGARET L
10/1/1967	\$1,200	WARRANTY DEED	88/546	U	Improved	FINGER MARGARET L

Valuation

Assessed Year	2023	2022	2021	2020	2019
+ Land Value	\$23,380.00	\$23,380.00	\$23,380.00	\$23,380.00	\$23,380.00
+ Improvement Value	\$0.00	\$23,230.00	\$23,230.00	\$23,230.00	\$23,230.00
+ Total Misc. Value	\$0.00	\$2,160.00	\$2,160.00	\$2,160.00	\$2,160.00
= Total Market Value	\$23,380.00	\$48,770.00	\$48,770.00	\$48,770.00	\$48,770.00
- SOH/deferred	\$0.00	\$0.00	\$5,280.00	\$5,880.00	\$6,840.00
= Assessed Value	\$23,380.00	\$48,770.00	\$43,490.00	\$42,890.00	\$41,930.00
- Exempt Value	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00
= Taxable Value	\$23,380.00	\$48,770.00	\$18,490.00	\$17,890.00	\$16,930.00

Sketch

1988 MADR R279764**TRIM Notices**[2023 TRIM Notice \(PDF\)](#)**PRC (2023 Final Roll)**[PRC \(PDF\)](#)**Tax Bill**[My Tax Bill](#)**Property Valuation Review**[Property Valuation Review](#)**Estimate Taxes**[Estimate Taxes](#)

No data available for the following modules: Building Data, Miscellaneous Features, , Comp Search (Residential), Comp Search (Commercial).

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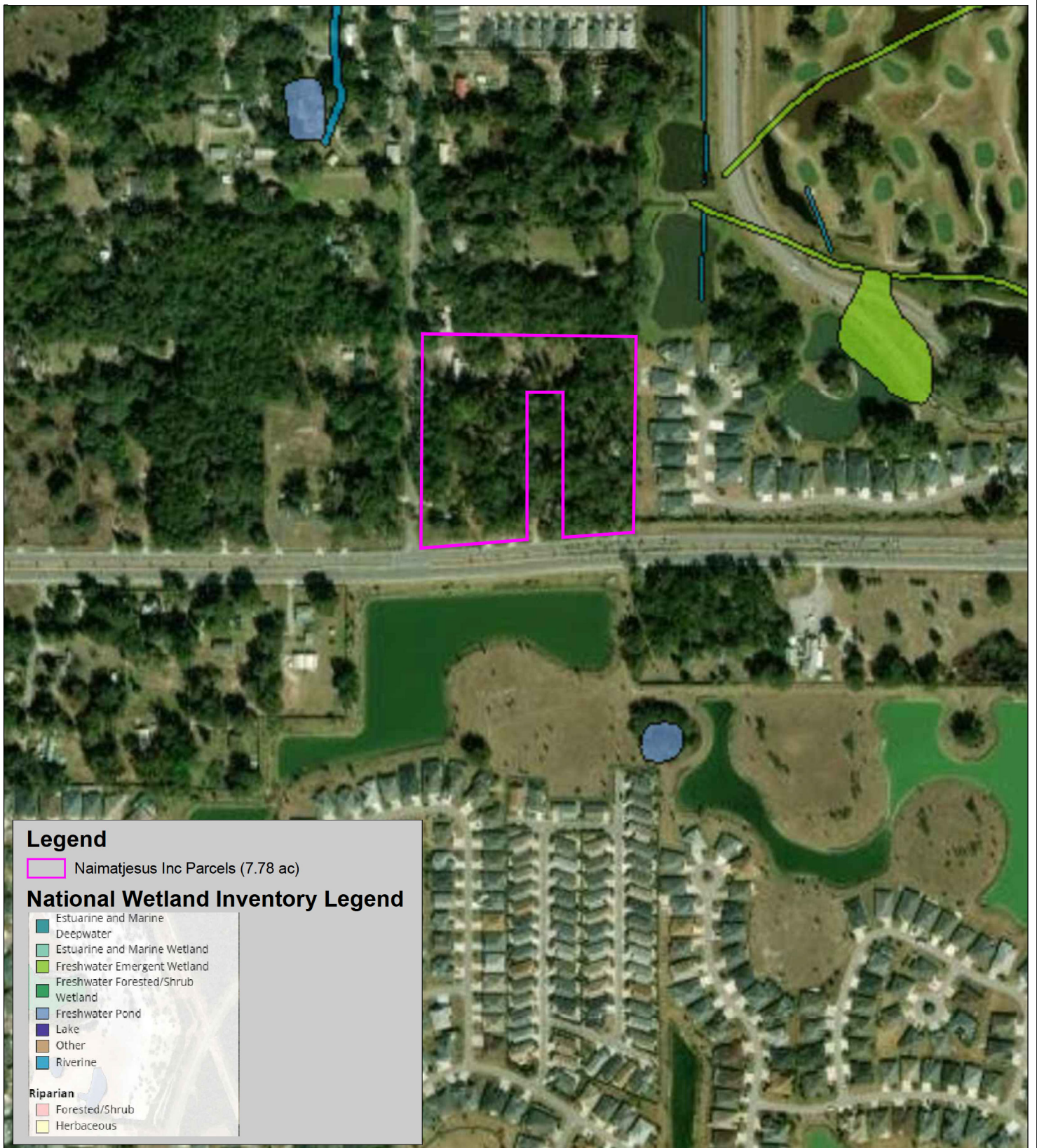
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Developed by



APPENDIX B



971 Smokerise Blvd, Port Orange, FL 32127
 Ph: (407) 489-6898
 Website: www.stillwaterenvironmental.com

The Naimatjesus, Inc. Property
 2724 Warm Springs Avenue
 Wildwood, Florida 34785

Appendix B

National Wetland Inventory Map

Environmental Assessment



400 Feet

Project # 1197.01.24

Produced By: MLP

Date: 02/12/2024

APPENDIX C



Subject Property



Subject Property



Subject Property



Subject Property



Subject Property



Subject Property

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

SUBJECT: PJ #A25-0821 - SSPC - 5127 CR 169

REQUESTED ACTION: Staff recommends approval

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case No.	PJ # A25-0821 – SSPC – 5127 CR 169
Ordinance No.	O2025-13
Applicant	Dorothy Joy Messenger-Young, TTEE
Owner	The Young Family Revocable Trust
Property Location	The subject property is located at 5127 CR 169, Wildwood, FL 34785, at the NE corner of the intersection of CR 152 and CR 169
Parcel Number	G15A098
Date	March 26, 2025

The applicant seeks a favorable recommendation from the City of Wildwood Planning & Zoning Board/Special Magistrate acting as the Local Planning Agency to amend the Future Land Use Map designation from Rural Residential (Sumter County) to Mobile Home Park (City) for the parcel listed above on 0.286 acre MOL. This request is accompanied by rezoning request PJ # A25-0821 – Rezoning – 5127 CR 16 (O2025-14).

ANALYSIS: The applicant seeks to establish a future land use within the City of Wildwood to address setback discrepancies resulting from after-the-fact building permits for an existing single-family dwelling unit.

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

(1) Justification of the proposed amendment has been adequately presented;
At this time, the applicant intends to bring into compliance an existing single family residence. The subject parcel is located within the City's Joint Planning Area with Sumter County and upon the applicant submitting to renew an expired building permit, the property owner was notified of the requirement for annexation.

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

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

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

The amendment is not considered urban sprawl, and it does not exemplify an energy-inefficient land use pattern.

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

(I) Promotes, allows, or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses. The subject property is located within Lots 9 and 10 Block E of the Orange Home Subdivision, an established community featuring manufactured homes and single-family residences.

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

(III) Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments. The proposed plan amendment is not an isolated or strip development. The site encompasses a parcel within a well-established neighborhood.

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

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

(V) Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils. The subject property does not have adjacent parcels that are actively utilized for agricultural/silviculture activities. This parcel falls within the Joint Planning Area (JPA) where the proposed future land uses could be residential should they be annexed into the City of Wildwood.

(VI) Fails to maximize use of existing public facilities and services.
City water/sewer lines are in the vicinity of SR 44 of the Orange Home Subdivision, but they are not available to the subject parcel.

(VII) Fails to maximize use of future public facilities and services.
City sewer lines are in the vicinity of SR 44, and when utilities become available, upon notification, the applicant shall connect to public utilities facilities.

(VIII) Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, storm water management, law enforcement, education, healthcare, fire and emergency response, and general government.
As per the JPA agreement between Sumter County and the City of Wildwood, this parcel must be annexed into the City to be developed.

(IX) Fails to provide a clear separation between rural and urban uses.
The area exhibits urban development patterns within the subdivision and surrounding areas.

(X) Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.
Parcel G15A098 is currently under the annexation process and will have its second and final reading on November 11, 2024. The proposal is consistent with Policy 1.2.7., "Upon annexation of properties within the JPA, the City shall amend the FLUM to include the annexed property."

(XI) Fails to encourage a functional mix of uses.
The area exhibits primarily residential communities, and within the communities, there is a mix of single-family residences and manufactured home products.

(XII) Results in poor accessibility among linked or related land uses.
Access to the site can be provided either via CR 169 or CR 152; both of which are public county roads.

(XIII) Results in the loss of significant amounts of functional open space.
The proposal will have to adhere to the impervious surface requirements of the Mobile Home Park Land Use Designation (0.3 Floor Area Ratio, Minimum Open Space of 15 percent).

None of the surrounding areas have a future land use of Agricultural (County). The parcel falls within the Joint Planning Area (JPA) where the proposed future land uses could be residential should they be annexed into the City of Wildwood. The Orange Home Subdivision has been in

existence since September 8, 1925. As such, the lots have been built and developed over the years.

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

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

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

Transportation: Access to the property has been accommodated along CR 152.

Potable Water & Sewer: Water and Sewer are not available to the property at this time. The existing home is served by a well for potable water and septic for waste disposal.

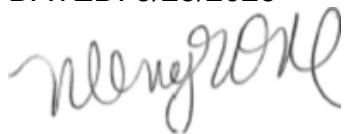
Schools: With the proposal of up to one dwelling unit on this parcel, the expected number of Sumter County Generated Students is one (1) student. Breakdown is as follows:

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

CONCLUSION:

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

DATED: 3/25/2025



Wendy Then, AICP, CFM
Assistant Director Development Services

ORDINANCE NO. O2025-13

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 G15A098

Dorothy Joy Messenger-Young, trustee of the Young Family Revocable Trust

0.286 +/-

LEGAL DESCRIPTION

Lots 9 and 10, Block E PLAT NO. 1 OF ORANGE HOME, according to the Plat thereof as recorded in Plat Book 1, Page 101 ½, Public Records of Sumter County, Florida.

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

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.

SECTION 5. 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 _____, 2025, by the City Commission of the City of Wildwood, Florida.

**CITY COMMISSION
CITY OF WILDWOOD, FLORIDA**

Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

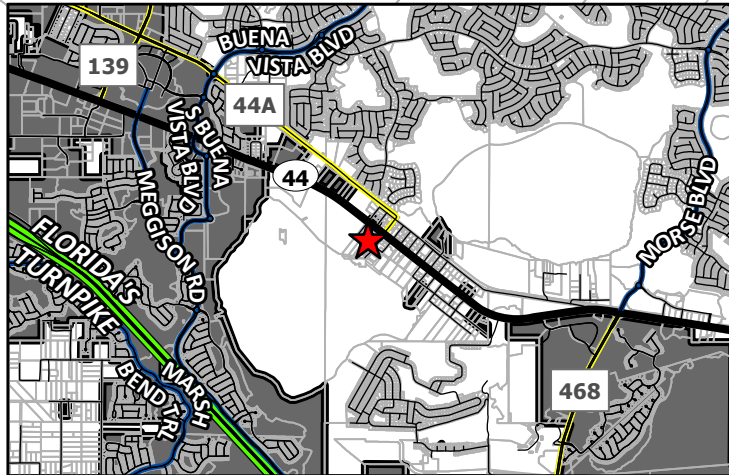
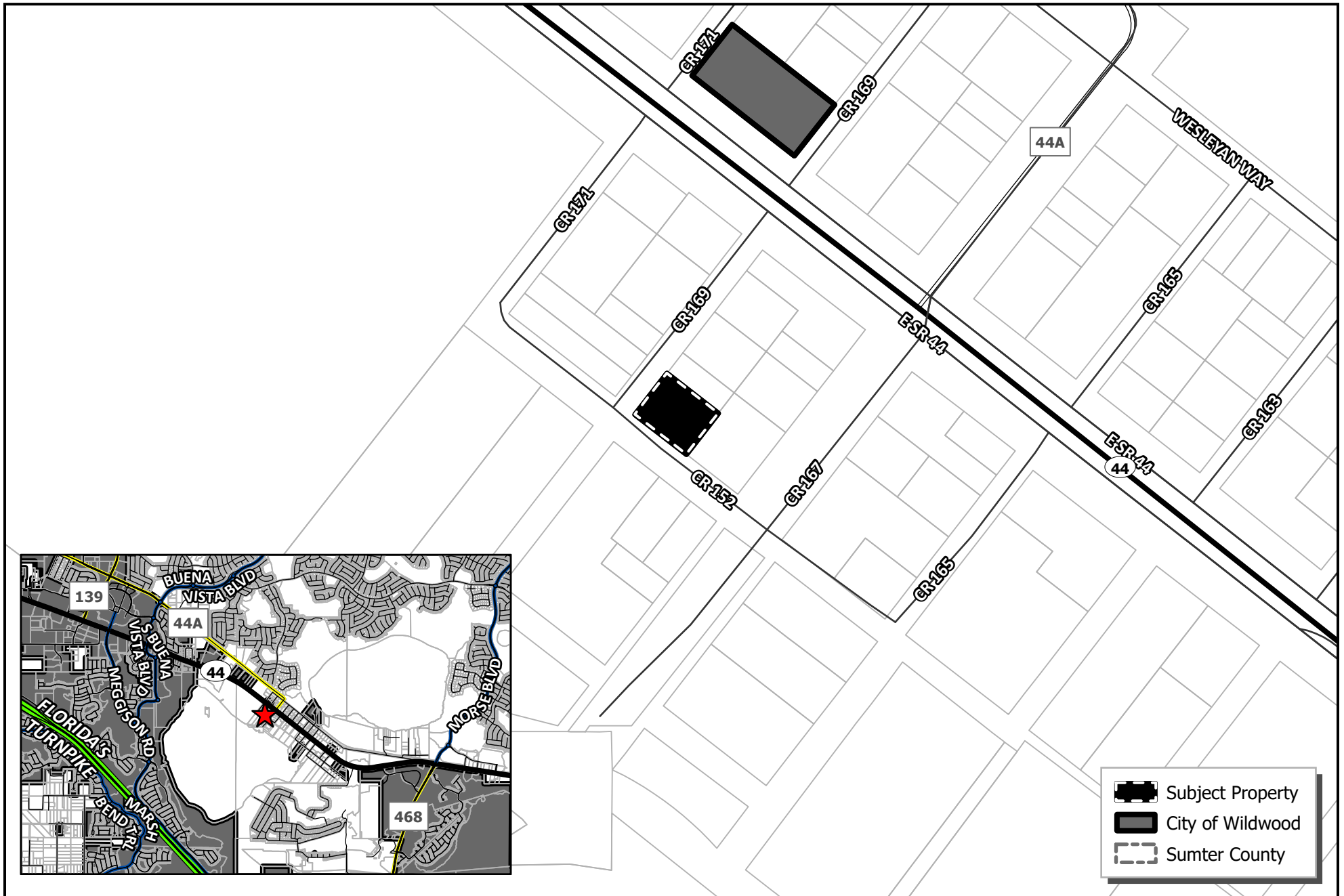
First Reading: _____

Second Reading: _____

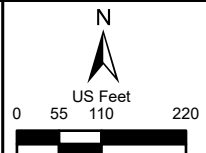
Approved as to form:

City Attorney

EXHIBIT A

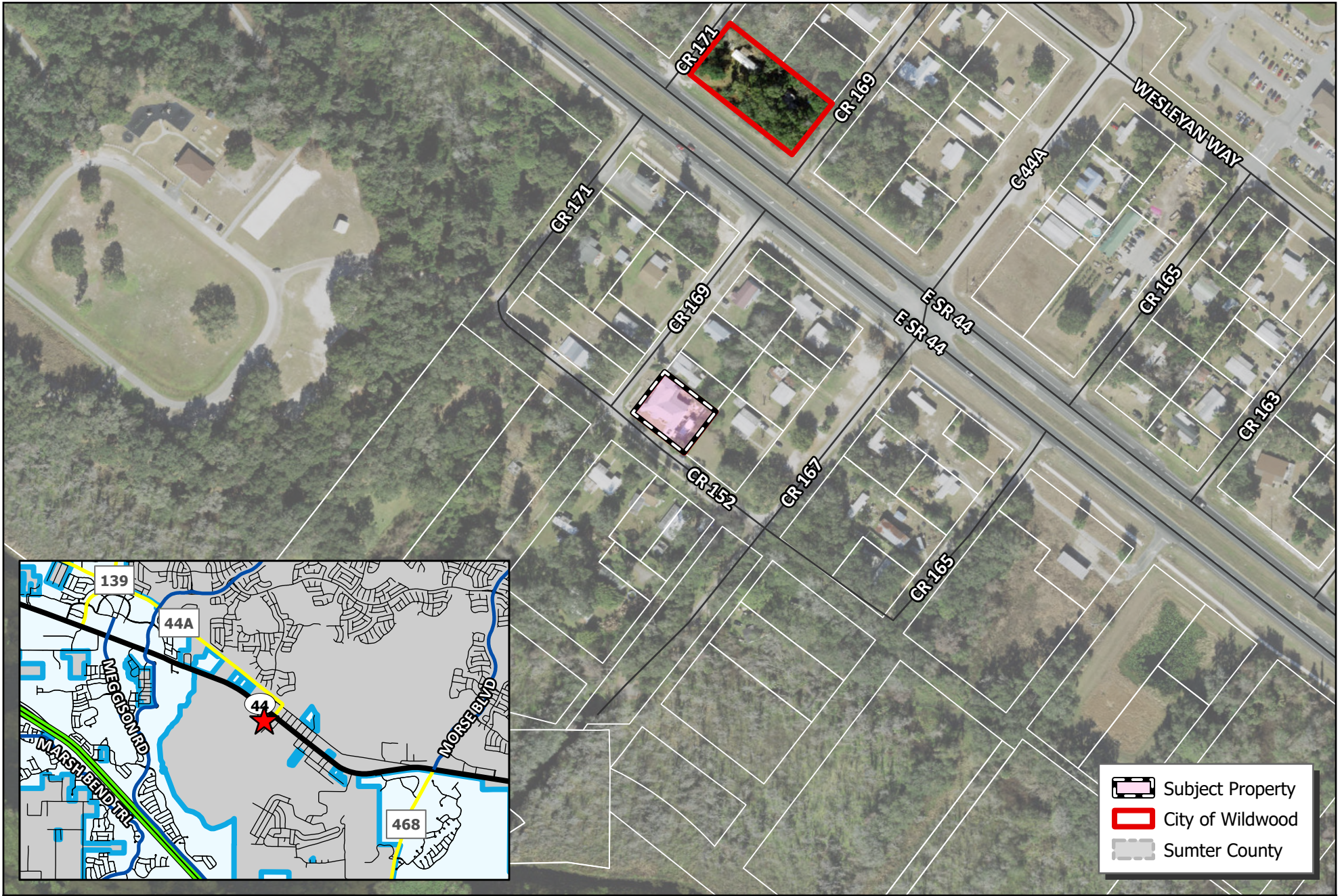


CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

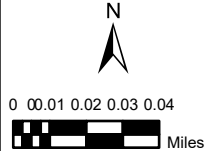


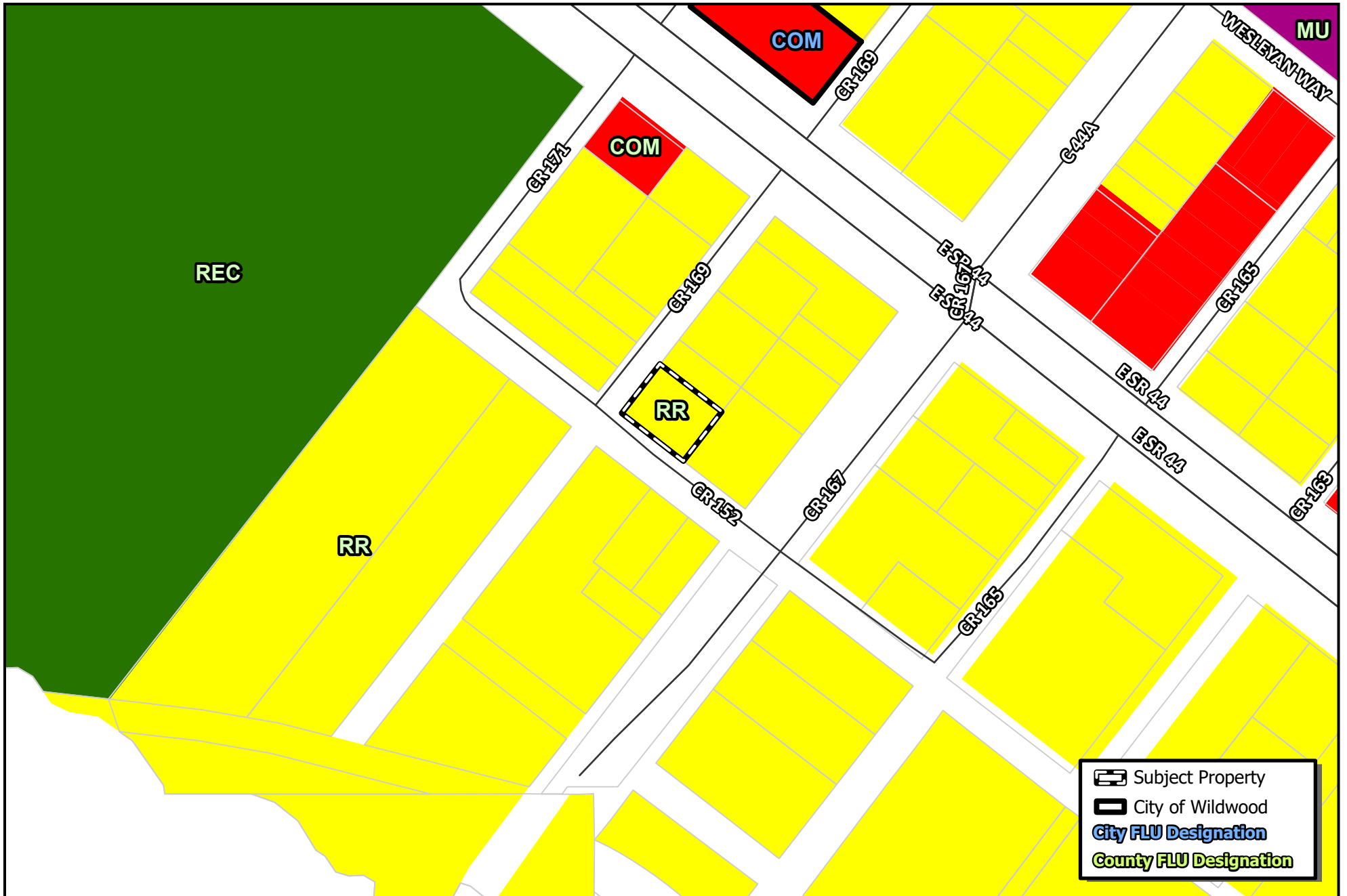
PJ #A25-0821
5127 CR 169
PARCEL G15A098

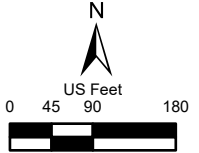
MAP 1A
LOCATION
MAP
MAR 2025

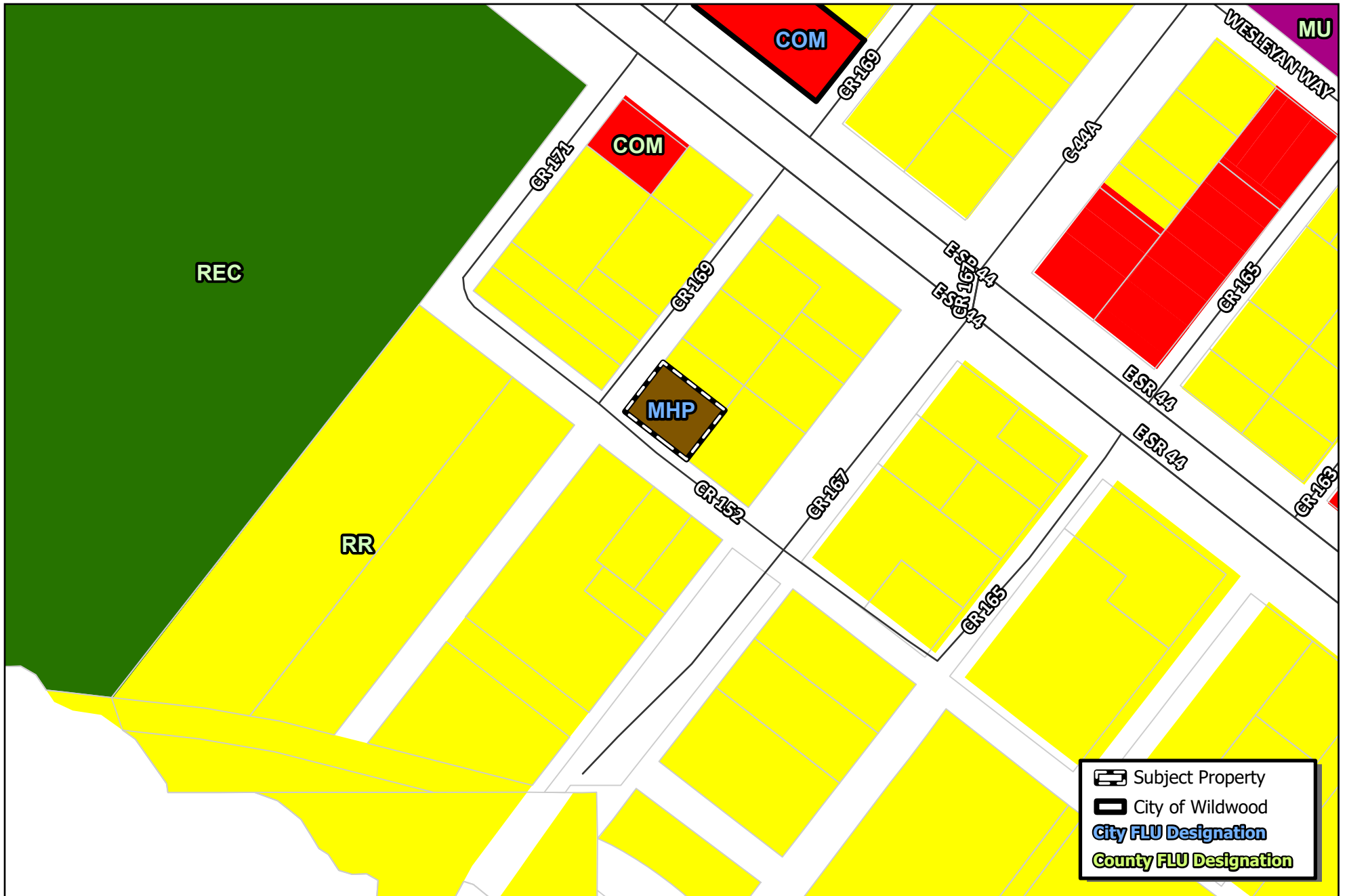


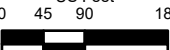
-  Subject Property
-  City of Wildwood
-  Sumter County

 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 0 00.01 0.02 0.03 0.04 Miles	PJ #A25-0821 5127 CR 169 PARCEL G15A098	MAP 1B LOCATION MAP MAR 2025



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov		PJ #A25-0821 5127 CR 169 PARCEL G15A098		MAP 2A EXISTING LAND USE MAR 2025



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	N US Feet 0 45 90 180 	PJ #A25-0821 5127 CR 169 PARCEL G15A098	MAP 2B PROPOSED LAND USE MAR 2025
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Business Impact Estimate

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

Proposed ordinance's title/reference: O2025-13

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

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

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

Dorothy Joy Messenger-Young, trustee of the Young Family Revocable Trust – PJ #A25-0821 - 5127 CR 169 (Comp. Plan Amendment and Rezoning).

Parcel G15A098

The City of Wildwood is requesting an exemption for a transportation impact analysis for the owner/applicant Dorothy Joy Messenger-Young, trustee of the Young Family Revocable Trust on parcel G15A098 on .286 acres more less to annex a property into the City so that they can come under the City's zoning regulations since they are out of compliance with the Sumter County's R6M zoning district.

The proposed zoning is MHP with a Future Land Use of Mobile Home Park for a maximum allowable use of 10 units per acre or 2.86 dwelling units. However, the home has already been constructed, and the site is maxed out on the allowable square footage.

For Comprehensive Plan purposes and worst-case scenario using the ITE Land Use Code of Single-Family Detached Housing (210), due to the .286 acres of land with up to 10 dwelling units per acre, the future land use change could generate up to 27 daily trips with 2 AM Peak Hour trips and 3 PM Peak hour trips.

Based on the current conditions of the existing one single family residence without any expected changes, the generation would be 10 daily trips with 1 AM Peak hour trip and 1 PM hour trip.

Thank you for your consideration.

Wendy Then, AICP, CFM

DSD Department

City of Wildwood



Average daily trips for Single-Family Detached- Based on the 11th Edition

Multiple the Average Rate by the number of Units.

Daily Trips

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

AM Peak Hours

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 169
Avg. Num. of Dwelling Units: 217
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.75	0.34 - 2.27	0.25

PM Peak Hours

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 178
Avg. Num. of Dwelling Units: 203
Directional Distribution: 64% entering, 36% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.99	0.49 - 2.98	0.28