



PLANNING & ZONING BOARD - CITY OF WILDWOOD
Special Magistrate – Lindsay C.T. Holt

Agenda
Regular Meeting
July 7, 2026 2:15 PM
City Hall Commission Chamber
100 N Main Street

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

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

I. CALL TO ORDER: Planning & Zoning Board

II. APPROVAL OF SUMMARY MINUTES

1. **Planning & Zoning Regular Meeting June 02, 2026, at 2:15 PM.**

III. OLD BUSINESS

IV. NEW BUSINESS

1. **25-3354 (RZ) Naimat Jesus, Inc**
AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA; PROPOSING A ZONING MAP AMENDMENT TO THE OFFICIAL ZONING MAP IN ACCORDANCE WITH SECTIONS 3.2 AND 3.3 OF THE LAND DEVELOPMENT REGULATIONS; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

The applicant is seeking a favorable recommendation from the City of Wildwood's Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from RR1 (County) to CMU (City) for parcels G29A141, G29A142, G29A143, G29A144, G29A145, G29A146, & G29A147 on 9 acres MOL. This request is accompanied by a concurrent Small-Scale Comprehensive Plan Amendment 25-3353, ordinance O2026-33.

Staff recommends approval.

2. 26-2002 (RZ) Rainey Construction Land Company, LLC

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

The applicant is seeking a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from ID (Sumter County) to M-1 (City of Wildwood) for parcel D32-161 on 5 acres MOL. This request is accompanied by a concurrent Small Scale Comprehensive Plan amendment 26-2004 (CP), O2026-25.

Staff recommends approval.

3. 26-2161 (RZ) Silver Oaks at Warm Springs

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

The applicant is seeking a favorable recommendation from the City of Wildwood's Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from RR1 (County) to CMU (City) for parcels G33-015, G33-075, and G33-147 on 3.18 acres MOL. This request is accompanied by a concurrent Small-Scale Comprehensive Plan Amendment 26-2163 (CP), ordinance O2026-33.

Staff recommends approval.

4. 25-1500 Preston Place Commercial Site

Parcel D17M002

The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for a 5,200 SF medical office with infrastructure improvements on 1.10 acres MOL, per the attached plans. **The Project Review Committee recommends approval.**

5. **25-3741- SP - Indian Oaks Self Storage**

Parcel K09A020

The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for a 120,000 SF self-storage facility with infrastructure improvements, per the attached plans. Two technical waivers have been approved to reduce the parking space requirement from 51 spaces to 15 spaces and to substitute the required canopy trees to understory trees due to a transmission line easement on the southern portion of the property. Please see the attached technical waivers. **Project Review Committee recommends approval.**

V. **ADJOURNMENT**

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

July 7, 2026 2:15 PM

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY

SUBJECT: Planning & Zoning Regular Meeting June 02, 2026, at 2:15 PM.

REQUESTED ACTION:

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

PLANNING & ZONING BOARD
CITY OF WILDWOOD, FLORIDA
REGULAR MEETING
June 2, 2026 2:15 PM
CITY HALL COMMISSION CHAMBER

(meeting taped)

I. CALL TO ORDER: Planning & Zoning Board

Attendee Name	Title	Status
Lindsay C.T. Holt	Special Magistrate	Present
Jessica Barnes	City Clerk	Present
Wendy Then	Assistant Development Services Director	Present
Amanda Bondi	Planning Manager	Present
McKenna Page	Planner	Present
Jennifer Hutchins	Lieutenant	Present
Kristopher Bentz	Lieutenant	Present

Special Magistrate Holt brought the meeting to order at 2:05 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 Regular Meeting May 05, 2026, at 2:15 PM.

Special Magistrate Holt saw no revisions necessary and approved the summary minutes for the May 5, 2026, Planning and Zoning Board meeting.

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

III. OLD BUSINESS

None.

IV. NEW BUSINESS

1. 26-5061 (RZ) Myles Enterprises LLC

Special Magistrate Holt read aloud the title of 26-5061 (RZ) Myles Enterprises LLC, Ordinance O2026-20. Planner Page provided a brief explanation and noted the applicant sought approval

for a zoning map amendment to change the zoning district from RR-5 within the county to RR Rural Residential in the city for the subject parcels. She noted the applicant was not proposing any additional development on the subject parcels and would be applying for a lot split in the future. Page also stated the proposed rezoning was consistent with the proposed future land use map designation of Rural Residential and the intent of the comprehensive plan. Special Magistrate Holt asked if the owner or applicant was present. No owners, applicants, or members of the public were present for the case.

Special Magistrate Holt made a recommendation of favorable approval of 26-5061 (RZ) Myles Enterprises LLC, Ordinance O2026-20, to be forwarded to the City Commission for final determination.

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

2. 25-3061 (PLAT) Northern Pines Subdivision Improvement Plat

Special Magistrate Holt read aloud the title of 25-3061 (PLAT) Northern Pines Subdivision Improvement Plat. Planning Manager Bondi provided a brief explanation and noted the applicant sought approval for an improvement plan that consisted of 117 single-family lots with associated infrastructure. The landscape plans and tree survey annotated 41 heritage trees to be removed for which a tree variance was approved at the May 5, 2026, Planning and Zoning meeting. There were outstanding comments from the City Attorney, and the applicant was working on providing a performance surety for off-site infrastructure improvements. The City had agreed to maintain roads within the development and language would be included within the developers' agreement. Special Magistrate Holt inquired if the only outstanding comment that remained was for the performance surety, to which Bondi affirmed. She noted that any additional comments the City Attorney had would be addressed within the developers' agreement. Special Magistrate Holt asked if anyone was present for the case. The applicant's representative, Tyler Counts of Clymer Farner Barley, Inc., stated he was available for any questions.

Special Magistrate Holt made a recommendation of favorable approval for 25-3061 (PLAT) Northern Pines Subdivision Improvement Plat, subject to satisfaction of the outstanding city attorney comment, to be forwarded to the City Commission for final determination.

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

3. 26-1168 (SP) VOSO Phase 31YZ Master Plan

Special Magistrate Holt read aloud the title of 26-1168 (SP) VOSO Phase 31YZ Master Plan. Planning Manager Bondi provided a brief explanation and noted the applicant sought approval for a master plan that consisted of residential areas not to exceed 2,000 dwelling units and non-residential areas. Bondi stated that Project 26-1168 met the criteria set forth within the Villages of Southern Oaks Chapter 163 agreement, the Land Development Regulations, and was in line with the goals, objectives, and policies of the 2050 Comprehensive Plan. Special Magistrate Holt inquired if the owner or applicant was present for the case. The applicant's representative, Tyler Counts of Clymer Farner Barley, Inc., stated he was available for any questions.

Special Magistrate Holt made a recommendation of favorable approval of 26-1168 (SP) VOSO Phase 31YZ Master Plan, to be forwarded to the City Commission for final determination.

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 2:15 p.m.

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

APPEAL: NECESSITY OF RECORD.

SEAL

PLANNING & ZONING BOARD
CITY OF WILDWOOD, FLORIDA

Date

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

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: 25-3354 (RZ) Naimat Jesus, Inc

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	25-3354 (RZ) Naimat Jesus Inc
Ordinance Number	O2026-34
Applicant	LPG Urban and Regional Planners, LLC
Owners	Naimatjesus Inc., & Naimatjesus LLC
Property Location	The subject property is generally located at the northeast corner of CR 507 and Warm Springs Ave intersection.
Parcels	G29A141, G29A142, G29A143, G29A144, G29A145, G29A146, & G29A147
Date	June 24, 2026

The applicant is seeking a favorable recommendation from the City of Wildwood's Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from RR1 (County) to CMU (City) for the parcels listed above on 9 acres MOL. This request is accompanied by a concurrent Small-Scale Comprehensive Plan Amendment 25-3353, ordinance O2026-33.

ANALYSIS: The applicant is proposing to construct 79,100 square-foot commercial buildings which would include uses such as medical/dental office, professional office, restaurant, and retail.

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

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

The proposed rezoning to CMU is consistent with the proposed Future Land Use Map designation of Central Mixed Use and is consistent with the 2050 Comprehensive Plan Policy 1.1.4., which stipulates that the City's zoning map shall be consistent with the FLUM, and further refine densities, intensities, and permitted uses.

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

The land use pattern of the surrounding area is residential and mixed use. The proposed CMU zoning designation is compatible within the area to serve city residents as the properties to the north, south, and west are zoned as residential uses. The property has been evaluated, and it has been determined that the maximum density by the CMU zoning designation of 14 units per acre is not likely to be achievable. The site requires land to be allocated for necessary infrastructure and site improvements, reducing the developable area that would be available for potential residential use. With this evaluation, the residential component would be considered compatible with the surrounding area while preserving the existing neighborhood character.

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

Schools: The zoning allows up to 14 units per acre and could produce up to 41.33 school-aged children, but the project is proposed to be developed as a single-use of commercial.

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."

Streets: The applicant submitted a Transportation Impact Analysis (TIA) by Walsh Traffic Engineering, LLC which was accepted by Sumter County's Public Works Department. Access to the property is proposed via a driveway on CR 507, a two-lane roadway, along with a driveway along Warm Springs Ave, a four-lane roadway. The roadway segment of US 301 from Warm Springs Ave to the Florida Turnpike currently operates unacceptably, but with the FDOT widening project along this corridor, the roadway segment will operate acceptably at the 2029 buildout with the committed FDOT improvements.

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

The proposed future land use of Central Mixed Use requires compatible zoning. This zoning request of CMU is compatible with the requested future land use and could be considered compatible with adjacent parcel zoning.

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

The proposed project is projected to generate 331 AM peak hour trips and 408 PM peak hour trips with a total of 4,241 daily trips. 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 2029. 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 without the property being developed, the proposed project is not responsible to mitigate impacts per Florida Statute 163.3180. The US 301 and Warm Springs Ave intersection operates unacceptably, but with the committed FDOT widening improvements on US 301, the intersection is projected to operate acceptably at project buildout in 2029.

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

of adjacent property:

The proposed rezoning will not be a deterrent to the improvement or development of adjacent properties. Surrounding properties are permitted to develop in accordance with their zoning map designation.

ZONING DESIGNATION SURROUNDING PROPERTIES	
NORTH	RR1 (County)
SOUTH	ROW Warm Springs Ave., PUD (City) & RR1 (County)
EAST	ARD (City)
WEST	SWCMU (City)

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



Amanda Bondi
Planning Manager, Development Services

ORDINANCE NO. O2026-34

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

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

G29A141, G29A142, G29A143, G29A144, G29A145, G29A146, & G29A147
Naimatjesus Inc. & Naimatjesus LLC

9 +/-

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.

PARCEL G29A144

LOT 4, 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.

This property is to be reclassified from RR1 (Sumter County) to CMU (City of Wildwood).

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

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

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

reference.

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

SECTION 3. If any section, sentence, clause or phrase of this ordinance is held to be invalid or unconstitutional by a court or competent jurisdiction, then said holding shall in no way affect 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 _____, 2026, by the City Commission of the City of Wildwood, Florida.

**CITY COMMISSION
CITY OF WILDWOOD, FLORIDA**

Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

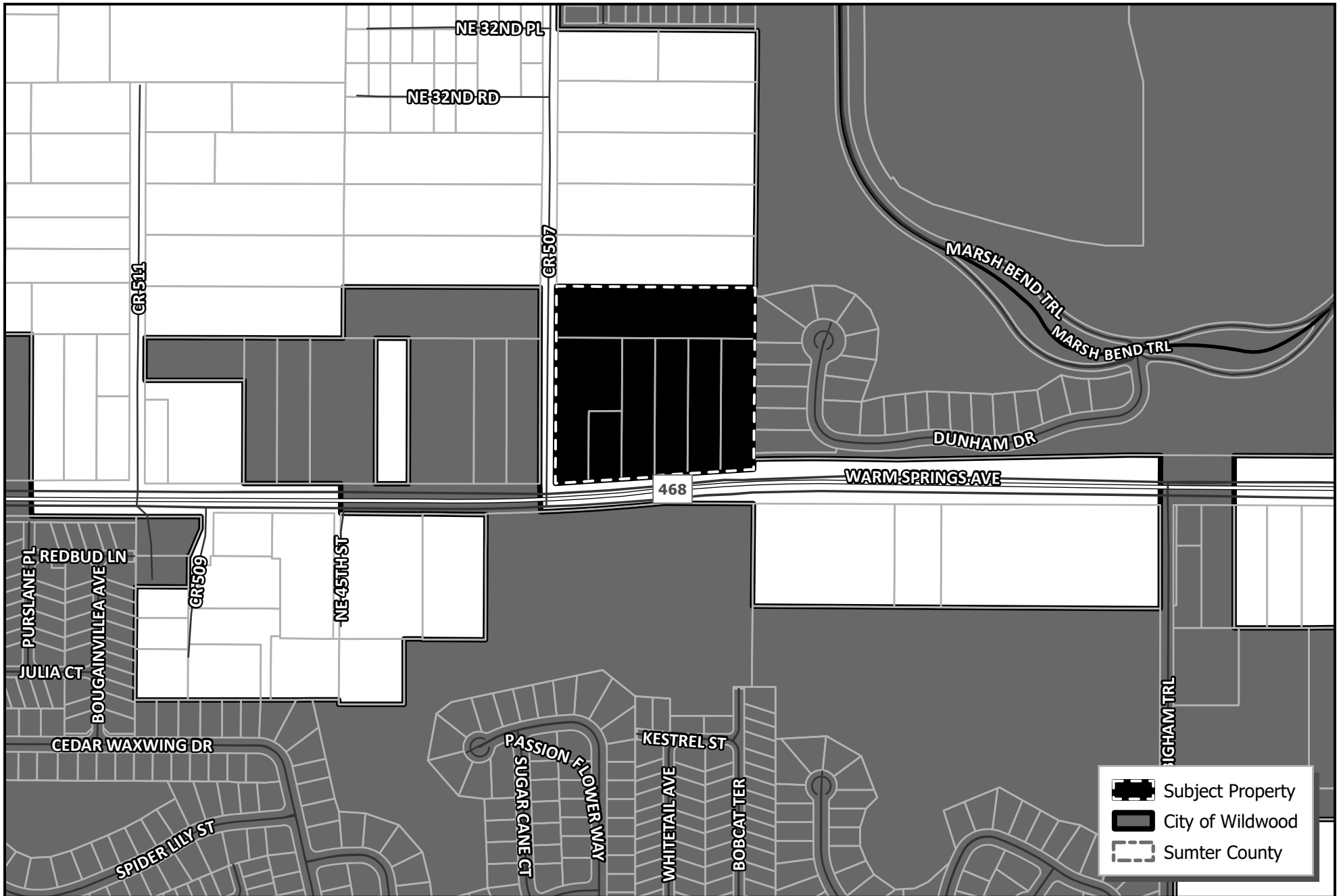
First Reading: _____

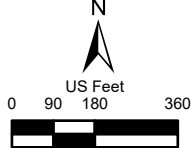
Second Reading: _____

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 90 180 360	#A25-3354 NAIMAT JESUS INC. PARCELS G29A141, G29A142, G29A143, G29A144, G29A145, G29A146 & G29A127	MAP 1A LOCATION MAP JUN 2026
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Business Impact Estimate

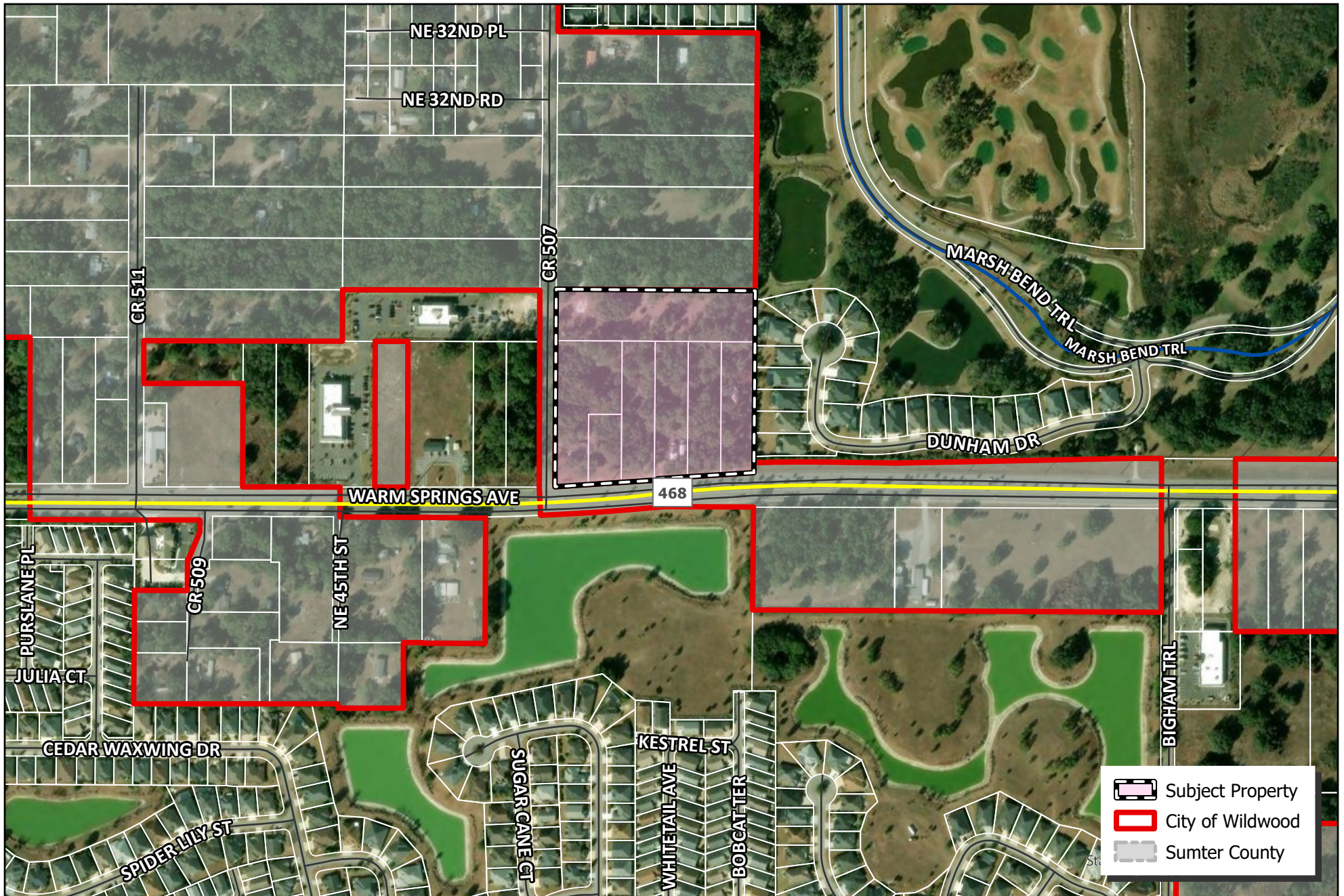
This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Wildwood website by the time notice of the proposed ordinance is published.

Proposed ordinance's title/reference: O2026-34

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.

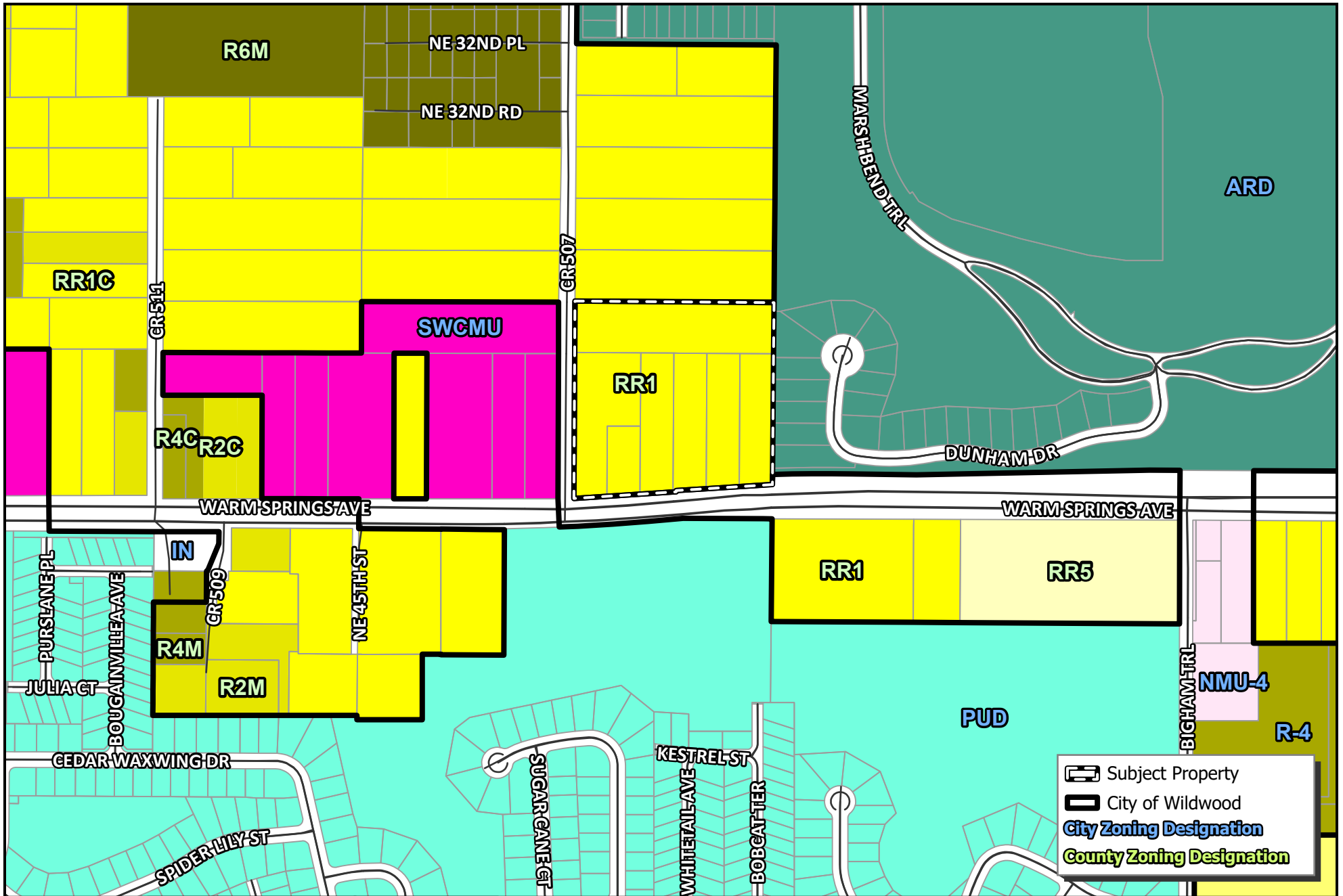
- ☐ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the 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.

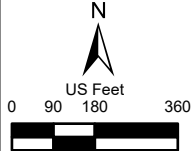
¹ See Section 166.041(4)(c), Florida Statutes.

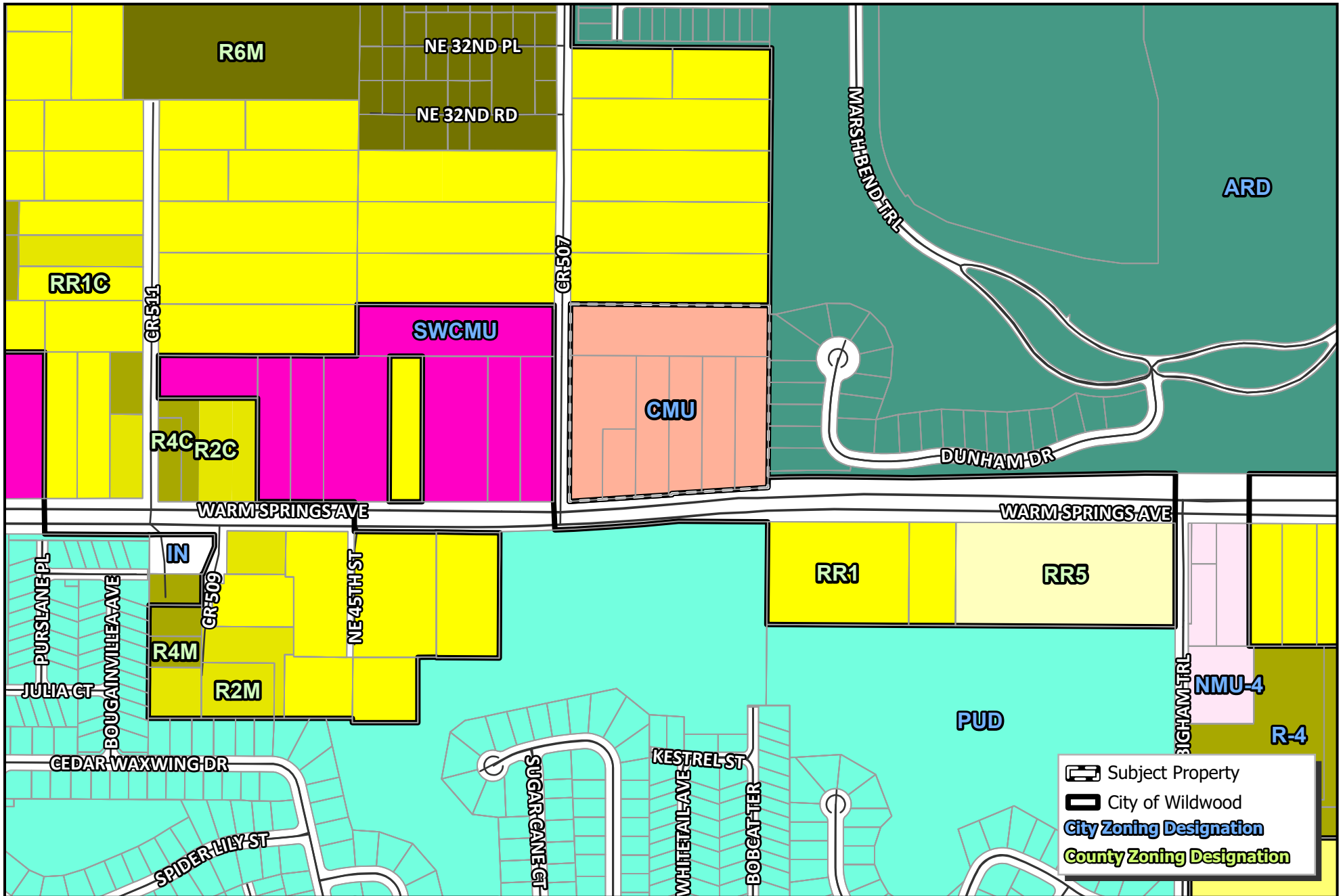


Subject Property
 City of Wildwood
 Sumter County

WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 US Feet 0 95 190 380	#A25-3354 NAIMAT JESUS INC. PARCELS G29A141, G29A142, G29A143, G29A144, G29A145, G29A146 & G29A127	MAP 1B
				LOCATION
				MAP
				JUN 2026



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 0 90 180 360 US Feet	#A25-3354		MAP 3A
			NAIMAT JESUS INC.		EXISTING ZONING
			PARCELS G29A141, G29A142, G29A143, G29A144, G29A145, G29A146 & G29A127		JUN 2026



 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	#A25-3354 NAIMAT JESUS INC. PARCELS G29A141, G29A142, G29A143, G29A144, G29A145, G29A146 & G29A127	MAP 3B PROPOSED ZONING JUN 2026
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June 22, 2026

Ms. Amanda Bondi
Planning Manager
City of Wildwood
100 N. Main Street
Wildwood, FL 34785

Re: *Naimat Jesus Inc. (#2150/1)*
Traffic Impact Analysis

Dear Ms. Bondi:

The original Traffic Impact Analysis (TIA) dated February 2026 was revised in April 2026 to include additional property (parcel #G29A144) which is evidenced by the concept plan and the increase in the proposed development to 79,100 SF. The revised TIA was approved by Sumter County Public Works. LPG has requested that the traffic engineer correct the typo error found in the introduction to include parcel #G29A144. In the meantime, please accept this clarification letter.

Should you have any questions, please contact our office.

Sincerely,

A handwritten signature in blue ink, appearing to read 'MR', with a long, sweeping horizontal line extending to the right.

Michael Rankin
Managing Member

cc: David Suleman
 File

WARM SPRINGS AVENUE AT CR 507 COMMERCIAL DEVELOPMENT

SUMTER COUNTY, FLORIDA



JUNE 2026

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

JUNE 2026

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:

NAIMATJ ESUS, LLC

10138 LAKE MIONA WAY

OXFORD, FLORIDA 34484



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Chris J Walsh Date: 2026.06.19
15:06:38 -04'00'

ON THE DATE ADJACENT TO THE SEAL

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

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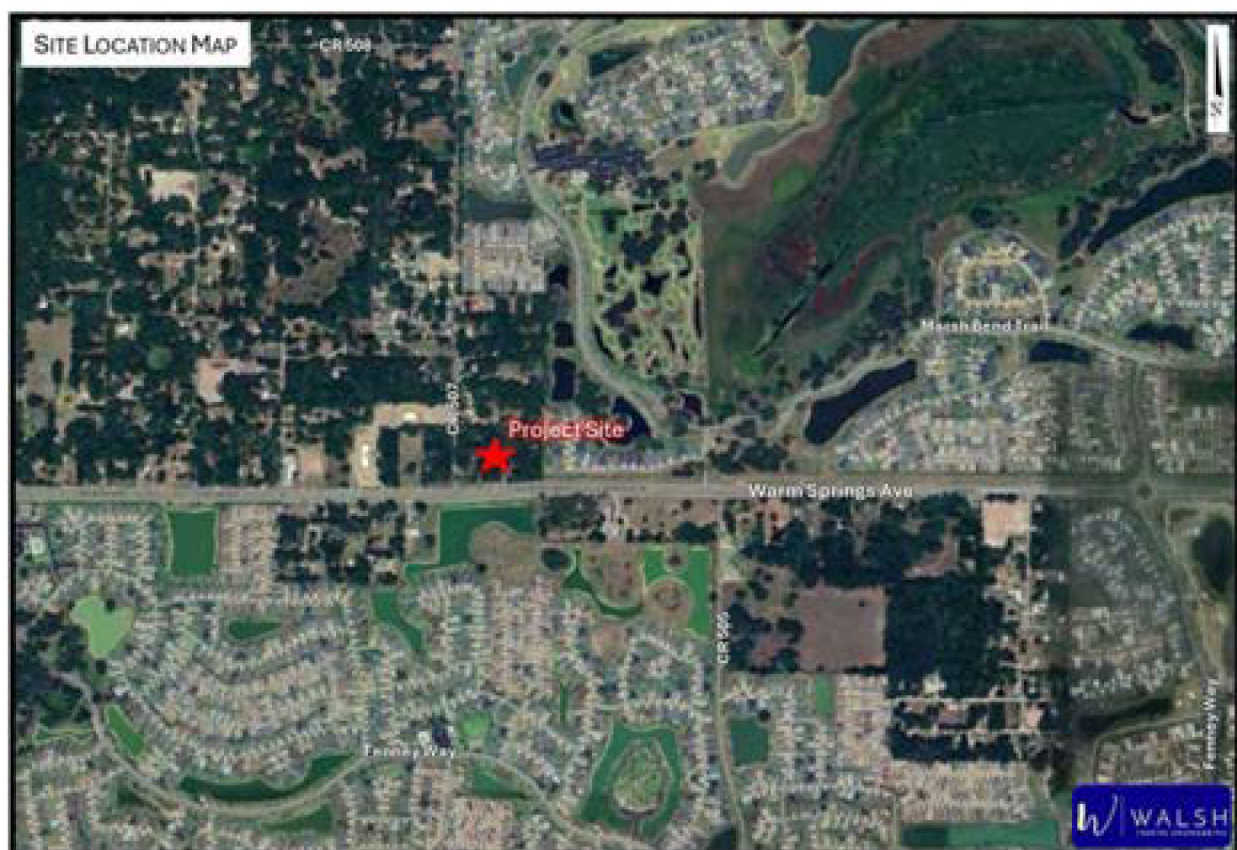
Appendix A	Preliminary Development Plan
Appendix B	Traffic Impact Analysis Methodology
Appendix C	Traffic Counts
Appendix D	Existing Conditions Synchro Printouts
Appendix E	Improvement Plans for US 301 at Warm Springs Avenue
Appendix F	Turning Movement Worksheets
Appendix G	Future Conditions (2029) Synchro Printouts
Appendix H	Turn-Lane Analysis Worksheets

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 79,100 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 (~8.87 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 is 2029. This study was conducted in accordance with the approved methodology, and subsequent email correspondence, 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

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	643	332	TMC	2026					643	332	TMC	2026
Fenney Wy to CR 513	3557110	643	332	TMC	2026	652	321	TMC	2024	648	327	TMC	2026
CR 513 to CR 507	3557120	652	321	TMC	2026					652	321	TMC	2026
CR 507 to CR 501	3557120	640	302	TMC	2026	642	360	TMC	2024	641	331	TMC	2026
CR 501 to Sandalwood Dr	3557130	906	844	TMC	2026					906	844	TMC	2026
CR 507													
Warm Springs Ave to CR 508		20	27	TMC	2026					20	27	TMC	2026
US 301													
Warm Springs Ave to FL Turnpike	3253210	615	905	TMC	2026					615	905	TMC	2026

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		31	25	TMC	2026
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 2026)

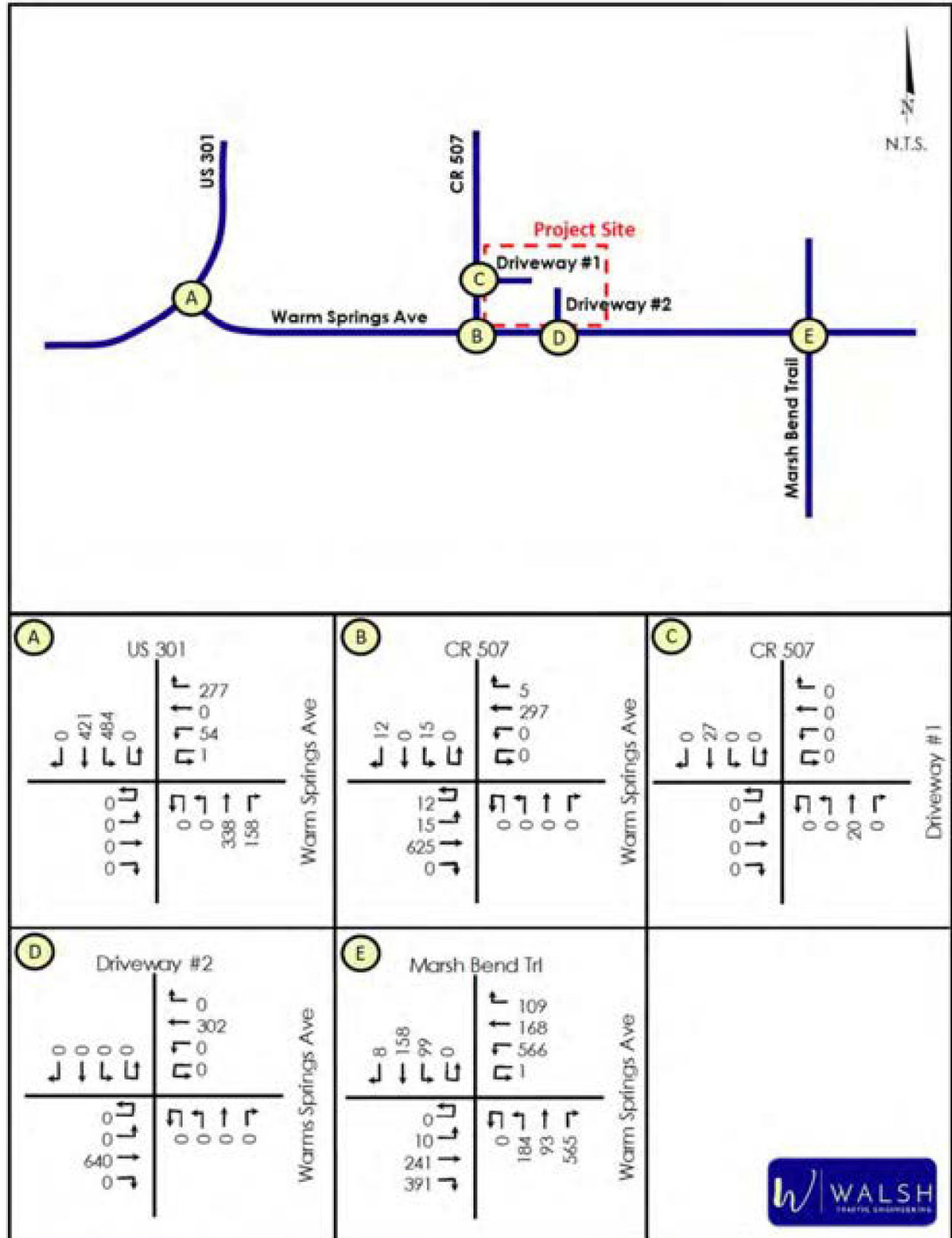
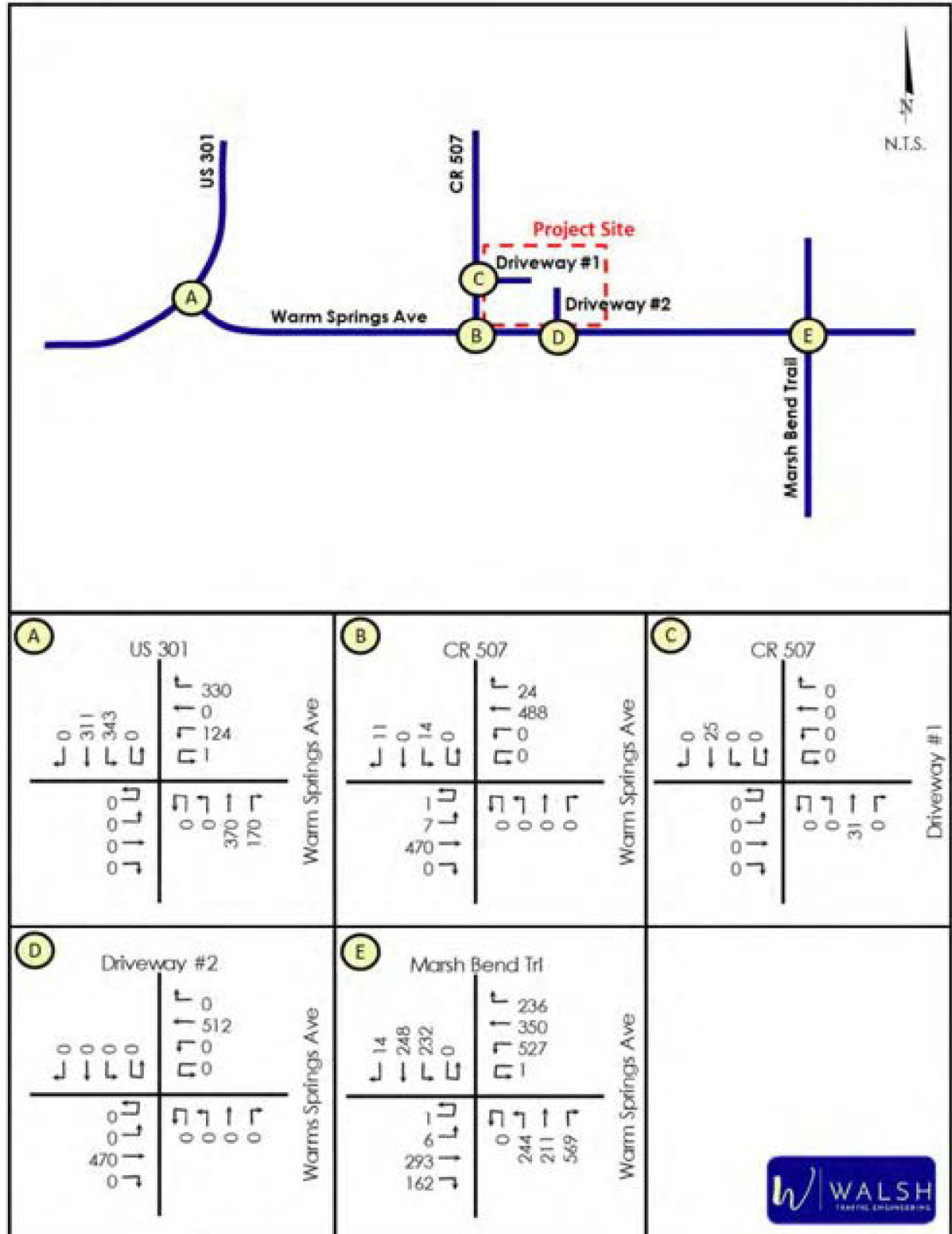


Figure 3 - Existing PM Peak-Hour Traffic Volumes (Year 2026)



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	643	332	no	no
Fenney Wy to CR 513	3557110	4	D	1,665	CMP	648	327	no	no
CR 513 to CR 507	3557120	4	D	1,665	CMP	652	321	no	no
CR 507 to CR 501	3557120	4	D	1,665	CMP	641	331	no	no
CR 501 to Sandalwood Dr	3557130	4	D	1,748	CMP	906	844	no	no
CR 507									
Warm Springs Ave to CR 508		2	D	999	ADJ	20	27	no	no
US 301									
Warm Springs Ave to FL Turnpike	3253210	2	D	730	CMP	615	905	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	31	25	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 12 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 1.75 in the AM peak hour and 1.39 in the PM peak hour. Printouts of the operational analyses are provided in **Appendix D**.

Table 5 - Existing Intersection Operating Conditions (Year 2026)

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)	-	103.4	-	-	-	-	103.1	-	-	-
		LOS	-	F	-	-	-	-	F	-	-	-
		Highest V/C	-	1.63	-	-	-	-	1.44	-	-	-
Warm Springs Avenue at CR 507		Delay (sec/veh)	-	-	-	11.5	-	-	-	-	12.6	-
		LOS	-	-	-	B	-	-	-	-	B	-
		Highest V/C	-	-	-	0.049	-	-	-	-	0.054	-
Warm Springs Avenue at Marsh Bend Trail		Delay (sec/veh)	49.1	42.9	283.4	48.0	123.0	42.3	35.6	141.7	32.1	71.2
		LOS	D	D	F	D	F	D	D	F	C	E
		Highest V/C	0.91	0.87	1.75	0.57	-	0.6	0.84	1.39	0.61	-

FUTURE CONDITIONS

As previously conveyed, the proposed development will have a buildout date of 2029.

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 468 to the Florida Turnpike is currently programmed for construction in 2027 (FPID 430132-5). 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 (Year 2029) 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%	643	332	2023	2029	135	70	13	9	148	79	791	411
Fenney Wy to CR 513	3.5%	3.5%	648	327	2023	2029	136	69	13	9	149	78	797	405
CR 513 to CR 507	9.25%	9.25%	652	321	2023	2029	362	178	13	9	375	187	1,027	508
CR 507 to CR 501	9.25%	9.25%	641	331	2023	2029	356	184	13	9	369	193	1,010	524
CR 501 to Sandalwood Dr	1.0%	2.0%	906	844	2023	2029	109	101	1	2	110	103	1,016	947
CR 507														
Warm Springs Ave to CR 508	-	2.0%	20	27	2023	2029	2	3	0	0	2	3	22	30
US 301														
Warm Springs Ave to FL Turnpike	1.0%	2.0%	615	905	2023	2029	74	109	7	11	81	120	696	1,025

Table 7 - Future Background Volumes (Year 2029) 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	2026	2029	39	50	31	31	70	81	446	553
Fenney Wy to CR 513	3.5%	3.5%	376	472	2026	2029	39	50	31	31	70	81	446	553
CR 513 to CR 507	9.25%	9.25%	378	548	2026	2029	105	152	31	31	136	183	514	731
CR 507 to CR 501	9.25%	9.25%	378	548	2026	2029	105	152	31	31	136	183	514	731
CR 501 to Sandalwood Dr	1.0%	2.0%	496	521	2026	2029	30	31	4	4	34	35	530	556
CR 507														
Warm Springs Ave to CR 508	-	2.0%	31	25	2026	2029	2	2	0	0	2	2	33	27
US 301														
Warm Springs Ave to FL Turnpike	1.0%	2.0%	689	605	2026	2029	41	36	25	25	66	61	755	666

Figure 4 - Future Background (2029) AM Peak-Hour Traffic Volumes

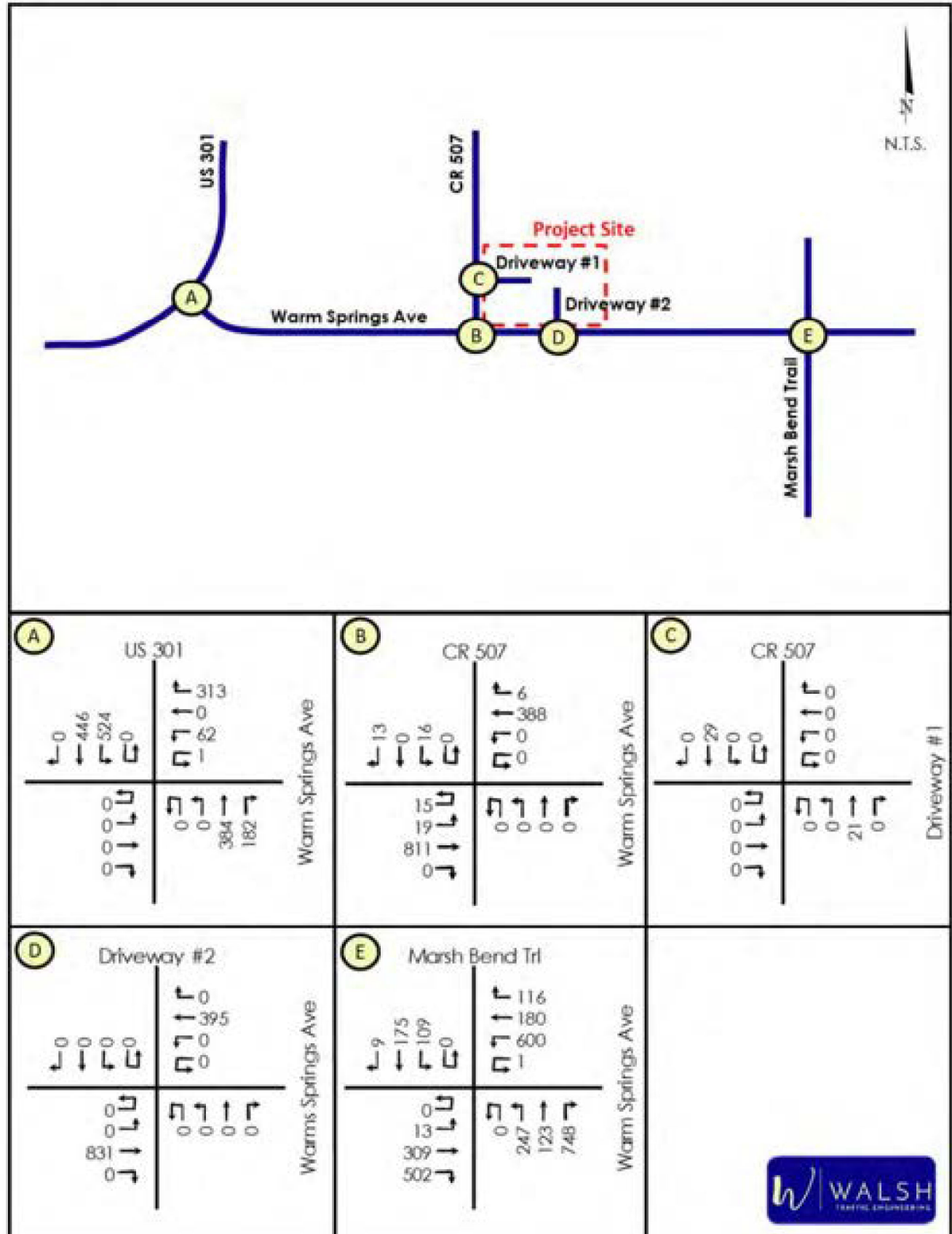
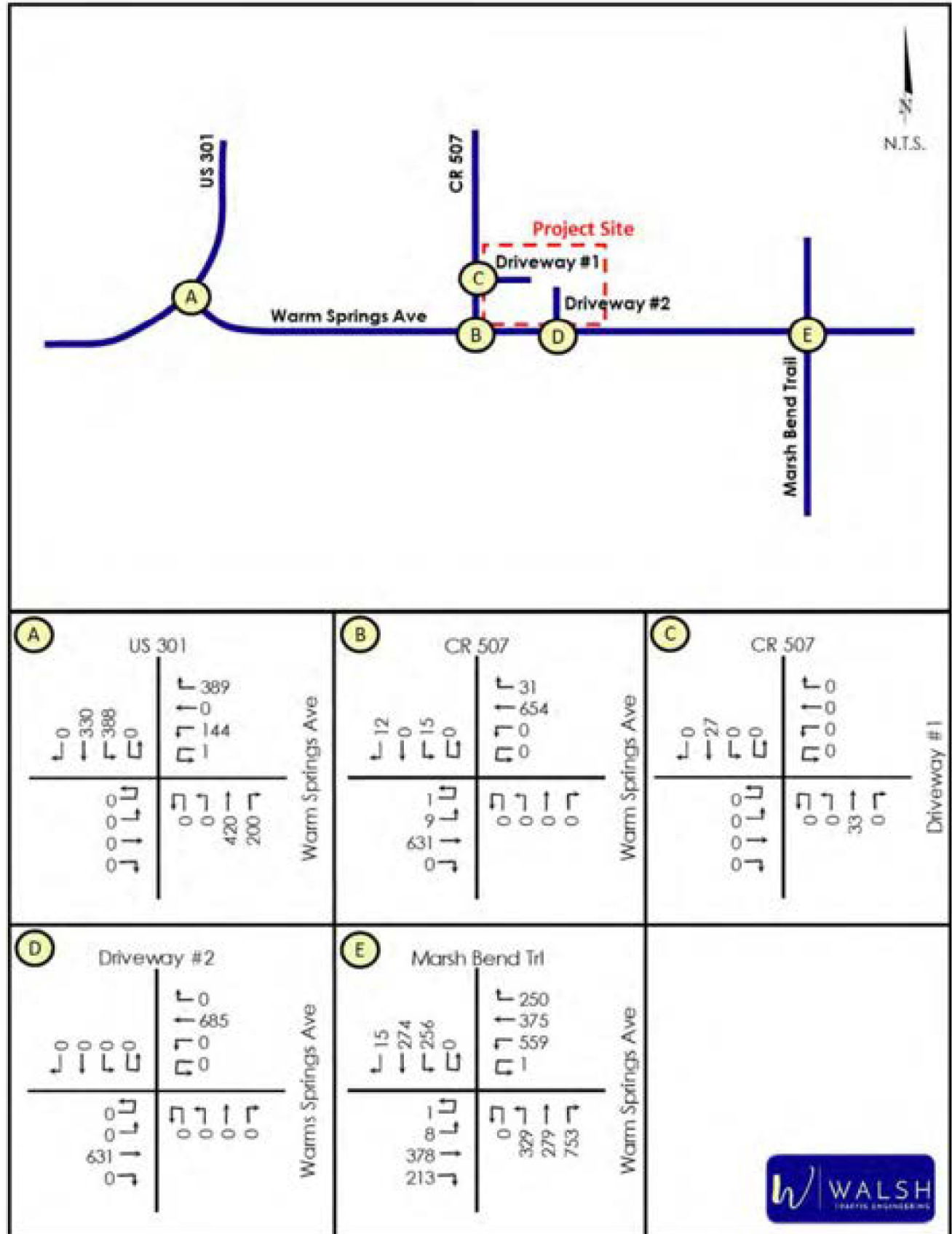


Figure 5 - Future Background (2029) PM Peak-Hour Traffic Volumes



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, 12th Edition*. As summarized in **Table 8**, the proposed development is projected to generate 4,241 total daily trips, 331 total AM peak-hour trips (204 in, 127 out), and 408 total PM peak-hour trips (192 in, 216 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	36.0 KSF	693	693	1,386
Retail	822	30.0 KSF	748	748	1,496
Restaurant	932	13.1 KSF	680	679	1,359
Total			2,121	2,120	4,241

Land Use	ITE Land Use Code	Intensity	AM Peak Hour		
			Total Trips		
			In	Out	Total
Medical Office	720	36.0 KSF	74	21	95
Retail	822	30.0 KSF	65	53	118
Restaurant	932	13.1 KSF	65	53	118
Total			204	127	331

Land Use	ITE Land Use Code	Intensity	PM Peak Hour		
			Total Trips		
			In	Out	Total
Medical Office	720	36.0 KSF	38	89	127
Retail	822	30.0 KSF	81	80	161
Restaurant	932	13.1 KSF	73	47	120
Total			192	216	408

Internal capture for the development was estimated based on the NCHRP 674 (copy of the NCHRP spreadsheet estimates are attached). 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*, the proposed development is projected to generate 265 new external AM peak-hour trips (171 in, 94 out) and 285 new external PM peak-hour trips (130 in, 155 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 Trips				
			In	Out	Total	%	In	Out	Total	%	In	Out	Total	In	Out	Total	
Medical Office	720	36.0 KSF	74	21	95	25.3%	10	14	24	0%	0	0	0	64	7	71	
Retail	822	30.0 KSF	65	53	118	13.6%	8	8	16	0%	0	0	0	57	45	102	
Restaurant	932	13.1 KSF	65	53	118	22.0%	15	11	26	0%	0	0	0	50	42	92	
Total			204	127	331	20%	33	33	66		0	0	0	171	94	265	

Land Use	ITE Land Use Code	Intensity	PM Peak Hour														
			Total Trips			Internally Captured Trips			Applied Pass-By Trips				Net New External Trips				
			In	Out	Total	%	In	Out	Total	%	In	Out	Total	In	Out	Total	
Medical Office	720	36.0 KSF	38	89	127	7.1%	3	6	9	0%	0	0	0	35	83	118	
Retail	822	30.0 KSF	81	80	161	24.2%	20	19	39	20%	12	12	24	49	49	98	
Restaurant	932	13.1 KSF	73	47	120	28.3%	18	16	34	20%	9	8	17	46	23	69	
Total			192	216	408	20%	41	41	82		21	20	41	130	155	285	

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)

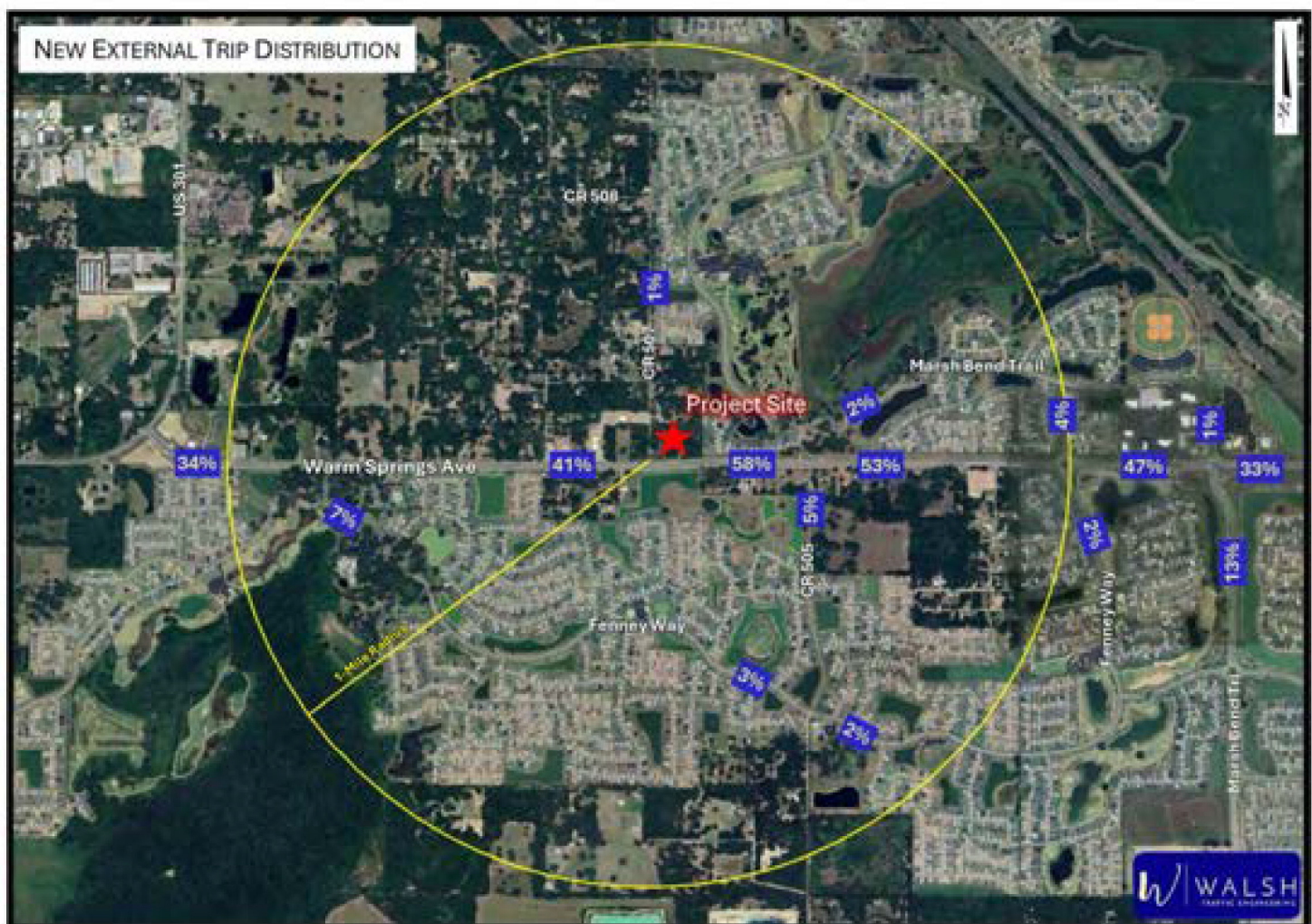


Figure 7 - New External Project Trips (AM Peak Hour)

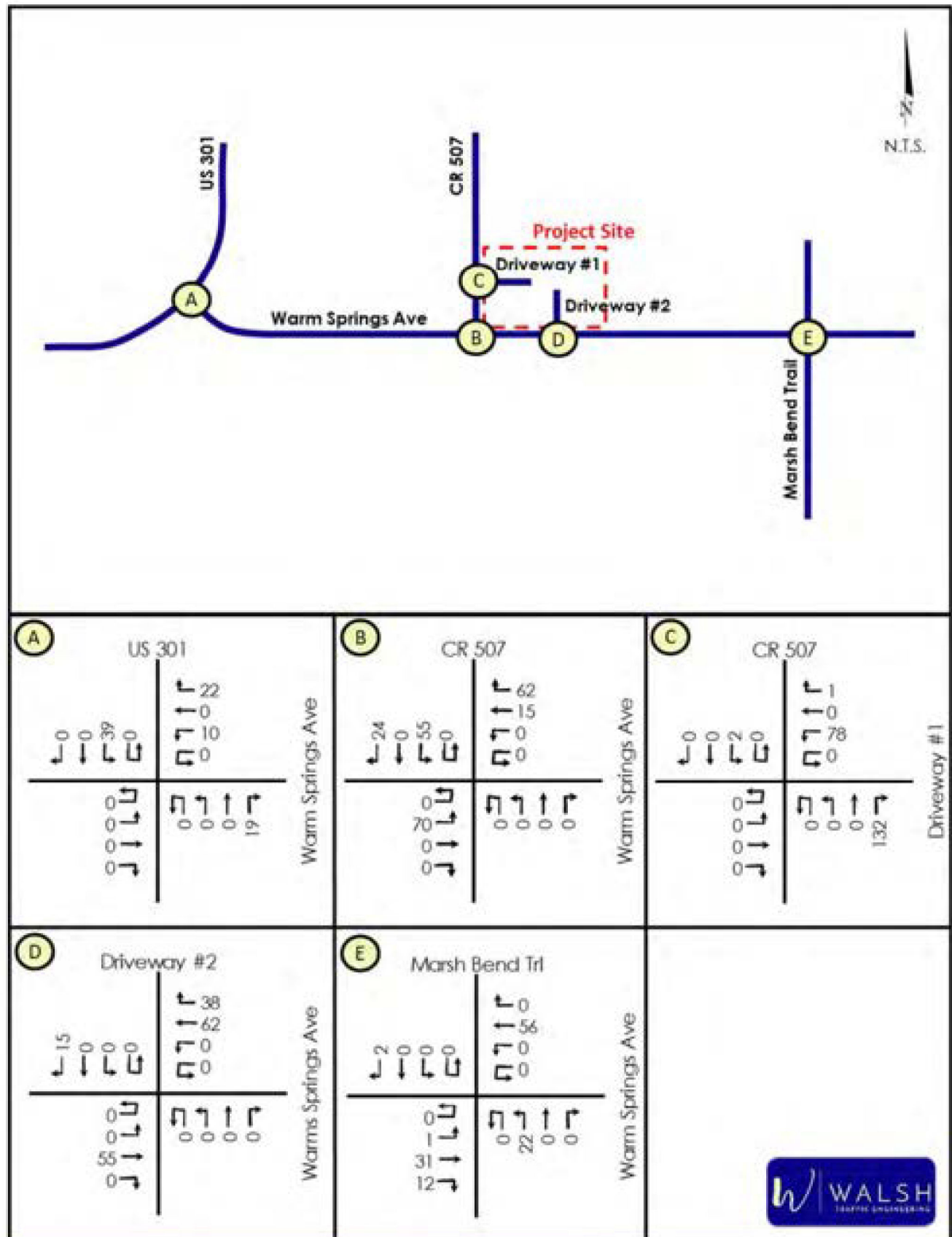
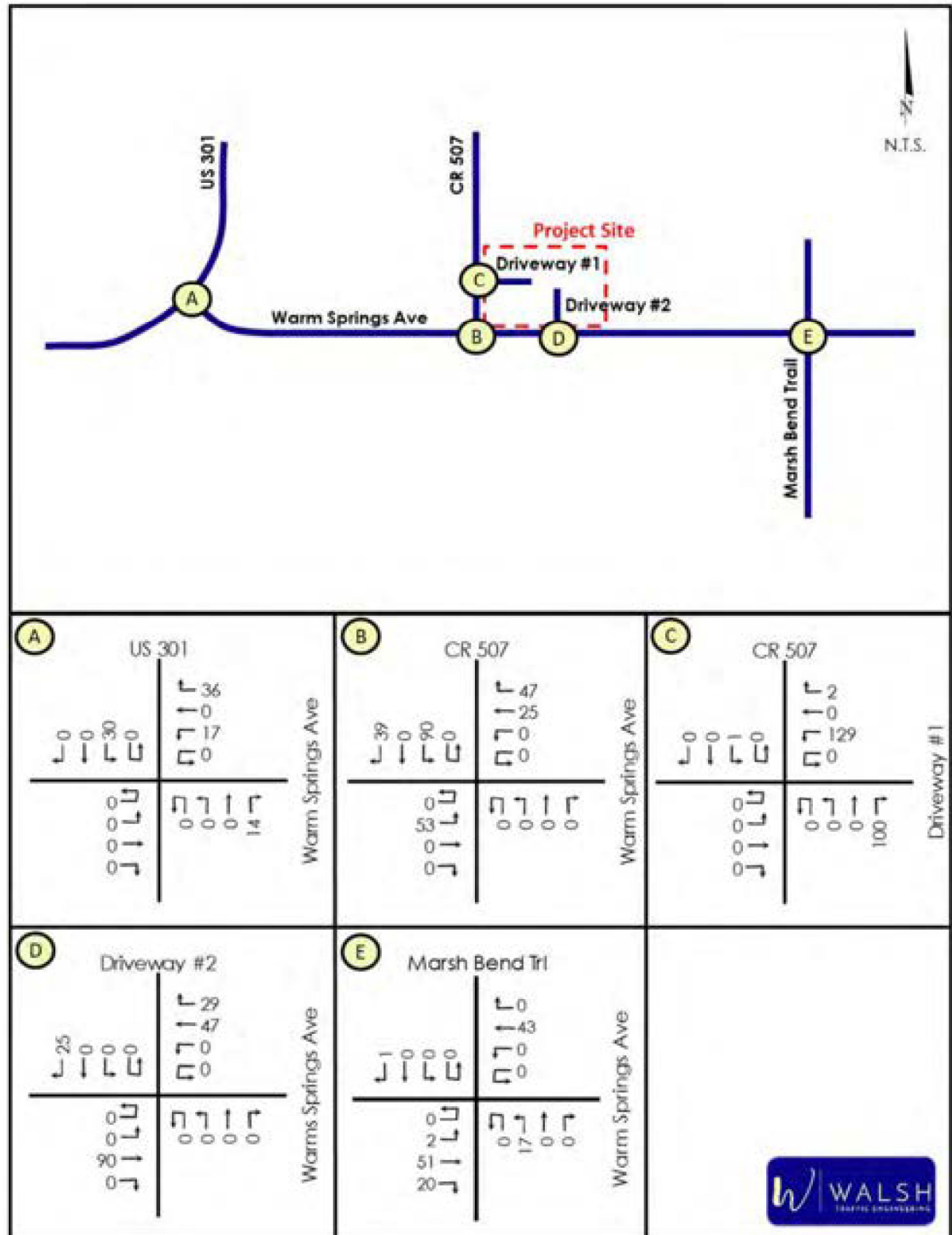
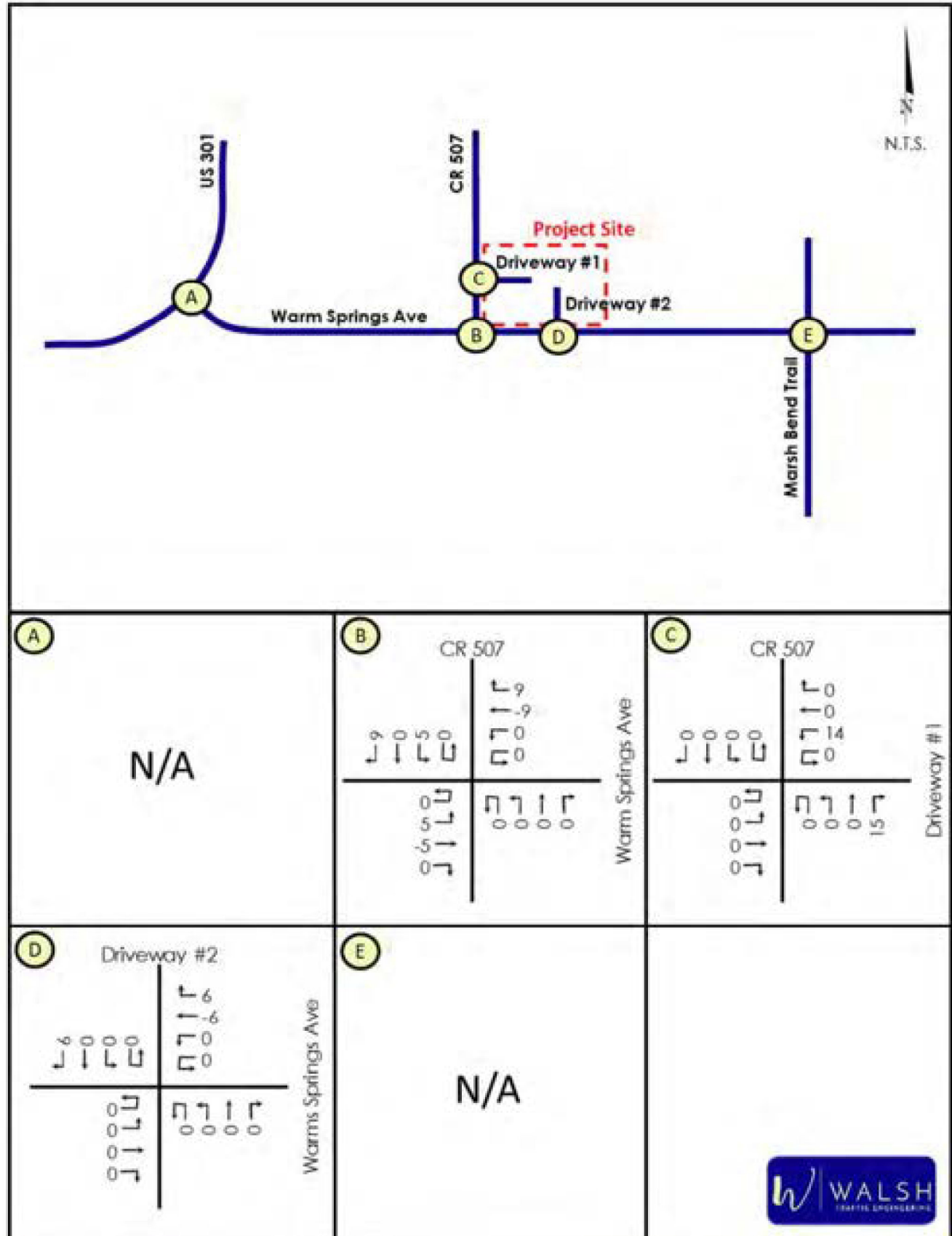


Figure 8 – New External Project Trips (PM Peak Hour)



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 2029 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 2029 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	791	411	34.0%	58	32	849	443	1,665	no	no
Fenney Wy to CR 513	3557110	4	D	797	405	41.0%	70	39	867	444	1,665	no	no
CR 513 to CR 507	3557120	4	D	1,027	508	41.0%	70	39	1,097	547	1,665	no	no
CR 507 to CR 501	3557120	4	D	1,010	524	58.0%	55	99	1,065	623	1,665	no	no
CR 501 to Sandalwood Dr	3557130	4	D	1,016	947	33.0%	31	56	1,047	1,003	1,748	no	no
CR 507													
Warm Springs Ave to CR 508		2	D	22	30	1.0%	1	2	23	32	999	no	no
US 301													
Warm Springs Ave to FL Turnpike	3253210	4	D	696	1,025	23.0%	22	39	718	1,064	1,810	no	no

Table 11 - Year 2029 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	446	553	34.0%	44	53	490	606	1,665	no	no
Fenney Wy to CR 513	3557110	4	D	446	553	41.0%	53	64	499	617	1,665	no	no
CR 513 to CR 507	3557120	4	D	514	731	41.0%	53	64	567	795	1,665	no	no
CR 507 to CR 501	3557120	4	D	514	731	58.0%	90	75	604	806	1,665	no	no
CR 501 to Sandalwood Dr	3557130	4	D	530	556	33.0%	51	43	581	599	1,748	no	no
CR 507													
Warm Springs Ave to CR 508		2	D	33	27	1.0%	2	1	35	28	999	no	no
US 301													
Warm Springs Ave to FL Turnpike	3253210	4	D	755	666	23.0%	36	30	791	696	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 2029 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 2029, 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 2029)

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)	-	367.0	24.4	18.3	23.8	-	28.3	24.9	21.1	24.5
		LOS	-	D	C	B	C	-	C	C	C	C
		Highest V/C	-	0.89	0.65	0.8	-	-	0.89	0.66	0.78	-
Warm Springs Avenue at CR 507		Delay (sec/veh)	-	-	-	19.8	-	-	-	-	30.1	-
		LOS	-	-	-	C	-	-	-	-	D	-
		Highest V/C	-	-	-	0.319	-	-	-	-	0.57	-
CR 507 at Driveway #1		Delay (sec/veh)	-	9.6	-	-	-	-	10.1	-	-	-
		LOS	-	A	-	-	-	-	B	-	-	-
		Highest V/C	-	0.096	-	-	-	-	0.18	-	-	-
Warm Springs Avenue at Driveway #2		Delay (sec/veh)	-	-	-	10.0	-	-	-	-	11.5	-
		LOS	-	-	-	A	-	-	-	-	B	-
		Highest V/C	-	-	-	0.021	-	-	-	-	0.056	-
Warm Springs Avenue at Marsh Bend Trail		Delay (sec/veh)	82.9	54.0	498.6	80.9	219.9	47.6	37.6	294.8	45.0	133.1
		LOS	F	D	F	F	F	D	D	F	D	F
		Highest V/C	1.06	0.91	2.44	0.89	-	0.79	0.86	2.00	0.81	-

Figure 10 - Future Buildout (2029) AM Peak-Hour Traffic Volumes

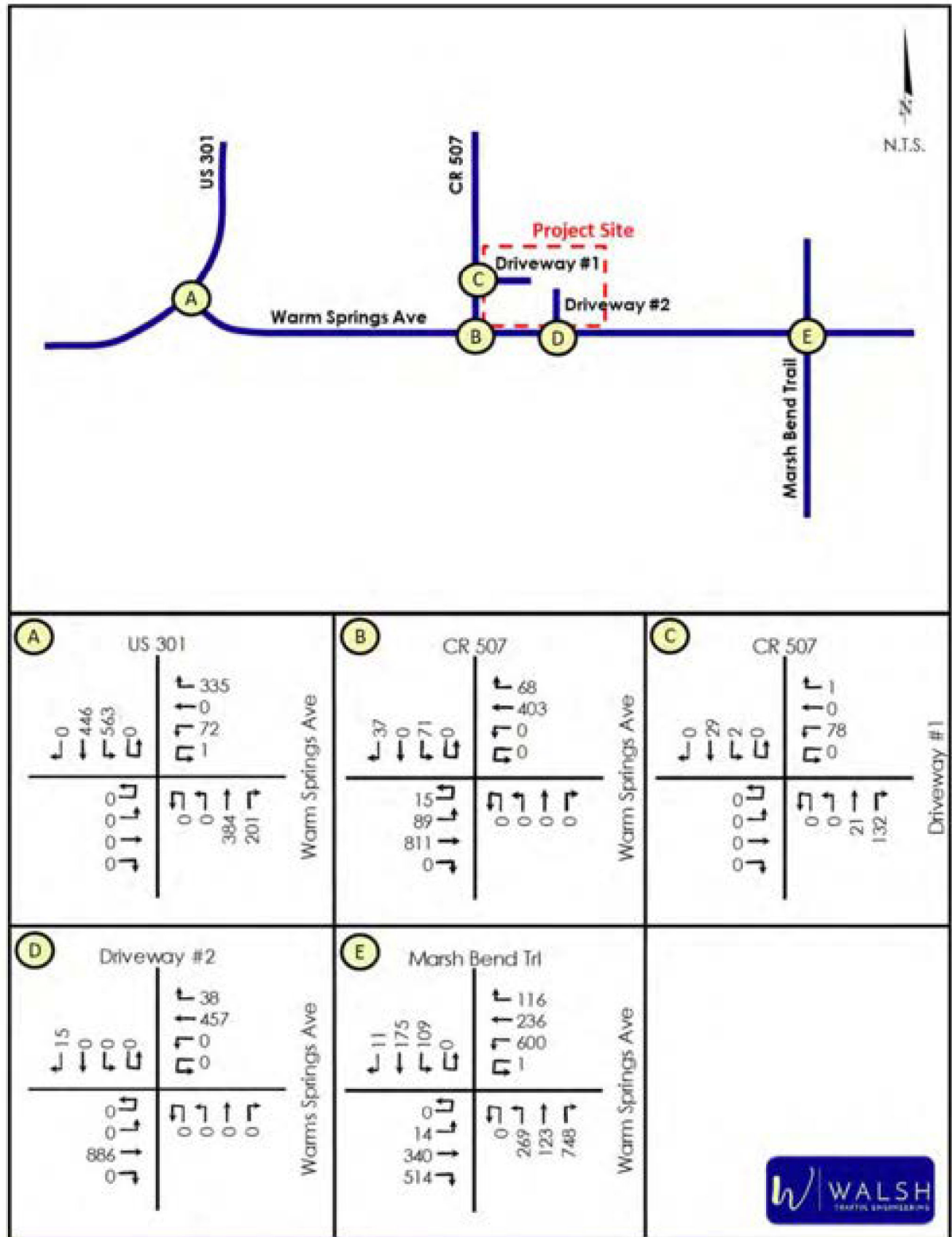
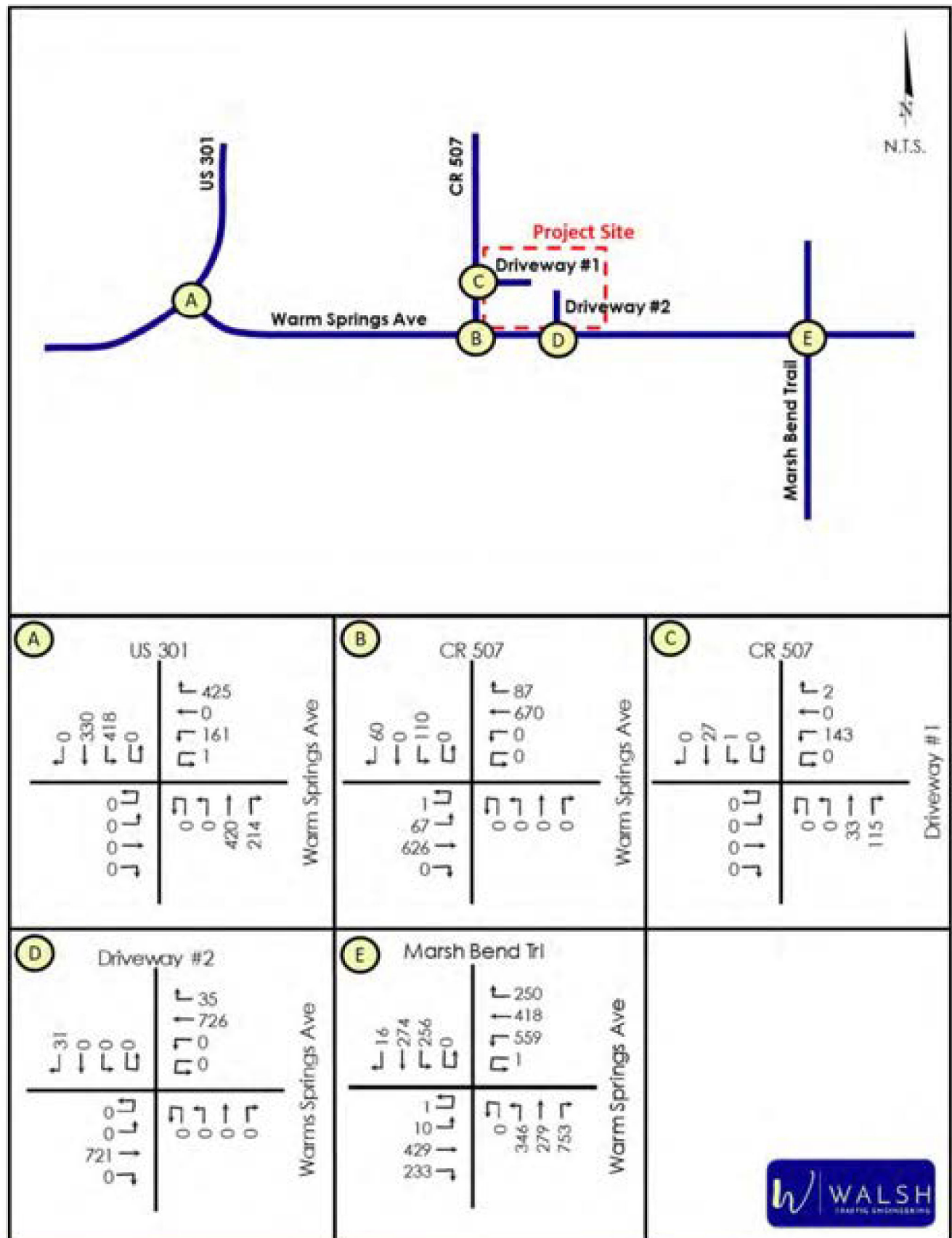


Figure 11 - Future Buildout (2029) PM Peak-Hour Traffic Volumes



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 2029, under existing signal timings. The intersection is also currently deficient under existing conditions. The intersection was analyzed under future background (year 2029) conditions with existing timings upon which it was also concluded that the intersection is also deficient under this scenario. However, the background deficiency is addressed by providing a second northbound right-turn lane, 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 improvements needed to address the background deficiency (provision of a 2nd northbound right-turn lane, an eastbound right-turn overlap, and northbound right-turn overlap).

Table 13 – Warm Springs Ave/Marsh Bend Trl Intersection Operating Conditions (Year 2029)

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)	73.5	54.2	551.2	78.4	238.9	47.0	37.1	278.9	40.6	128.4
	LOS	E	D	F	E	F	D	D	F	D	F
	Highest V/C	1.01	0.9	2.59	0.89	-	0.78	0.85	1.94	0.75	-
Background (with 2nd NBR Lane + EBR/NBR Overlaps)	Delay (sec/veh)	50.1	46.9	31.6	49.6	42.5	40.4	37.5	28.3	38.6	34.7
	LOS	D	D	C	D	D	D	D	C	D	D
	Highest V/C	0.9	0.89	0.68	0.59	-	0.65	0.85	0.78	0.72	-
Buildout (Existing Timings)	Delay (sec/veh)	82.9	54.0	498.6	80.9	219.9	47.6	37.6	294.8	45.0	133.1
	LOS	F	D	F	F	F	D	D	F	D	F
	Highest V/C	1.06	0.91	2.44	0.89	-	0.79	0.86	2	0.81	-
Buildout (with 2nd NBR Lane + EBR/NBR Overlaps)	Delay (sec/veh)	48.3	46.6	32.6	52.9	42.7	42.1	37.5	28.9	39.6	35.5
	LOS	D	D	C	D	D	D	D	C	D	D
	Highest V/C	0.88	0.89	0.73	0.64	-	0.74	0.85	0.82	0.74	-

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 two vehicles in the AM and one in the PM, 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 2029, 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 2029 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 2029.
- The signalized intersection of Warm Springs Avenue currently has deficiencies and is projected to continue to have deficiencies at project buildout in 2029 due to the heavy northbound right-turn volume. The identified deficiencies can be addressed with providing a second northbound right-turn lane, 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)

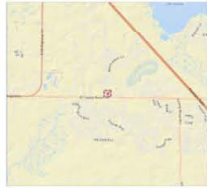
- This intersection is projected to operate well under minor-street STOP control at buildout of the development. Further, a westbound right-turn lane is not warranted on Warm Springs Avenue at this driveway location.

Appendix A

Preliminary Development Plan

Owner:
Mr. David Suleiman
Naimat Jesus, LLC
10138 Lake Miona Way
Oxford, Florida 34484

Agent/Consultant:
LPG Urban & Regional
Planners, LLC
Michael Rankin,
Managing Member
2050 Classique Lane.
Tavares, FL 32778
352-385-1940



Location

Notes:
Parcel ID # G29A141, G29A142, G29A143, G29A145, G29A146, G29A147, G29A142).
Total Acreage: 8.87 (386,377 sf)

Existing FLU: Sumter County Agriculture
Proposed FLU: City of Wildwood Commercial Mixed use
Existing Zoning: Sumter County RR1.
Proposed Zoning: City of Wildwood Mixed Use Commercial

Density Proposed: 79,080 sf Mixed Use Commercial

FAR
Maximum: 2.0
Proposed: 0.20

ISR
Maximum: 80%
Proposed: 80%

Open Space
Required: 15%
Proposed: 20%

Proposed Uses
Commercial Retail and Sales
Professional/Medical Office
Restaurant

Maximum Building Height
Allowed: 35'
Proposed: 35'

Setbacks
Between Buildings: 10'

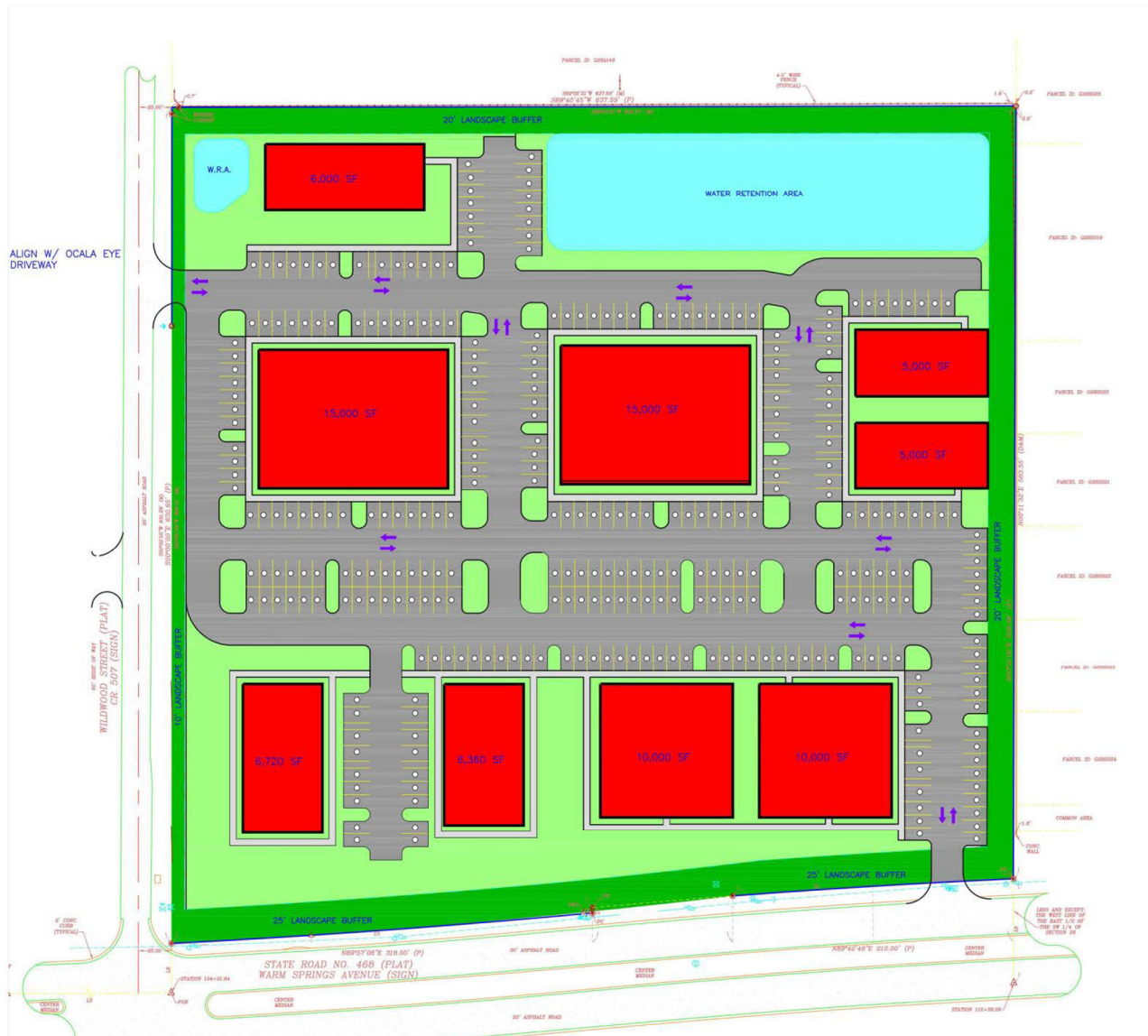
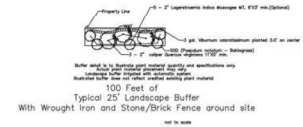
Buffers
Landscaping. The minimum landscape buffer shall contain the following plant material for each one hundred (100) lineal feet or fraction thereof of property boundary: three (3) canopy trees, five (5) understory trees, and a continuous row of shrubs in accordance with the Planting Standards and Requirements of this section. The remainder of the buffer area shall be landscaped with a combination of grass, ground cover, or other landscape treatment

North: 20'
South: 25'
East: 20'
West: 10'

Parking
Required: 316 (1 per 250 sq ft.)
Proposed: 316
Handicap Parking Spaces:
Required: 13 (1 space per 25 spaces)
Provided: 15

Utility Provider
Water and Sewer: City of Wildwood
Electric Provider: City of Wildwood
Natural Gas Provider: City of Wildwood
Fire Protection: City of Wildwood
Stormwater Management will be through a system of swales and retention ponds as required.
Existing Vegetation to be utilized in landscape buffers wherever possible.

*This plan is conceptual in nature and is subject to change due to engineering and other influences.



(IN FEET)
1 inch = 45 ft.

*Plan is Conceptual by Design and is subject to Engineering and Other Outside Influences.

Naimat Jesus, LLC

Concept Plan
City of Wildwood, Florida



LAND PLANNING GROUP
— DIVERSITY — PARTIAL — CONSULTING —
URBAN AND REGIONAL PLANNERS

Project #: 2150
Parcel ID #: G29A141, G29A142, G29A143, G29A145, G29A146, G29A142
February 17th, 2020



Appendix B

Traffic Impact Analysis Methodology

[Print](#)**Sumter County Traffic Impact Analysis (TIA) - Submission #1270850**

Date Submitted: 7/10/2024

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.

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](#)

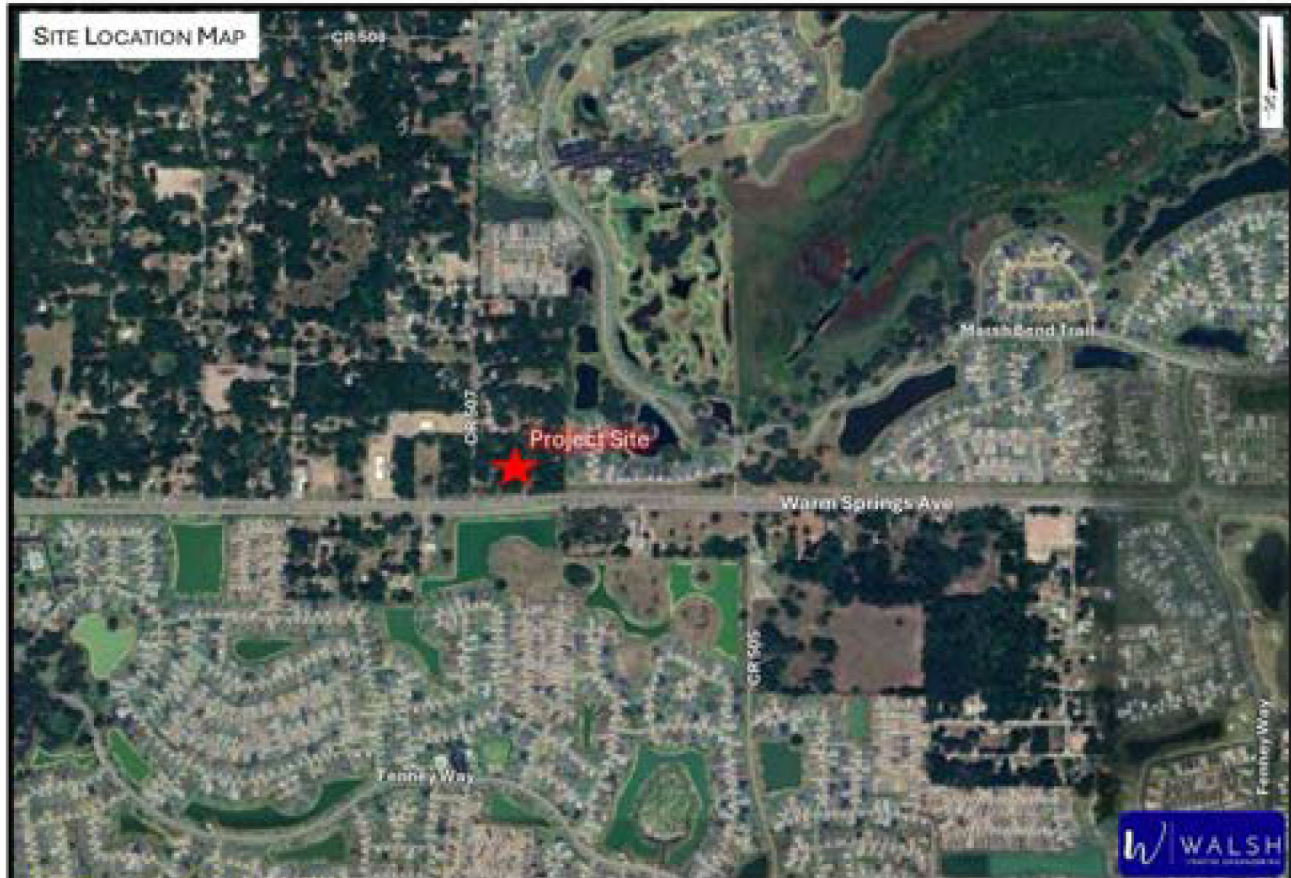
Link

[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-feet 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														
			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	

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)

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

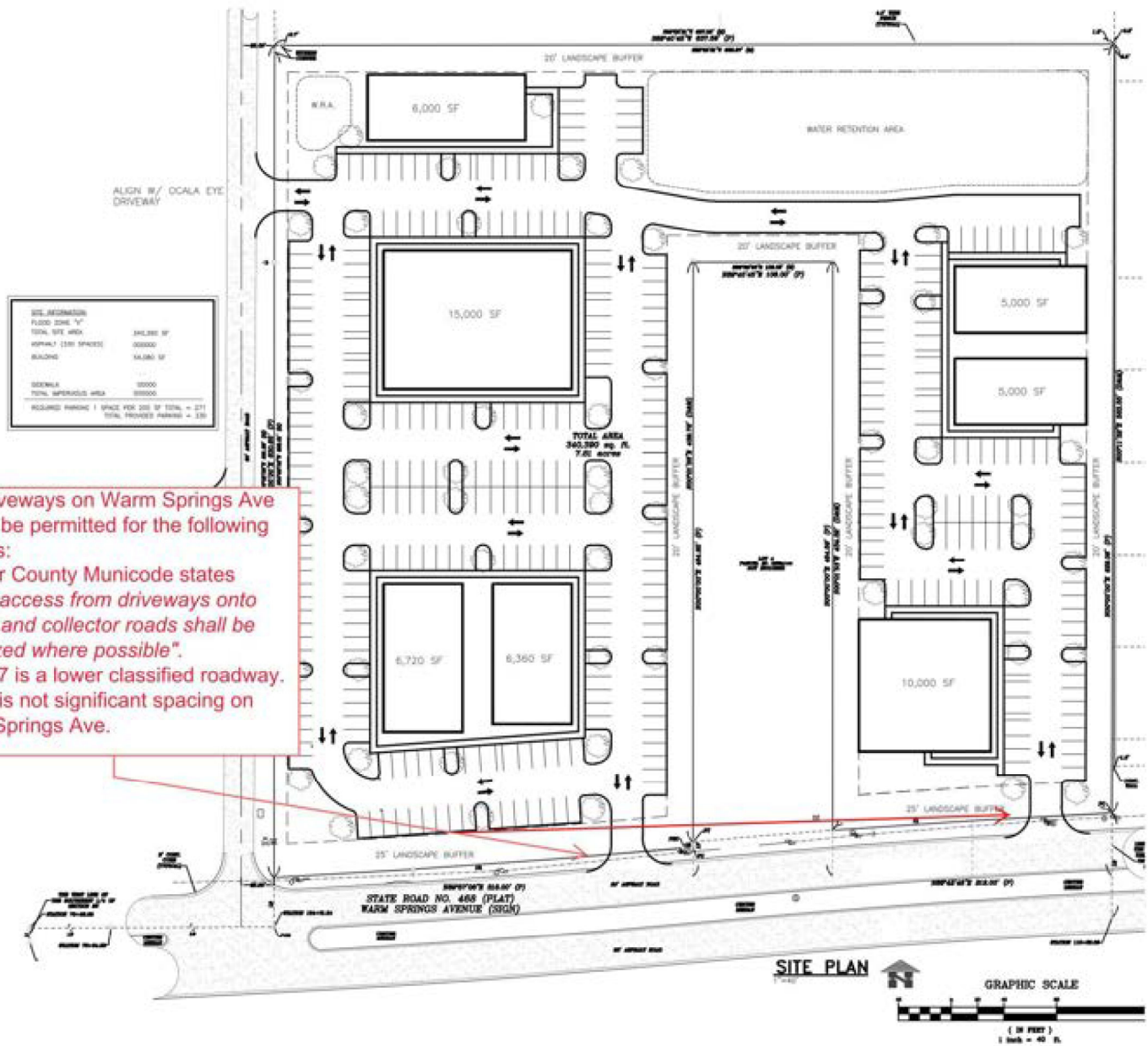
Where roadway segment or intersection deficiencies are identified, appropriate improvements will be identified for existing, future background, and future total build-out conditions. Following, the applicant and the development team will coordinate with the City, and other agencies where applicable, 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

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

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

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

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

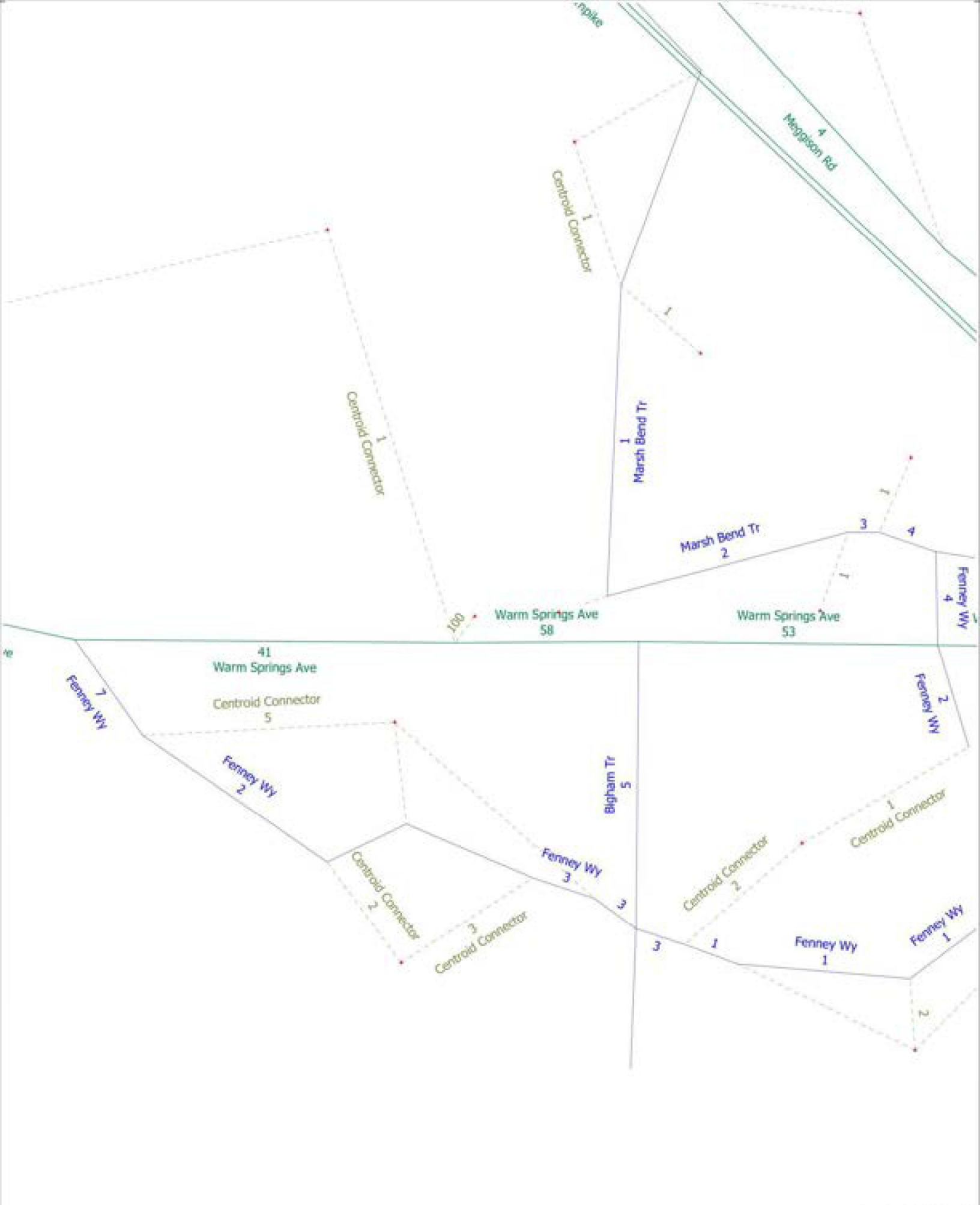
²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

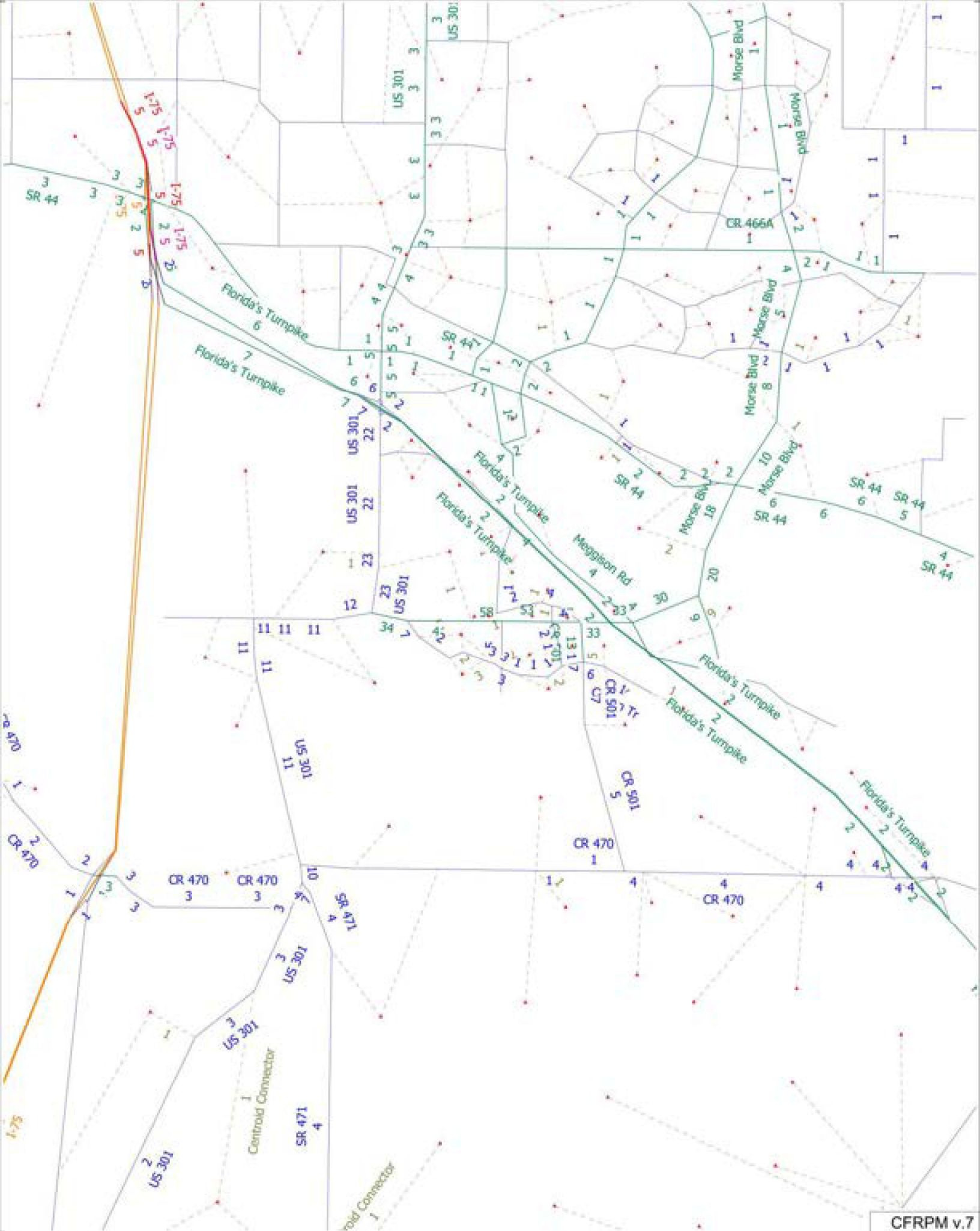
³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute





Sumter County 2023 CMP Database

SEGMENT ID	COUNTY STATION	FOOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2023)	LANES (2024)	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	180041: 180077	180041: 180077	FDOT	45	1.24	US 301/SR 35 (WARM SPRINGS AVE)	CR 514 (WARM SPRING AVE)	WARM SPRINGS AVENUE	2	4	URBAN	UNDIVIDED	C1R	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	21,750	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	11,448	0.34	C	1,665	3,024
3557120	2020-52		SUMTER	55	1.76	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	35,248	25,529	0.72	C	1,748	3,175
3557160	205		SUMTER	35	3.91	MEDGISON RD	WARM SPRINGS AVE	SR 44	4	4	URBAN	DIVIDED	C3R	D	37,300	7,939	0.21	G	1,850	3,360
3557170	208		SUMTER	35	1.47	MEDGISON 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	11,806	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	21,188	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 & Warm Springs Ave/CR 468
 City: Wildwood
 Control: 1-Way Stop(WB)

Project ID: 26-138113-001
 Date: 4/7/2025

Data - Total

NS/EW Streets:	US 301/SR 35				US 301/SR 35				Warm Springs Ave/CR 468				Warm Springs Ave/CR 468				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	86	39	0	119	110	0	0	0	0	0	0	11	0	68	1	444
7:15 AM	0	84	31	0	150	113	0	0	0	0	0	0	5	0	71	0	464
7:30 AM	0	97	47	0	108	86	0	0	0	0	0	0	20	0	66	0	424
7:45 AM	0	71	41	0	137	92	0	0	0	0	0	0	18	0	72	0	401
8:00 AM	0	76	52	0	89	72	0	1	0	0	0	0	27	0	50	1	368
8:15 AM	0	85	37	0	72	66	0	0	0	0	0	0	31	0	60	0	351
8:30 AM	0	82	42	0	72	83	0	0	0	0	0	0	24	0	67	0	370
8:45 AM	0	62	52	0	96	63	0	0	0	0	0	0	28	0	63	0	364
TOTAL VOLUMES	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH % %	0	643	341	0	823	705	0	1	0	0	0	0	564	0	517	3	3186
PEAK HR	07:00 AM - 08:00 AM				484	421	0	0	0	0	0	0	54	0	277	1	1733
PEAK HR VOL	0	338	158	0	0.807	0.896	0.000	0.000	0.000	0.000	0.000	0.000	0.675	0.000	0.962	0.250	0.934
PEAK HR FACTOR	0.000	0.871	0.890	0.000	0.829				0.922				0.922				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	79	39	0	88	78	0	0	0	0	0	0	37	0	78	2	401
4:15 PM	0	83	49	0	77	88	0	0	0	0	0	0	31	0	94	0	422
4:30 PM	0	122	46	0	83	71	0	0	0	0	0	0	28	0	79	0	429
4:45 PM	0	91	38	0	79	76	0	0	0	0	0	0	31	0	64	1	380
5:00 PM	0	74	27	0	104	76	0	0	0	0	0	0	34	0	93	0	418
5:15 PM	0	86	29	0	68	89	0	0	0	0	0	0	31	0	93	0	408
5:30 PM	0	73	27	0	68	78	0	0	0	0	0	0	29	0	70	0	363
5:45 PM	0	59	23	0	55	46	0	0	0	0	0	0	29	0	65	0	277
TOTAL VOLUMES	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH % %	0	667	288	0	640	602	0	0	0	0	0	0	252	0	646	3	3098
PEAK HR	04:15 PM - 05:15 PM				343	311	0	0	0	0	0	0	124	0	230	1	1649
PEAK HR VOL	0	370	170	0	0.825	0.884	0.000	0.000	0.000	0.000	0.000	0.000	0.962	0.000	0.878	0.250	0.961
PEAK HR FACTOR	0.000	0.758	0.667	0.000	0.908				0.896				0.896				

National Data & Surveying Services

Intersection Turning Movement Count

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

Project ID: 26-138113-001
 Date: 4/7/2025

Data - Cars

NS/EW Streets:	US 301/SR 35				US 301/SR 35				Warm Springs Ave/CR 468				Warm Springs Ave/CR 468			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
7:00 AM	0	76	33	0	105	112	0	0	0	0	0	0	9	0	66	1
7:15 AM	0	73	28	0	143	108	0	0	0	0	0	0	5	0	69	0
7:30 AM	0	86	42	0	93	69	0	0	0	0	0	0	17	0	64	0
7:45 AM	0	55	40	0	96	78	0	0	0	0	0	0	15	0	72	0
8:00 AM	0	59	42	0	84	53	0	1	0	0	0	0	23	0	46	1
8:15 AM	0	73	26	0	67	52	0	0	0	0	0	0	24	0	55	0
8:30 AM	0	65	35	0	67	60	0	0	0	0	0	0	22	0	64	0
8:45 AM	0	48	41	0	90	44	0	0	0	0	0	0	22	0	59	0
TOTAL VOLUMES	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH % %	0	535	287	0	799	576	0	1	0	0	0	0	137	0	495	3
	0.00%	65.09%	34.91%	0.00%	56.71%	43.21%	0.00%	0.08%					21.62%	0.00%	78.08%	0.32%
PEAK HR	07:00 AM - 08:00 AM				448	367	0	0	0	0	0	0	46	0	271	1
PEAK HR VOL	0	290	143	0	448	367	0	0	0	0	0	0	46	0	271	1
PEAK HR FACTOR	0.000	0.843	0.851	0.000	0.783	0.819	0.000	0.000	0.000	0.000	0.000	0.000	0.676	0.000	0.841	0.250
	0.846				0.812								0.814			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
4:00 PM	0	74	37	0	84	75	0	0	0	0	0	0	33	0	75	2
4:15 PM	0	89	45	0	76	86	0	0	0	0	0	0	29	0	92	0
4:30 PM	0	110	45	0	82	68	0	0	0	0	0	0	26	0	78	0
4:45 PM	0	85	37	0	77	73	0	0	0	0	0	0	28	0	57	1
5:00 PM	0	69	35	0	104	73	0	0	0	0	0	0	31	0	86	0
5:15 PM	0	82	27	0	66	96	0	0	0	0	0	0	33	0	100	0
5:30 PM	0	69	27	0	95	74	0	0	0	0	0	0	28	0	69	0
5:45 PM	0	57	23	0	54	42	0	0	0	0	0	0	29	0	63	0
TOTAL VOLUMES	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH % %	0	626	276	0	628	577	0	0	0	0	0	0	237	0	621	3
	0.00%	68.40%	30.60%	0.00%	52.12%	47.88%	0.00%	0.00%					27.52%	0.00%	72.13%	0.35%
PEAK HR	04:15 PM - 05:15 PM				339	300	0	0	0	0	0	0	114	0	313	1
PEAK HR VOL	0	344	182	0	339	300	0	0	0	0	0	0	114	0	313	1
PEAK HR FACTOR	0.000	0.792	0.960	0.000	0.815	0.872	0.000	0.000	0.000	0.000	0.000	0.000	0.909	0.000	0.851	0.250
	0.816				0.903								0.884			

National Data & Surveying Services

Intersection Turning Movement Count

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

Project ID: 26-138113-001
 Date: 4/7/2025

Data - HT

NS/EW Streets:	US 301/SR 35				US 301/SR 35				Warm Springs Ave/CR 468				Warm Springs Ave/CR 468			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	NW	SL	ST	SR	SW	EL	ET	ER	EW	WL	WT	WR	WW
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	11	3	0	7	15	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	11	5	0	15	17	0	0	0	0	0	0	0	0	2	0
8:00 AM	0	35	1	0	11	14	0	0	0	0	0	0	3	0	0	0
8:15 AM	0	17	10	0	5	19	0	0	0	0	0	0	4	0	4	0
8:30 AM	0	12	11	0	5	14	0	0	0	0	0	0	7	0	5	0
8:45 AM	0	17	7	0	5	23	0	0	0	0	0	0	2	0	3	0
8:45 AM	0	14	11	0	6	19	0	0	0	0	0	0	6	0	4	0
TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH % %	0.00%	66.67%	33.33%	0.00%	30.45%	69.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	55.10%	0.00%	44.90%	0.00%
PEAK HR	07:00 AM - 08:00 AM				36	54	0	0	0	0	0	0	8	0	6	0
PEAK HR VOL	0	48	15	0	36	54	0	0	0	0	0	0	8	0	6	0
PEAK HR FACTOR	0.000	0.750	0.625	0.000	0.600	0.794	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.750	0.000
	0.926				0.793								0.700			
TOTAL																
367																
0.788																
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	NW	SL	ST	SR	SW	EL	ET	ER	EW	WL	WT	WR	WW
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH % %	0.00%	77.34%	22.64%	0.00%	32.43%	67.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	37.50%	0.00%	62.50%	0.00%
PEAK HR	04:15 PM - 05:15 PM				4	11	0	0	0	0	0	0	10	0	17	0
PEAK HR VOL	0	0	0	0	4	11	0	0	0	0	0	0	10	0	17	0
PEAK HR FACTOR	0.000	0.541	0.500	0.000	0.500	0.917	0.000	0.000	0.000	0.000	0.000	0.000	0.833	0.000	0.607	0.000
	0.654				0.750								0.625			
TOTAL																
36																
0.864																

National Data & Surveying Services

Intersection Turning Movement Count

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

Project ID: 26-138113-001
 Date: 4/7/2025

Data - Bikes

NS/EW Streets:	US 301/SR 35				US 301/SR 35				Warm Springs Ave/CR 468				Warm Springs Ave/CR 468			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
7:00 AM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH % %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR	07:00 AM - 08:00 AM				0	0	0	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
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			
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
4:00 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH % %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
PEAK HR	04:15 PM - 05:15 PM				0	0	0	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
PEAK HR FACTOR	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250

National Data & Surveying Services
Intersection Turning Movement Count

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

Project ID: 26-130113-001
Date: 4/7/2026

Data - Pedestrians (Crosswalks)

NS/ EW Streets:	US 301/SR 35		US 301/SR 35		Warm Springs Ave/CR 468		Warm Springs Ave/CR 468		
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	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	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 :	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 & Warm Springs Ave/CR 468

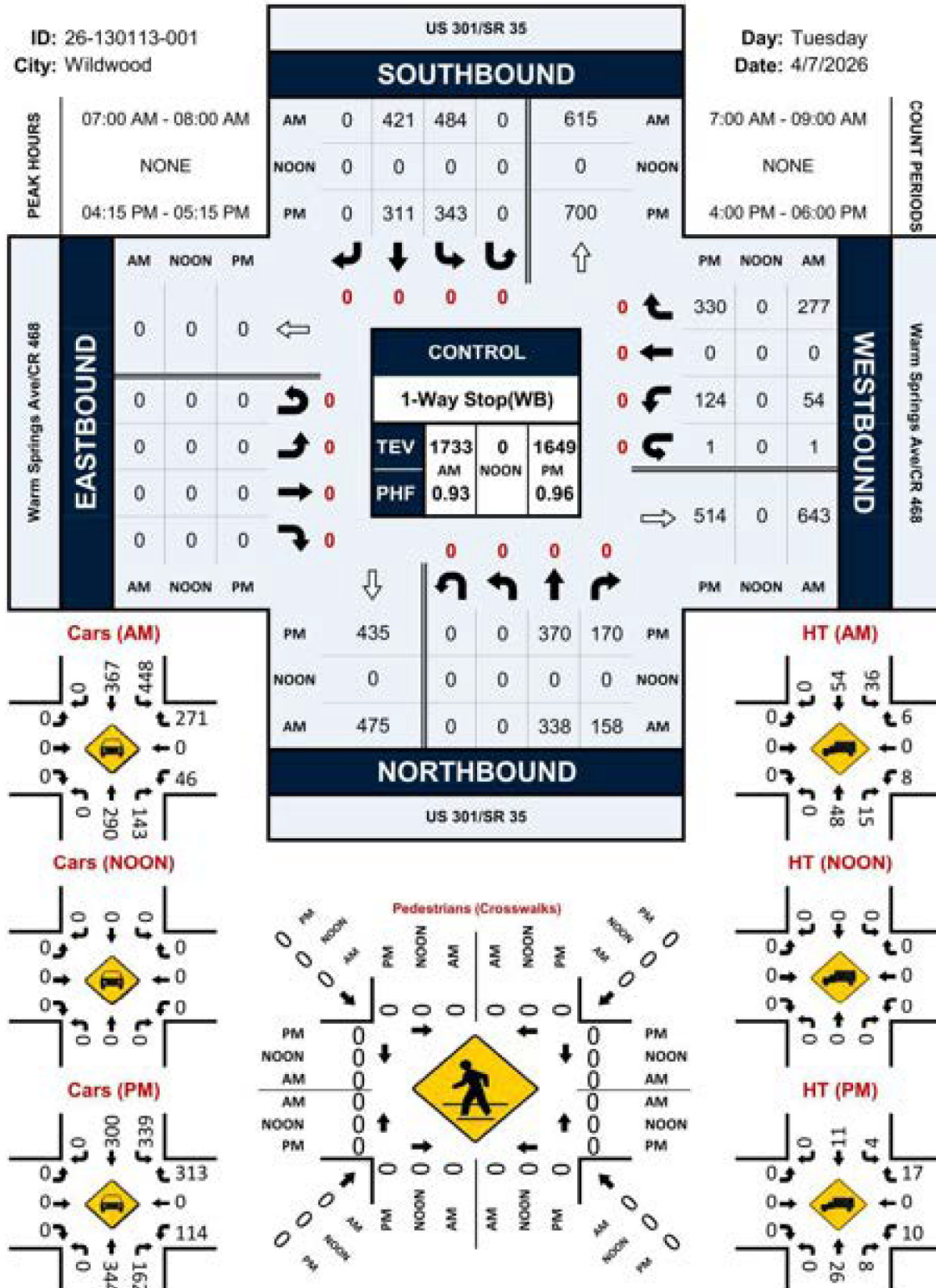
Peak Hour Turning Movement Count

ID: 26-130113-001

City: Wildwood

Day: Tuesday

Date: 4/7/2026



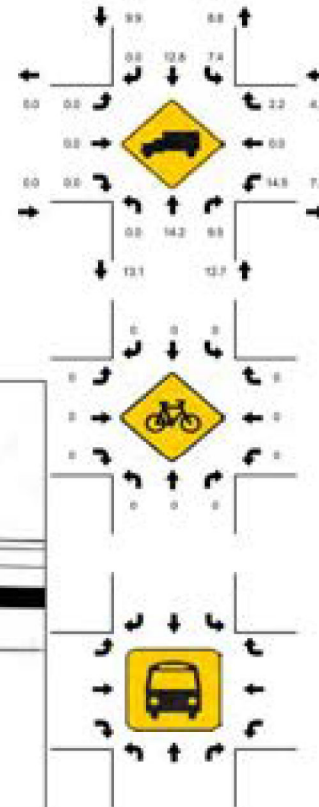
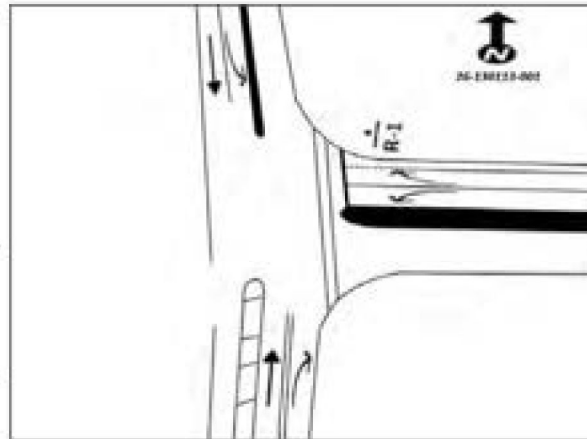
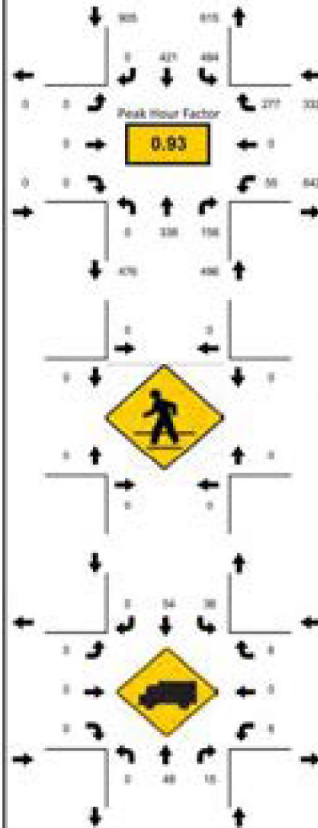
LOCATION: US 301/SR 35 & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

PROJECT ID: 26-130113-001
DATE: Tue, Apr 07, 2026

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	US 301/SR 35 Northbound					US 301/SR 35 Southbound					Warm Springs Ave/CR 468 Eastbound					Warm Springs Ave/CR 468 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	86	39	0		119	120	0	0		0	0	0	0		11	0	68	1		444	1733
7:15 AM	0	84	31	0		158	123	0	0		0	0	0	0		5	0	71	0		464	1657
7:30 AM	0	97	47	0		108	86	0	0		0	0	0	0		20	0	66	0		424	1544
7:45 AM	0	71	41	0		107	92	0	0		0	0	0	0		18	0	72	0		401	1490
8:00 AM	0	76	52	0		89	72	0	1		0	0	0	0		27	0	50	1		368	1453
8:15 AM	0	85	37	0		72	66	0	0		0	0	0	0		31	0	60	0		351	1065
8:30 AM	0	82	42	0		72	83	0	0		0	0	0	0		24	0	67	0		370	734
8:45 AM	0	62	52	0		66	63	0	0		0	0	0	0		28	0	63	0		364	364
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	388	188	0		600	492	0	0		0	0	0	0		60	0	268	4		2048	
Heavy Trucks	0	64	24	0		60	68	0	0		0	0	0	0		12	0	8	0		236	
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	

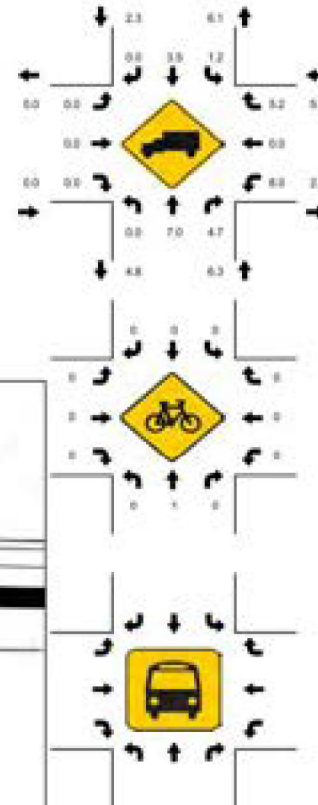
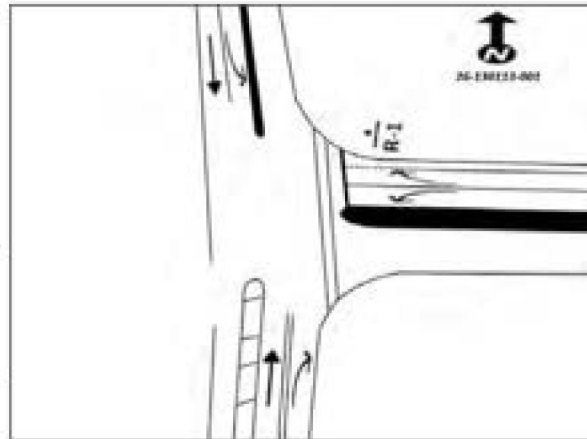
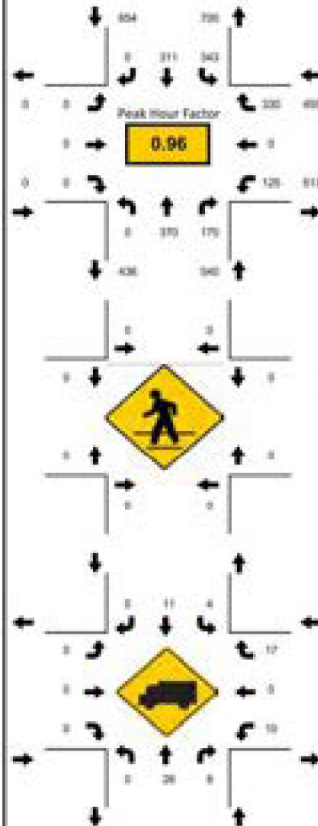
LOCATION: US 301/SR 35 & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

PROJECT ID: 26-130113-001
DATE: Tue, Apr 07, 2026

Peak-Hour: 04:15 PM - 05:15 PM
Peak 15-Minute: 04:30 PM - 04:45 PM



National Data & Surveying Services



15-Min Count Period Beginning At	US 301/SR 35 Northbound					US 301/SR 35 Southbound					Warm Springs Ave/CR 468 Eastbound					Warm Springs Ave/CR 468 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	79	39	0	0	88	78	0	0	0	0	0	0	0	0	37	0	78	2	0	451	1832
4:15 PM	0	83	49	0	0	77	88	0	0	0	0	0	0	0	0	31	0	94	0	0	422	1649
4:30 PM	0	122	46	0	0	83	71	0	0	0	0	0	0	0	0	26	0	79	0	0	429	1835
4:45 PM	0	91	36	0	0	79	76	0	0	0	0	0	0	0	0	31	0	64	1	0	380	1569
5:00 PM	0	74	37	0	0	104	76	0	0	0	0	0	0	0	0	34	0	93	0	0	418	1466
5:15 PM	0	86	29	0	0	68	89	0	0	0	0	0	0	0	0	33	0	103	0	0	408	1048
5:30 PM	0	73	27	0	0	86	78	0	0	0	0	0	0	0	0	29	0	70	0	0	363	640
5:45 PM	0	59	23	0	0	55	46	0	0	0	0	0	0	0	0	29	0	65	0	0	277	277
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	488	196	0	0	418	352	0	0	0	0	0	0	0	0	136	0	376	4	0	1968	
Heavy Trucks	0	46	16	0	0	8	12	0	0	0	0	0	0	0	0	12	0	28	0	0	124	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
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: Sumter County Rd 507 & Warm Springs Ave/OR 468
 City: Wildwood
 Control: 1-Way Stop(SB)

Project ID: 26-138113-002
 Date: 4/7/2025

Data - Total

NS/EW Streets:		Sumter County Rd 507				Sumter County Rd 507				Warm Springs Ave/OR 468				Warm Springs Ave/OR 468			
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
	7:00 AM	0	0	0	0	3	0	5	0	1	162	0	1	0	64	1	0
	7:15 AM	0	0	0	0	5	0	4	0	2	175	0	0	0	64	1	0
	7:30 AM	0	0	0	0	2	0	1	0	3	151	0	2	0	82	1	0
	7:45 AM	0	0	0	0	5	0	2	0	8	137	0	9	0	85	2	0
	8:00 AM	0	0	0	0	5	0	5	0	5	125	0	3	0	74	2	0
	8:15 AM	0	0	0	0	2	0	1	0	4	128	0	3	0	80	2	0
	8:30 AM	0	0	0	0	0	0	0	0	0	128	0	2	0	102	2	0
	8:45 AM	0	0	0	0	3	0	4	0	0	133	0	4	0	90	1	0
TOTAL VOLUMES		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH % %		0	0	0	0	25	0	22	0	24	1137	0	24	0	643	12	0
PEAK HR		07:00 AM - 08:00 AM				53.19%	0.00%	46.83%	0.00%	3.03%	95.95%	0.00%	2.03%	0.00%	98.17%	1.83%	0.00%
PEAK HR VOL		0	0	0	0	15	0	12	0	15	625	0	12	0	297	5	0
PEAK HR FACTOR		0.000	0.000	0.000	0.000	0.750	0.000	0.600	0.000	0.417	0.893	0.000	0.333	0.000	0.874	0.625	0.000
						0.750				0.921				0.868			
TOTAL																	
TOTAL																	
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
	4:00 PM	0	0	0	0	5	0	2	0	3	113	0	0	0	118	6	0
	4:15 PM	0	0	0	0	4	0	4	0	3	113	0	0	0	139	6	0
	4:30 PM	0	0	0	0	1	0	1	0	1	138	0	0	0	105	6	0
	4:45 PM	0	0	0	0	4	0	5	0	2	96	0	0	0	117	8	0
	5:00 PM	0	0	0	0	5	0	1	0	1	131	0	1	0	138	4	0
	5:15 PM	0	0	0	0	6	0	1	0	7	106	0	1	0	125	6	0
	5:30 PM	0	0	0	0	3	0	2	0	1	97	0	0	0	84	6	0
	5:45 PM	0	0	0	0	0	0	2	0	3	66	0	0	0	97	5	0
TOTAL VOLUMES		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH % %		0	0	0	0	28	0	18	0	23	872	0	2	0	919	47	0
PEAK HR		04:15 PM - 05:15 PM				60.87%	0.00%	39.13%	0.00%	2.56%	97.21%	0.00%	0.22%	0.00%	95.09%	4.91%	0.00%
PEAK HR VOL		0	0	0	0	14	0	11	0	7	478	0	1	0	488	24	0
PEAK HR FACTOR		0.000	0.000	0.000	0.000	0.700	0.000	0.550	0.000	0.583	0.897	0.000	0.250	0.000	0.897	0.750	0.000
						0.694				0.898				0.901			
TOTAL																	
TOTAL																	

National Data & Surveying Services

Intersection Turning Movement Count

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

Project ID: 26-138113-002
 Date: 4/7/2025

Data - Cars

NS/EW Streets:		Sumter County Rd 507				Sumter County Rd 507				Warm Springs Ave/OR 468				Warm Springs Ave/OR 468			
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
	7:00 AM	0	0	0	0	3	0	4	0	1	155	0	1	0	62	1	0
	7:15 AM	0	0	0	0	5	0	4	0	2	164	0	0	0	62	1	0
	7:30 AM	0	0	0	0	2	0	1	0	3	139	0	2	0	80	1	0
	7:45 AM	0	0	0	0	5	0	2	0	8	117	0	8	0	80	2	0
	8:00 AM	0	0	0	0	5	0	4	0	3	113	0	3	0	68	2	0
	8:15 AM	0	0	0	0	2	0	1	0	3	115	0	3	0	70	1	0
	8:30 AM	0	0	0	0	0	0	0	0	0	111	0	2	0	96	2	0
	8:45 AM	0	0	0	0	3	0	1	0	0	119	0	4	0	82	1	0
TOTAL VOLUMES		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH % %		0	0	0	0	25	0	17	0	21	100%	0	23	0	60%	13	0
PEAK HR		07:00 AM - 08:00 AM				15	0	11	0	15	577	0	31	0	284	5	0
PEAK HR VOL		0	0	0	0	0.750	0.000	0.688	0.000	0.417	0.869	0.000	0.344	0.000	0.888	0.625	0.000
PEAK HR FACTOR		0.000	0.000	0.000	0.000	0.722				0.897				0.881			
TOTAL																	
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
	4:00 PM	0	0	0	0	5	0	1	0	5	128	0	0	0	113	6	0
	4:15 PM	0	0	0	0	4	0	4	0	2	109	0	0	0	135	6	0
	4:30 PM	0	0	0	0	1	0	0	0	1	129	0	0	0	103	6	0
	4:45 PM	0	0	0	0	4	0	3	0	2	95	0	0	0	106	8	0
	5:00 PM	0	0	0	0	5	0	1	0	1	128	0	1	0	120	4	0
	5:15 PM	0	0	0	0	6	0	1	0	6	102	0	1	0	123	6	0
	5:30 PM	0	0	0	0	3	0	2	0	1	96	0	0	0	81	6	0
	5:45 PM	0	0	0	0	0	0	2	0	2	66	0	0	0	95	5	0
TOTAL VOLUMES		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH % %		0	0	0	0	28	0	14	0	20	85%	0	2	0	87%	47	0
PEAK HR		04:15 PM - 05:15 PM				14	0	8	0	6	461	0	1	0	409	24	0
PEAK HR VOL		0	0	0	0	0.700	0.000	0.500	0.000	0.750	0.893	0.000	0.250	0.000	0.883	0.750	0.000
PEAK HR FACTOR		0.000	0.000	0.000	0.000	0.688				0.900				0.888			
TOTAL																	

National Data & Surveying Services

Intersection Turning Movement Count

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

Project ID: 26-138113-002
 Date: 4/7/2025

Data - HT

NS/EW Streets:		Sumter County Rd 507				Sumter County Rd 507				Warm Springs Ave/OR 468				Warm Springs Ave/OR 468			
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	2	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	2	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	20	0	1	0	5	0	0
	8:00 AM	0	0	0	0	0	0	1	0	2	12	0	0	0	6	0	0
	8:15 AM	0	0	0	0	0	0	0	0	1	13	0	0	0	10	1	0
	8:30 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	6	0	0
	8:45 AM	0	0	0	0	0	0	3	0	0	14	0	0	0	8	0	0
TOTAL VOLUMES		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH % %		0	0	0	0	0	0	5	0	3	103	0	1	0	43	1	0
PEAK HR		07:00 AM - 08:00 AM				0.00%	0.00%	100.00%	0.00%	2.83%	96.23%	0.00%	0.94%	0.00%	97.73%	2.27%	0.00%
PEAK HR VOL		0	0	0	0	0	0	1	0	0	48	0	1	0	13	0	0
PEAK HR FACTOR		0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.600	0.000	0.250	0.000	0.650	0.000	0.000
						0.250				0.583				0.650			
TOTAL																	
TOTAL																	
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
	4:00 PM	0	0	0	0	0	0	1	0	0	5	0	0	0	2	0	0
	4:15 PM	0	0	0	0	0	0	0	0	1	4	0	0	0	6	0	0
	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0
	4:45 PM	0	0	0	0	0	0	2	0	0	1	0	0	0	11	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	10	0	0
	5:15 PM	0	0	0	0	0	0	0	0	1	4	0	0	0	2	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0
	5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0
TOTAL VOLUMES		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH % %		0	0	0	0	0	0	4	0	3	19	0	0	0	39	0	0
PEAK HR		04:15 PM - 05:15 PM				0.00%	0.00%	100.00%	0.00%	11.64%	86.36%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%
PEAK HR VOL		0	0	0	0	0	0	3	0	1	9	0	0	0	29	0	0
PEAK HR FACTOR		0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.250	0.563	0.000	0.000	0.000	0.650	0.000	0.000
						0.375				0.500				0.650			
TOTAL																	
TOTAL																	

National Data & Surveying Services

Intersection Turning Movement Count

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

Project ID: 26-138113-002
 Date: 4/7/2025

Data - Bikes

NS/EW Streets:	Sumter County Rd 507				Sumter County Rd 507				Warm Springs Ave/OR 468				Warm Springs Ave/OR 468			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
7:00 AM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH % %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR	07:00 AM - 08:00 AM				0	0	0	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
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			
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
4:00 PM	0	0	0	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
APPROACH % %	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0	0	0	0
PEAK HR	04:15 PM - 05:15 PM				0	0	0	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
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: Sumter County Rd 507 & Warm Springs Ave/CR 468
City: Wildwood

Project ID: 26-130113-002
Date: 4/7/2026

Data - Pedestrians (Crosswalks)

NS/ EW Streets:	Sumter County Rd 507	Sumter County Rd 507	Warm Springs Ave/CR 468	Warm Springs Ave/CR 468					
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	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	TOTAL
APPROACH % 's :	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 :									

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
	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	TOTAL
APPROACH % 's :	0	0	0	0	0	0	0	0	0
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Sumter County Rd 507 & Warm Springs Ave/CR 468

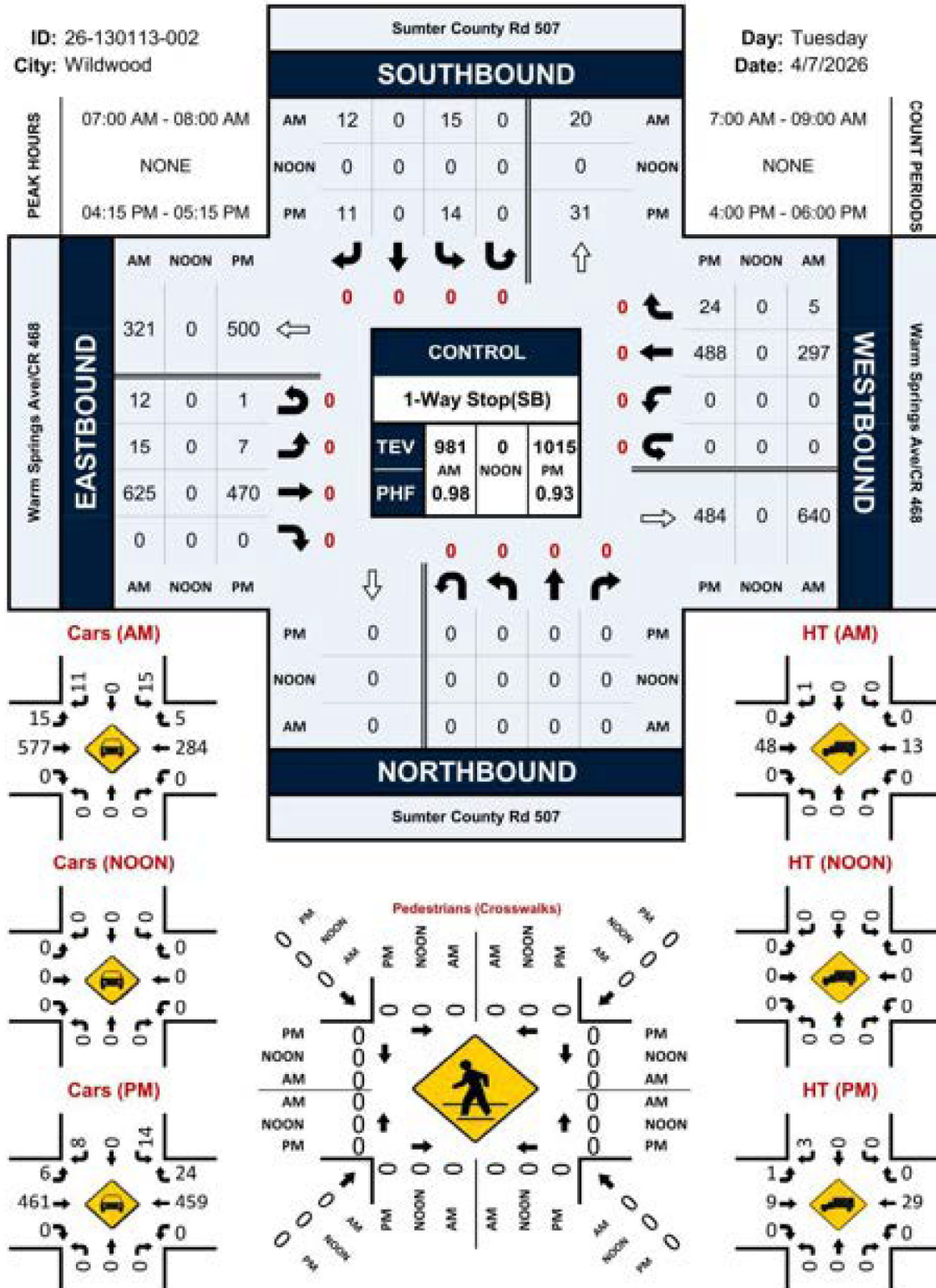
Peak Hour Turning Movement Count

ID: 26-130113-002

City: Wildwood

Day: Tuesday

Date: 4/7/2026



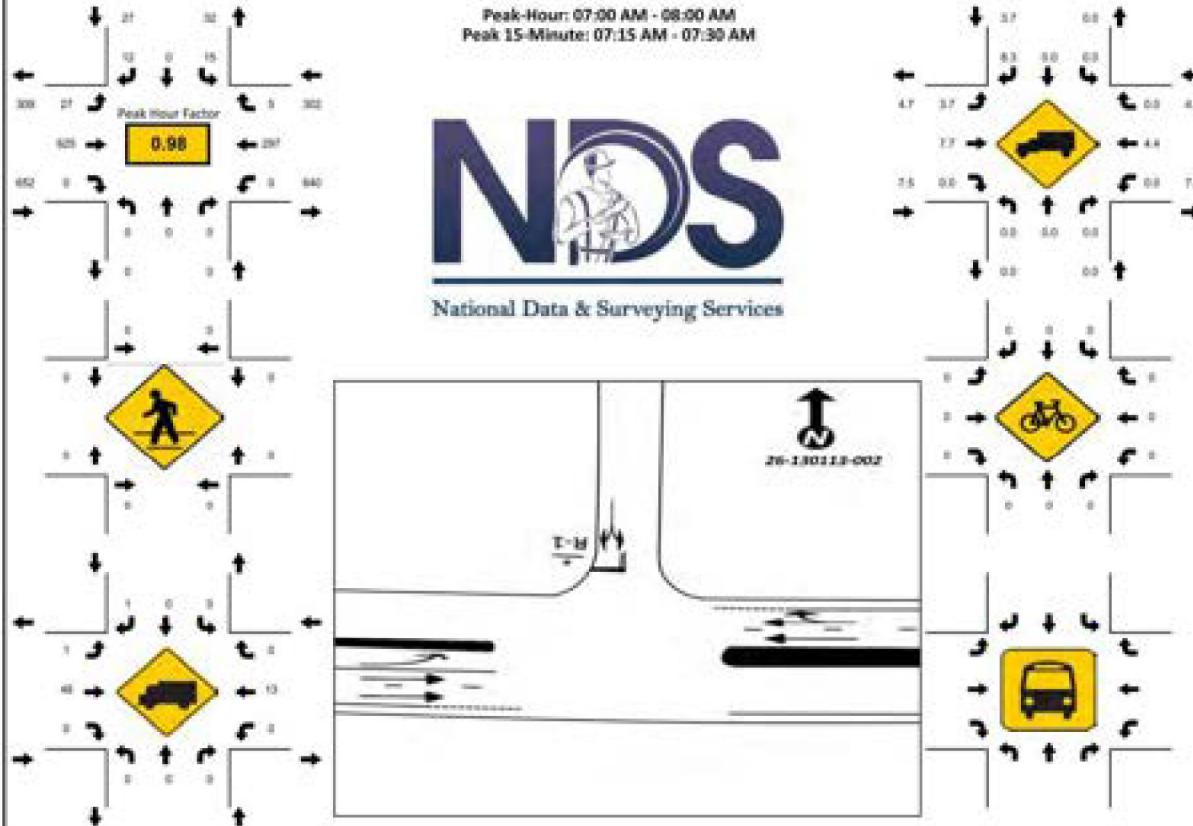
LOCATION: Sumter County Rd 507 & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

PROJECT ID: 26-130113-002
DATE: Tue, Apr 07, 2026

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



National Data & Surveying Services

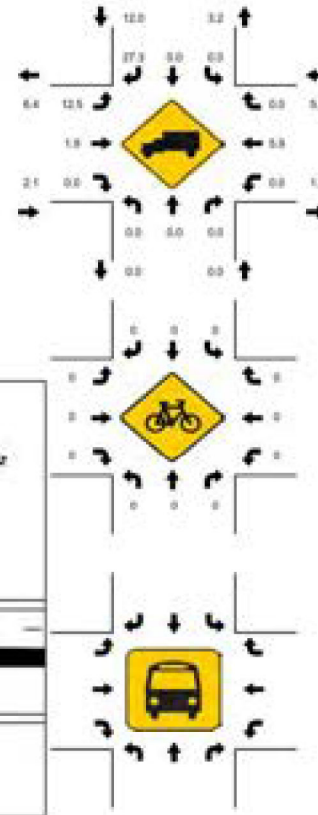
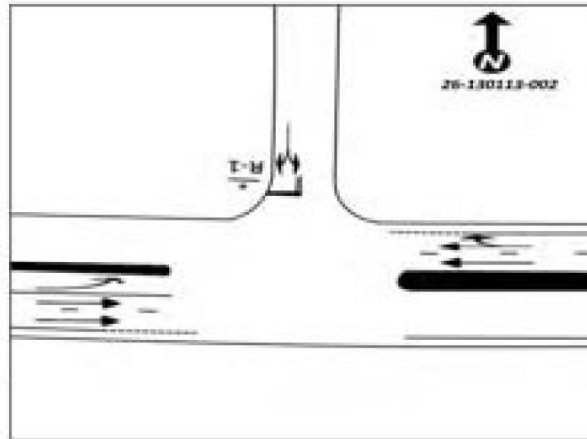
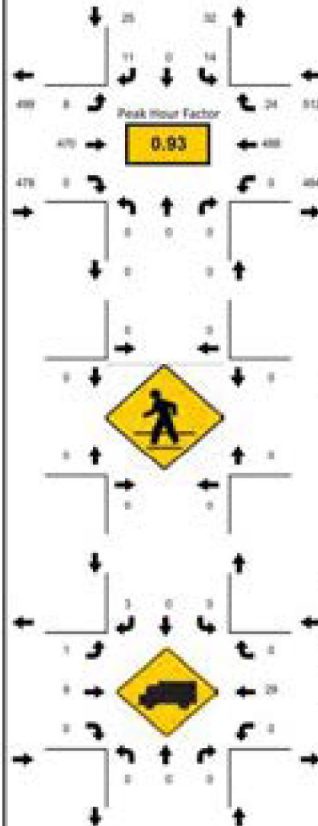


15-Min Count Period Beginning At	Sumter County Rd 507 Northbound					Sumter County Rd 507 Southbound					Warm Springs Ave/CR 468 Eastbound					Warm Springs Ave/CR 468 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0	0	3	0	5	0	0	1	162	0	1	0	66	1	0	0	0	236	981
7:15 AM	0	0	0	0	0	5	0	4	0	0	2	175	0	0	0	64	1	0	0	0	251	981
7:30 AM	0	0	0	0	0	2	0	1	0	0	3	151	0	2	0	82	1	0	0	0	242	930
7:45 AM	0	0	0	0	0	5	0	2	0	0	8	137	0	9	0	85	2	0	0	0	249	920
8:00 AM	0	0	0	0	0	5	0	5	0	0	5	125	0	3	0	74	2	0	0	0	219	906
8:15 AM	0	0	0	0	0	2	0	1	0	0	4	128	0	3	0	80	2	0	0	0	220	887
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	126	0	2	0	102	2	0	0	0	232	867
8:45 AM	0	0	0	0	0	3	0	4	0	0	0	133	0	4	0	90	1	0	0	0	235	235
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	0	0	0	0	0	20	0	20	0	0	35	700	0	35	0	340	8	0	0	0	1168	
Heavy Trucks	0	0	0	0	0	0	0	4	0	0	0	80	0	4	0	0	20	0	0	0	104	
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	

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

PROJECT ID: 26-130113-002
DATE: Tue, Apr 07, 2026

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



15-Min Count Period Beginning At	Sumter County Rd 507 Northbound					Sumter County Rd 507 Southbound					Warm Springs Ave/CR 468 Eastbound					Warm Springs Ave/CR 468 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	5	0	2	0	0	5	133	0	0	0	0	116	6	0	0	267	1009
4:15 PM	0	0	0	0	0	4	0	4	0	0	3	113	0	0	0	0	136	6	0	0	266	1015
4:30 PM	0	0	0	0	0	1	0	1	0	0	1	130	0	0	0	0	105	6	0	0	244	1001
4:45 PM	0	0	0	0	0	4	0	5	0	0	2	96	0	0	0	0	117	6	0	0	232	950
5:00 PM	0	0	0	0	0	5	0	1	0	0	1	131	0	1	0	0	130	4	0	0	273	891
5:15 PM	0	0	0	0	0	6	0	1	0	0	7	106	0	1	0	0	125	6	0	0	252	618
5:30 PM	0	0	0	0	0	3	0	2	0	0	1	97	0	0	0	0	84	6	0	0	193	398
5:45 PM	0	0	0	0	0	0	0	2	0	0	3	66	0	0	0	0	97	5	0	0	173	173
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	0	0	0	0	0	20	0	20	0	0	12	504	0	4	0	0	544	32	0	0	1156	
Heavy Trucks	0	0	0	0	0	0	0	6	0	0	4	16	0	0	0	0	44	0	0	0	72	
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 Trail & Warm Springs Ave/CR 468
 City: Wildwood
 Control: Signalized

Project ID: 26-138113-085
 Date: 4/7/2025

Data - Total

NS/EW Streets:	CR 501/Marsh Bend Trail				CR 501/Marsh Bend Trail				Warm Springs Ave/CR 468				Warm Springs Ave/CR 468				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NW	SL	ST	SR	SW	EL	ET	ER	EW	WL	WT	WR	WW	
7:00 AM	39	14	77	0	19	35	3	0	1	42	93	0	282	30	20	0	565
7:15 AM	41	56	138	0	11	45	1	0	1	61	175	0	183	43	27	0	702
7:30 AM	60	31	182	0	26	38	1	0	3	80	92	0	122	47	28	0	710
7:45 AM	44	32	168	0	43	40	3	0	5	58	71	0	68	48	34	1	816
8:00 AM	47	38	126	0	33	37	1	0	2	64	61	0	53	59	20	0	519
8:15 AM	32	22	93	0	38	28	2	0	5	87	58	0	64	71	35	0	535
8:30 AM	52	32	108	0	42	29	3	0	6	81	38	1	53	72	39	0	556
8:45 AM	46	22	87	0	40	19	4	0	7	97	58	0	81	66	59	0	586
TOTAL VOLUMES	361	185	929	0	252	271	18	0	30	576	606	1	817	436	362	1	4789
APPROACH %	23.67%	12.13%	64.20%	0.00%	46.58%	50.99%	3.33%	0.00%	2.49%	47.22%	50.12%	0.08%	53.89%	26.76%	17.38%	0.07%	
PEAK HR	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL	184	81	565	0	99	158	8	0	10	240	391	0	566	168	99	1	2583
PEAK HR FACTOR	0.767	0.727	0.778	0.000	0.576	0.878	0.667	0.000	0.500	0.753	0.724	0.000	0.737	0.875	0.801	0.250	0.913
	0.771				0.770				0.813				0.834				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NW	SL	ST	SR	SW	EL	ET	ER	EW	WL	WT	WR	WW	
4:00 PM	63	30	140	0	45	48	4	0	2	43	43	1	203	91	48	0	701
4:15 PM	71	52	143	0	63	55	3	0	1	60	47	0	204	70	57	0	734
4:30 PM	64	47	123	0	56	60	2	0	0	73	39	1	102	105	67	1	740
4:45 PM	58	39	154	0	64	63	2	0	0	72	34	0	128	87	54	0	755
5:00 PM	55	58	146	0	56	72	7	0	3	79	44	0	140	77	56	0	793
5:15 PM	67	67	146	0	58	53	3	0	3	69	45	0	157	81	59	0	806
5:30 PM	59	27	130	0	52	64	1	0	0	76	37	1	67	58	49	0	841
5:45 PM	48	24	75	2	32	61	4	0	3	46	32	0	102	85	46	0	540
TOTAL VOLUMES	485	344	1063	2	427	473	26	0	12	568	321	4	823	639	430	1	5730
APPROACH %	25.61%	18.54%	56.12%	0.11%	46.11%	51.08%	2.82%	0.00%	1.34%	62.43%	35.79%	0.45%	46.10%	22.06%	21.58%	0.05%	
PEAK HR	04:30 PM - 05:00 PM																TOTAL
PEAK HR VOL	244	211	569	0	232	248	14	0	6	293	162	1	527	350	236	1	3094
PEAK HR FACTOR	0.910	0.787	0.924	0.000	0.906	0.861	0.500	0.000	0.500	0.827	0.800	0.250	0.829	0.833	0.881	0.250	0.960
	0.924				0.915				0.917				0.938				

National Data & Surveying Services

Intersection Turning Movement Count

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

Project ID: 26-138113-085
 Date: 4/7/2025

Data - Cars

NS/EW Streets:		CR 501/Marsh Bend Trail				CR 501/Marsh Bend Trail				Warm Springs Ave/CR 468				Warm Springs Ave/CR 468			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	38	14	77	0	19	33	3	0	1	37	89	0	290	27	20	0	548
7:15 AM	39	16	137	0	11	42	1	0	1	60	131	0	380	42	25	0	685
7:30 AM	58	31	182	0	26	36	1	0	3	77	84	0	117	46	38	0	689
7:45 AM	43	32	167	0	42	38	3	0	5	55	57	0	67	45	34	1	589
8:00 AM	42	15	126	0	32	35	1	0	2	59	55	0	49	58	17	0	491
8:15 AM	30	22	91	0	38	27	2	0	4	82	52	0	62	62	35	0	510
8:30 AM	51	32	157	0	41	27	3	0	6	75	31	1	48	66	37	0	525
8:45 AM	42	22	85	0	40	19	4	0	7	88	51	0	74	62	58	0	550
TOTAL VOLUMES	343	184	871	0	249	257	18	0	29	514	550	1	788	408	254	1	4987
APPROACH %	22.90%	12.28%	64.62%	0.00%	47.92%	49.05%	3.44%	0.00%	3.68%	47.94%	49.37%	0.00%	54.31%	28.12%	17.55%	0.07%	
PEAK HR	07:00 AM - 08:00 AM				98	149	8	0	10	229	361	0	554	160	227	1	TOTAL
PEAK HR VOL	178	81	563	0	543	0.887	0.667	0.000	0.500	0.744	0.689	0.000	0.729	0.876	0.767	0.250	2511
PEAK HR FACTOR	0.767	0.727	0.773	0.000	0.563	0.887	0.667	0.000	0.500	0.744	0.689	0.000	0.729	0.876	0.767	0.250	0.911
	0.769				0.768				0.781				0.832				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	60	30	146	0	48	45	4	0	2	80	40	1	202	89	41	0	692
4:15 PM	66	52	143	0	63	54	3	0	1	61	45	0	201	75	55	0	721
4:30 PM	62	47	120	0	56	60	2	0	0	73	39	1	201	104	67	1	733
4:45 PM	50	38	151	0	64	62	1	0	0	71	34	0	128	84	54	0	737
5:00 PM	51	58	146	0	56	72	7	0	3	78	44	0	129	74	56	0	784
5:15 PM	65	67	144	0	56	53	3	0	3	65	44	0	156	80	59	0	795
5:30 PM	58	27	129	0	52	64	1	0	0	75	37	1	87	58	49	0	638
5:45 PM	46	24	75	2	52	61	4	0	3	46	32	0	202	65	46	0	538
TOTAL VOLUMES	460	343	1054	2	427	473	25	0	12	548	315	4	916	629	430	1	5638
APPROACH %	24.74%	18.45%	56.20%	0.11%	46.26%	51.03%	2.73%	0.00%	1.36%	62.39%	35.80%	0.45%	46.36%	31.83%	21.76%	0.05%	
PEAK HR	04:30 PM - 05:30 PM				232	247	13	0	6	287	161	1	524	342	236	1	TOTAL
PEAK HR VOL	228	210	561	0	506	0.858	0.464	0.000	0.500	0.920	0.915	0.250	0.840	0.822	0.681	0.250	3049
PEAK HR FACTOR	0.877	0.784	0.929	0.000	0.506	0.858	0.464	0.000	0.500	0.920	0.915	0.250	0.840	0.822	0.681	0.250	0.959
	0.905				0.911				0.910				0.925				

National Data & Surveying Services

Intersection Turning Movement Count

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

Project ID: 26-138113-005
 Date: 4/7/2025

Data - HT

NS/EW Streets:	CR 501/Marsh Bend Trail				CR 501/Marsh Bend Trail				Warm Springs Ave/CR 468				Warm Springs Ave/CR 468			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
7:00 AM	1	0	0	0	0	2	0	0	0	5	4	0	2	3	0	0
7:15 AM	2	0	1	0	0	3	0	0	0	1	4	0	3	1	2	0
7:30 AM	2	0	0	0	0	2	0	0	0	3	8	0	5	1	0	0
7:45 AM	1	0	1	0	1	2	0	0	0	3	14	0	2	3	0	0
8:00 AM	5	1	0	0	1	2	0	0	0	5	5	0	4	1	3	0
8:15 AM	2	0	1	0	0	1	0	0	1	4	5	0	1	5	0	0
8:30 AM	1	0	1	0	1	2	0	0	0	6	7	0	5	6	2	0
8:45 AM	4	0	4	0	0	0	0	0	0	9	7	0	7	4	1	0
TOTAL VOLUMES	18	1	8	0	3	14	0	0	1	36	56	0	29	28	8	0
APPROACH % %	66.67%	3.70%	29.63%	0.00%	17.65%	82.35%	0.00%	0.00%	1.08%	38.71%	60.32%	0.00%	44.62%	43.08%	12.31%	0.00%
PEAK HR	07:00 AM - 08:00 AM				1	9	0	0	0	12	30	0	12	8	2	0
PEAK HR VOL	8	0	2	0	0.250	0.750	0.000	0.000	0.000	0.600	0.536	0.000	0.600	0.667	0.250	0.000
PEAK HR FACTOR	0.750	0.000	0.500	0.000	0.250	0.750	0.000	0.000	0.000	0.600	0.536	0.000	0.600	0.667	0.250	0.000
	0.667				0.833				0.618				0.917			
TOTAL																
82																
0.759																
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
4:00 PM	3	0	0	0	0	0	0	0	0	3	0	0	1	2	0	0
4:15 PM	3	0	0	0	0	1	0	0	0	4	2	0	3	0	0	0
4:30 PM	2	0	3	0	0	0	0	0	0	0	0	0	1	1	0	0
4:45 PM	8	1	3	0	0	1	1	0	0	1	0	0	0	3	0	0
5:00 PM	4	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0
5:15 PM	2	0	2	0	0	0	0	0	0	4	1	0	1	1	0	0
5:30 PM	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
5:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES	25	1	9	0	0	2	1	0	0	11	6	0	7	10	0	0
APPROACH % %	71.43%	2.86%	25.71%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	64.71%	35.29%	0.00%	41.18%	58.82%	0.00%	0.00%
PEAK HR	04:30 PM - 05:30 PM				8	1	1	0	0	6	1	0	3	8	0	0
PEAK HR VOL	16	1	8	0	0.000	0.250	0.250	0.000	0.000	0.375	0.250	0.000	0.750	0.667	0.000	0.000
PEAK HR FACTOR	0.500	0.250	0.667	0.000	0.000	0.250	0.250	0.000	0.000	0.375	0.250	0.000	0.750	0.667	0.000	0.000
	0.521				0.250				0.350				0.688			
TOTAL																
45																
0.625																

National Data & Surveying Services

Intersection Turning Movement Count

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

Project ID: 26-138113-085
 Date: 4/7/2025

Data - Bikes

NS/EW Streets:	CR 501/Marsh Bend Trail				CR 501/Marsh Bend Trail				Warm Springs Ave/CR 468				Warm Springs Ave/CR 468			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	NW	SL	ST	SR	SW	EL	ET	ER	EW	WL	WT	WR	WW
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	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH % %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR	07:00 AM - 08:00 AM				0	0	0	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
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			
	NL	NT	NR	NW	SL	ST	SR	SW	EL	ET	ER	EW	WL	WT	WR	WW
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	1	0	0	0	1	0	0	0	0	0	1
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	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
APPROACH % %	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
PEAK HR	04:30 PM - 05:30 PM				0	0	0	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
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: CR 501/Marsh Bend Trail & Warm Springs Ave/CR 468
City: Wildwood

Project ID: 26-130113-005
Date: 4/7/2026

Data - Pedestrians (Crosswalks)

NS/ EW Streets:	CR 501/Marsh Bend Trail		CR 501/Marsh Bend Trail		Warm Springs Ave/CR 468		Warm Springs Ave/CR 468	
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 :								

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

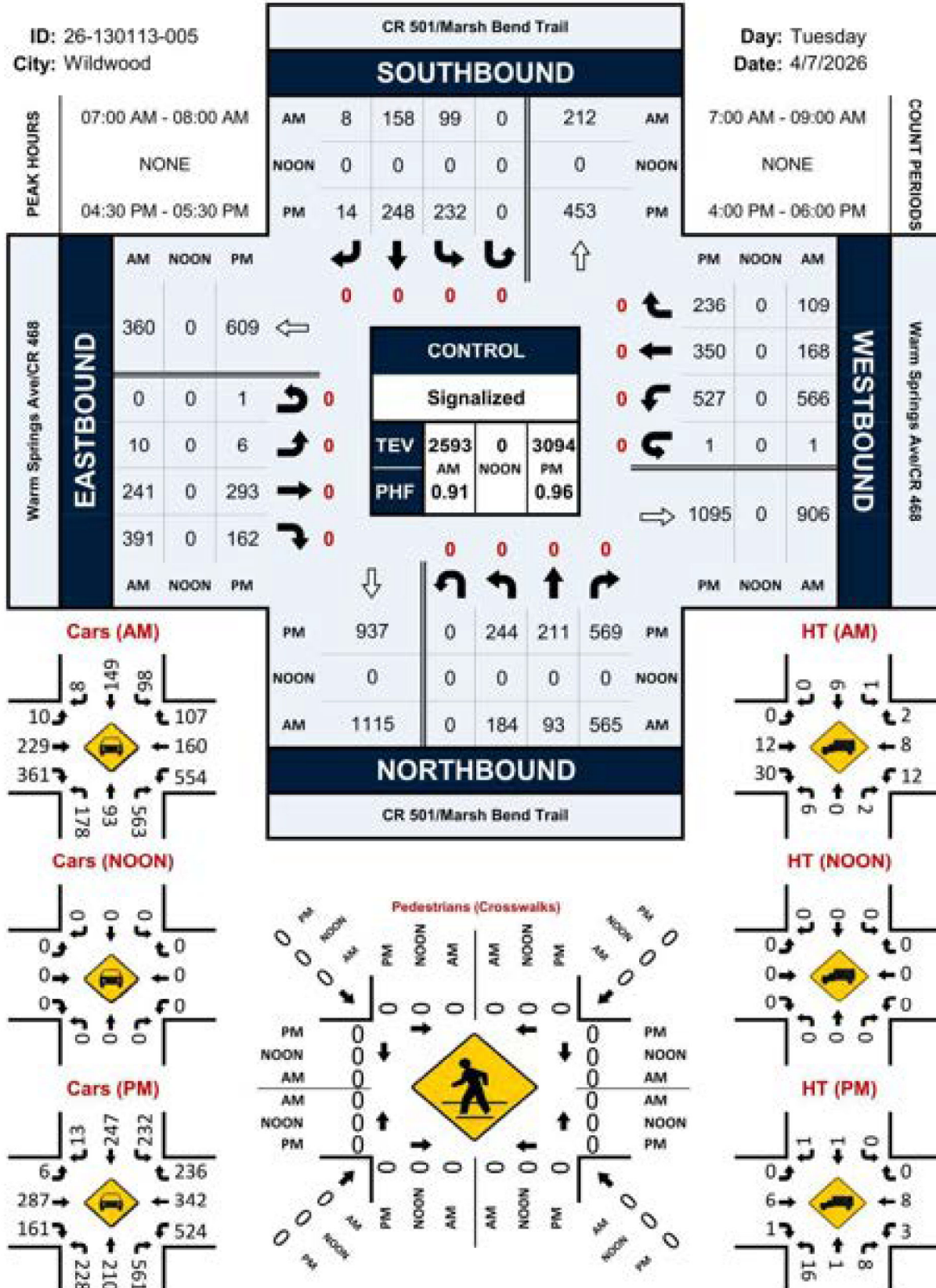
Peak Hour Turning Movement Count

ID: 26-130113-005

City: Wildwood

Day: Tuesday

Date: 4/7/2026



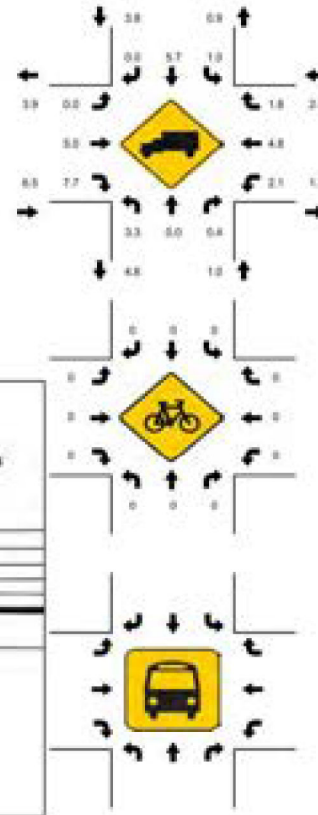
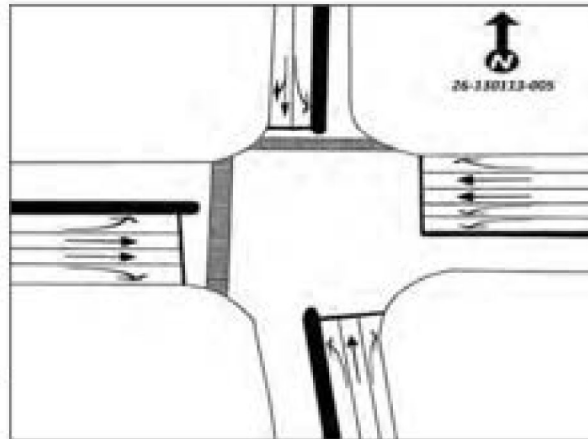
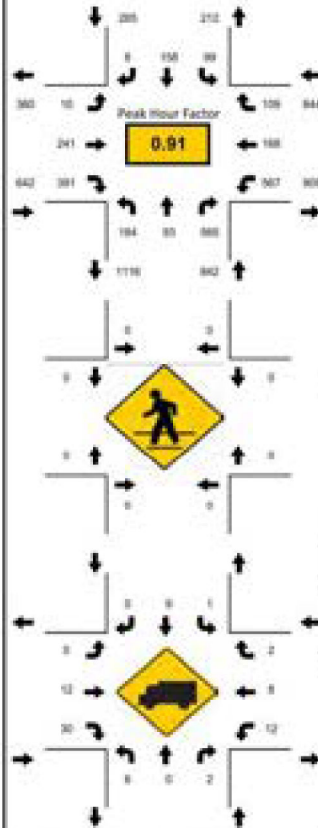
LOCATION: CR 501/Marsh Bend Trail & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

PROJECT ID: 26-130113-005
DATE: Tue, Apr 07, 2026

Peak-Hour: 07:00 AM - 08:00 AM
Peak 15-Minute: 07:30 AM - 07:45 AM



National Data & Surveying Services

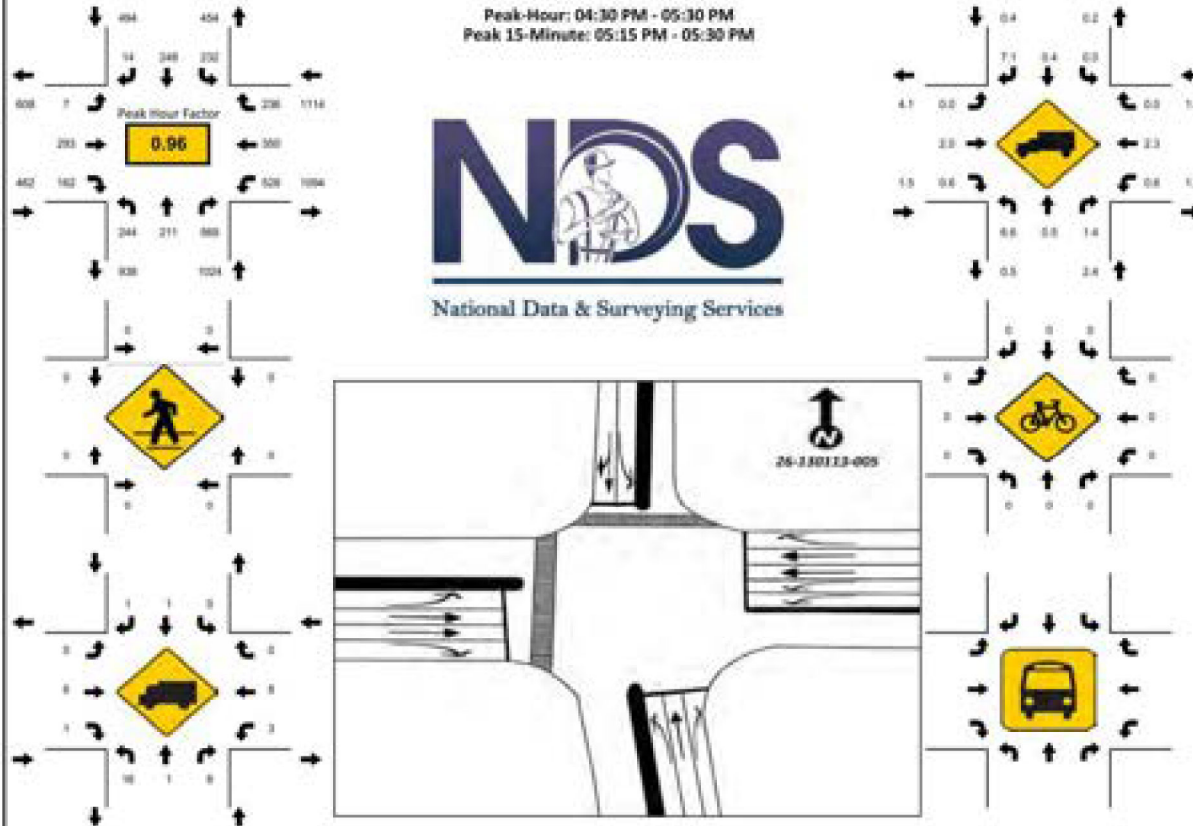


15-Min Count Period Beginning At	CR 501/Marsh Bend Trail Northbound					CR 501/Marsh Bend Trail Southbound					Warm Springs Ave/CR 468 Eastbound					Warm Springs Ave/CR 468 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	39	14	77	0		19	35	3	0		1	42	93	0		192	30	20	0		565	2593
7:15 AM	41	16	138	0		11	45	1	0		1	61	135	0		183	43	27	0		702	2547
7:30 AM	60	31	182	0		26	38	1	0		3	80	92	0		122	47	28	0		710	2380
7:45 AM	44	32	168	0		43	40	3	0		5	58	71	0		69	48	34	1		616	2228
8:00 AM	47	16	128	0		33	37	1	0		2	64	61	0		53	59	20	0		519	2196
8:15 AM	32	22	93	0		38	28	2	0		5	87	58	0		64	71	35	0		535	1877
8:30 AM	52	32	108	0		42	29	3	0		6	81	38	1		53	72	39	0		558	1142
8:45 AM	46	22	87	0		40	19	4	0		7	97	58	0		81	66	59	0		586	586
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	240	128	728	0		172	180	12	0		20	320	543	0		788	192	136	4		3448	
Heavy Trucks	8	0	4	0		4	12	0	0		0	20	56	0		20	12	8	0		144	
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: CR 501/Marsh Bend Trail & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

PROJECT ID: 26-130113-005
DATE: Tue, Apr 07, 2026

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



15-Min Count Period Beginning At	CR 501/Marsh Bend Trail Northbound					CR 501/Marsh Bend Trail Southbound					Warm Springs Ave/CR 468 Eastbound					Warm Springs Ave/CR 468 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	63	30	148	0		48	45	4	0		2	80	43	2		103	91	44	0		761	2930
4:15 PM	71	52	143	0		63	55	3	0		1	65	47	0		104	75	55	0		734	3022
4:30 PM	64	47	123	0		56	60	2	0		0	73	38	1		102	105	87	1		740	3094
4:45 PM	58	39	154	0		64	63	2	0		0	72	34	0		128	87	54	0		755	2965
5:00 PM	55	58	148	0		56	72	7	0		3	79	44	0		140	77	56	0		793	2780
5:15 PM	67	67	148	0		56	53	3	0		3	69	45	0		157	81	59	0		806	1987
5:30 PM	59	27	130	0		62	64	1	0		0	75	37	1		87	58	49	0		641	1181
5:45 PM	48	24	75	2		32	61	4	0		3	46	32	0		102	65	46	0		540	540
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	268	268	616	0		256	288	28	0		12	316	180	4		628	420	268	4		3556	
Heavy Trucks	32	4	12	0		0	4	4	0		0	16	4	0		4	12	0	0		92	
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	

2025 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1800 SUMTER COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2025 - 01/04/2025	0.97	1.02
2	01/05/2025 - 01/11/2025	1.02	1.07
3	01/12/2025 - 01/18/2025	1.07	1.13
4	01/19/2025 - 01/25/2025	1.05	1.11
5	01/26/2025 - 02/01/2025	1.03	1.08
6	02/02/2025 - 02/08/2025	1.02	1.07
* 7	02/09/2025 - 02/15/2025	1.00	1.05
* 8	02/16/2025 - 02/22/2025	0.98	1.03
* 9	02/23/2025 - 03/01/2025	0.96	1.01
*10	03/02/2025 - 03/08/2025	0.94	0.99
*11	03/09/2025 - 03/15/2025	0.92	0.97
*12	03/16/2025 - 03/22/2025	0.92	0.97
*13	03/23/2025 - 03/29/2025	0.93	0.98
*14	03/30/2025 - 04/05/2025	0.94	0.99
*15	04/06/2025 - 04/12/2025	0.94	0.99
*16	04/13/2025 - 04/19/2025	0.95	1.00
*17	04/20/2025 - 04/26/2025	0.96	1.01
*18	04/27/2025 - 05/03/2025	0.98	1.03
*19	05/04/2025 - 05/10/2025	0.99	1.04
20	05/11/2025 - 05/17/2025	1.01	1.06
21	05/18/2025 - 05/24/2025	1.00	1.05
22	05/25/2025 - 05/31/2025	1.00	1.05
23	06/01/2025 - 06/07/2025	1.00	1.05
24	06/08/2025 - 06/14/2025	0.99	1.04
25	06/15/2025 - 06/21/2025	0.99	1.04
26	06/22/2025 - 06/28/2025	0.99	1.04
27	06/29/2025 - 07/05/2025	1.00	1.05
28	07/06/2025 - 07/12/2025	1.00	1.05
29	07/13/2025 - 07/19/2025	1.01	1.06
30	07/20/2025 - 07/26/2025	1.03	1.08
31	07/27/2025 - 08/02/2025	1.05	1.11
32	08/03/2025 - 08/09/2025	1.07	1.13
33	08/10/2025 - 08/16/2025	1.09	1.15
34	08/17/2025 - 08/23/2025	1.10	1.16
35	08/24/2025 - 08/30/2025	1.11	1.17
36	08/31/2025 - 09/06/2025	1.11	1.17
37	09/07/2025 - 09/13/2025	1.12	1.18
38	09/14/2025 - 09/20/2025	1.13	1.19
39	09/21/2025 - 09/27/2025	1.11	1.17
40	09/28/2025 - 10/04/2025	1.09	1.15
41	10/05/2025 - 10/11/2025	1.06	1.12
42	10/12/2025 - 10/18/2025	1.04	1.09
43	10/19/2025 - 10/25/2025	1.01	1.06
44	10/26/2025 - 11/01/2025	0.99	1.04
45	11/02/2025 - 11/08/2025	0.96	1.01
46	11/09/2025 - 11/15/2025	0.93	0.98
47	11/16/2025 - 11/22/2025	0.94	0.99
48	11/23/2025 - 11/29/2025	0.95	1.00
49	11/30/2025 - 12/06/2025	0.95	1.00
50	12/07/2025 - 12/13/2025	0.96	1.01
51	12/14/2025 - 12/20/2025	0.97	1.02
52	12/21/2025 - 12/27/2025	1.02	1.07
53	12/28/2025 - 12/31/2025	1.07	1.13

* PEAK SEASON

09-FEB-2026 17:18:55

830UPD

5_1800_PKSEASON.TXT

Sumter County 2023 CMP Database

SEGMENT ID	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2021)	LANES (2035)	URBAN / RURAL	DIVIDED / UNDIVIDED	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2021 DAILY ADIT	2021 DAILY VC	2021 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2021 PEAK HOUR PEDEST VOLUME	2021 PEAK HOUR DRIVE VOLUME	2021 PEAK HOUR WC	2021 PEAK HOUR LOS	PEAK HOUR TWO-WAY DIRECTIONAL SERVICE VOLUME	2021 PEAK HOUR TWO-WAY VOLUME	2021 PEAK HOUR TWO-WAY WC	2021 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	17,300	14,200	0.79	C	888	486	497	0.36	C	1,816	962	C	0.61	4.50%
3253215	2.73	US 301/SR 35	WARM SPRINGS AVE	SR 915/FLORIDAS TURNPIKE	2	4	URBAN	UNDIVIDED	D	14,800	16,320	1.17	E	730	889	805	0.94	D	1,330	1,294	D	0.97	1.00%
3253220	0.18	US 301/SR 35 (MAIN ST)	SR 915/FLORIDAS TURNPIKE	CR 138 (CLAY BRAM RD)	2	2	URBAN	DIVIDED	D	21,700	19,308	0.88	D	1,075	800	690	0.75	D	1,900	1,490	D	0.76	2.00%
3557115	1.02	WARM SPRINGS AVE	US 301/SR 35	CR 515	4	4	RURAL	DIVIDED	D	33,575	11,449	0.34	C	1,865	376	472	0.28	C	3,024	846	C	0.28	3.50%
3557125	1.14	WARM SPRINGS AVE	CR 513	CR 501	4	4	RURAL	DIVIDED	D	33,575	16,157	0.48	C	1,865	378	548	0.33	C	3,024	826	C	0.31	8.20%
3557135	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%
3557165	3.81	MEGGISON RD	WARM SPRINGS AVE	SR 84	4	4	URBAN	DIVIDED	D	37,300	7,938	0.21	C	1,850	322	383	0.21	C	3,360	719	C	0.21	3.50%
3557175	1.47	MEGGISON RD	MORSE BLVD	WARM SPRINGS AVENUE	4	4	URBAN	DIVIDED	D	37,300	8,854	0.24	C	1,850	357	406	0.24	C	3,360	782	C	0.24	3.00%
40000002	0.49	MARSH BEND TRAIL / CR 501	COMBIN 191	WARM SPRINGS AVE	4	4	URBAN	DIVIDED	D	33,575	11,908	0.35	C	1,865	363	346	0.22	C	3,024	711	C	0.24	10.75%
40000003	1.20	MARSH BEND TRAIL	WARM SPRINGS AVE	DURHAM DR	2	2	URBAN	DIVIDED	D	21,168	7,023	0.33	C	1,549	291	290	0.28	C	1,809	581	C	0.30	9.50%
40000003	4.88	MARSH BEND TRAIL	US 301	WARM SPRINGS AVE	2	2	URBAN	DIVIDED	D	23,320	7,023	0.33	C	1,198	291	290	0.28	C	1,809	581	C	0.30	3.00%

Appendix D

Existing Conditions Synchro Printouts

Intersection

Int Delay, s/veh 23.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↗	↗	↘	↗
Traffic Vol, veh/h	55	277	338	158	484	421
Future Vol, veh/h	55	277	338	158	484	421
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	1000	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	15	2	14	10	7	13
Mvmt Flow	59	298	363	170	520	453

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1857	363	0
Stage 1	363	-	-
Stage 2	1494	-	-
Critical Hdwy	6.55	6.22	-
Critical Hdwy Stg 1	5.55	-	-
Critical Hdwy Stg 2	5.55	-	-
Follow-up Hdwy	3.635	3.318	-
Pot Cap-1 Maneuver	75	681	-
Stage 1	676	-	-
Stage 2	192	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	~ 36	681	-
Mov Cap-2 Maneuver	~ 36	-	-
Stage 1	327	-	-
Stage 2	192	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	103.41	0	6.58
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	36	681	1009	-
HCM Lane V/C Ratio	-	-	1.633	0.437	0.516	-
HCM Ctrl Dly (s/v)	-	-	\$ 552.1	14.3	12.3	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	6.4	2.2	3	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
+: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	625	297	5	15	12
Future Vol, veh/h	27	625	297	5	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	95	95	95	95	95	95
Heavy Vehicles, %	4	8	4	2	2	8
Mvmt Flow	28	658	313	5	16	13
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	318	0	-	0	701	159
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	386	-
Critical Hdwy	4.18	-	-	-	6.84	7.06
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.24	-	-	-	3.52	3.38
Pot Cap-1 Maneuver	1225	-	-	-	373	839
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	657	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1225	-	-	-	364	839
Mov Cap-2 Maneuver	-	-	-	-	467	-
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	657	-
Approach	EB		WB		SB	
HCM Ctrl Dly, s/v	0.33		0		11.51	
HCM LOS					B	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1225	-	-	-	581	
HCM Lane V/C Ratio	0.023	-	-	-	0.049	
HCM Ctrl Dly (s/v)	8	-	-	-	11.5	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	10	241	391	567	168	109	184	93	565	99	158
Future Volume (vph)	10	241	391	567	168	109	184	93	565	99	158
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	21.5	21.5	25.9	51.9	51.9	42.3	26.4	26.4	28.7	18.7
Actuated g/C Ratio	0.07	0.19	0.19	0.23	0.47	0.47	0.38	0.24	0.24	0.26	0.17
w/c Ratio	0.09	0.40	0.70	0.77	0.11	0.15	0.47	0.23	0.73	0.29	0.61
Control Delay (s/veh)	59.1	43.6	12.7	47.7	19.1	4.6	27.9	37.0	8.7	26.2	53.9
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 (s/veh)	59.1	43.6	12.7	47.7	19.1	4.6	27.9	37.0	8.7	26.2	53.9
LOS	E	D	B	D	B	A	C	D	A	C	D
Approach Delay (s/veh)		25.0			36.4			16.0			43.6
Approach LOS		C			D			B			D

Intersection Summary

Cycle Length: 196

Actuated Cycle Length: 110.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 27.7

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

#15 Ø1	#15 Ø2	#15 Ø3	#15 Ø4
36.5 s	86.5 s	36.5 s	36.5 s
#15 Ø5	#15 Ø6	#15 Ø7	#15 Ø8
56.5 s	66.5 s	36.5 s	36.5 s

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 							
Traffic Volume (veh/h)	10	241	391	567	168	109	184	93	565	99	158	8
Future Volume (veh/h)	10	241	391	567	168	109	184	93	565	99	158	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1781	1870	1826	1870	1856	1870	1870	1870	1811	1870
Adj Flow Rate, veh/h	11	265	430	623	185	120	202	102	621	109	174	9
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	5	8	2	5	2	3	2	2	2	6	2
Cap, veh/h	31	1081	471	712	1736	793	349	418	354	300	306	16
Arrive On Green	0.02	0.31	0.31	0.21	0.50	0.50	0.11	0.22	0.22	0.06	0.18	0.18
Sat Flow, veh/h	1781	3469	1510	3456	3469	1585	1767	1870	1585	1781	1707	88
Grp Volume(v), veh/h	11	265	430	623	185	120	202	102	621	109	0	183
Grp Sat Flow(s),veh/h/ln	1781	1735	1510	1728	1735	1585	1767	1870	1585	1781	0	1795
Q Serve(g_s), s	0.8	7.6	36.8	23.4	3.8	5.5	12.1	6.0	30.0	6.6	0.0	12.5
Cycle Q Clear(g_c), s	0.8	7.6	36.8	23.4	3.8	5.5	12.1	6.0	30.0	6.6	0.0	12.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	31	1081	471	712	1736	793	349	418	354	300	0	322
V/C Ratio(X)	0.35	0.25	0.91	0.87	0.11	0.15	0.58	0.24	1.75	0.36	0.00	0.57
Avail Cap(c_a), veh/h	398	1551	675	1287	2068	945	552	418	354	582	0	401
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	65.2	34.4	44.5	51.6	17.7	18.1	38.1	42.8	52.1	40.8	0.0	50.3
Incr Delay (d2), s/veh	6.6	0.1	13.1	3.6	0.0	0.1	1.5	0.3	350.1	0.7	0.0	1.6
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	0.8	5.7	21.8	15.5	2.7	3.7	9.2	5.1	72.4	5.4	0.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.8	34.5	57.5	55.2	17.7	18.2	39.6	43.1	402.2	41.5	0.0	51.9
LnGrp LOS	E	C	E	E	B	B	D	D	F	D		D
Approach Vol, veh/h		706			928			925			292	
Approach Delay, s/veh		49.1			42.9			283.4			48.0	
Approach LOS		D			D			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	73.6	15.2	36.5	34.2	48.3	21.1	30.6				
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	2.8	7.5	8.6	32.0	25.4	38.8	14.1	14.5				
Green Ext Time (p_c), s	0.0	1.5	0.3	0.0	2.2	3.0	0.5	0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			123.0									
HCM 7th LOS			F									

Intersection

Int Delay, s/veh 30.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↗	↗	↘	↗
Traffic Vol, veh/h	125	330	370	170	343	311
Future Vol, veh/h	125	330	370	170	343	311
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	1000	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	5	8	5	2	4
Mvmt Flow	132	347	389	179	361	327

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1439	389	0
Stage 1	389	-	-
Stage 2	1049	-	-
Critical Hdwy	6.47	6.25	-
Critical Hdwy Stg 1	5.47	-	-
Critical Hdwy Stg 2	5.47	-	-
Follow-up Hdwy	3.563	3.345	-
Pot Cap-1 Maneuver	143	652	-
Stage 1	674	-	-
Stage 2	330	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	~ 91	652	-
Mov Cap-2 Maneuver	~ 91	-	-
Stage 1	431	-	-
Stage 2	330	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	103.06	0	5.55
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	91	652	1004	-
HCM Lane V/C Ratio	-	-	1.44	0.533	0.36	-
HCM Ctrl Dly (s/v)	-	-	\$ 331.2	16.6	10.6	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	10	3.2	1.7	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
+: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	470	488	24	14	11
Future Vol, veh/h	8	470	488	24	14	11
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	93	93	93	93	93	93
Heavy Vehicles, %	13	2	6	2	2	27
Mvmt Flow	9	505	525	26	15	12

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	551	0	808
Stage 1	-	-	538
Stage 2	-	-	270
Critical Hdwy	4.36	-	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	2.33	-	3.52
Pot Cap-1 Maneuver	943	-	319
Stage 1	-	-	550
Stage 2	-	-	751
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	943	-	316
Mov Cap-2 Maneuver	-	-	424
Stage 1	-	-	545
Stage 2	-	-	751

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.15	0	12.59
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	943	-	-	-	501
HCM Lane V/C Ratio	0.009	-	-	-	0.054
HCM Ctrl Dly (s/v)	8.9	-	-	-	12.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	7	293	162	528	350	236	244	211	569	232	248
Future Volume (vph)	7	293	162	528	350	236	244	211	569	232	248
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)	7.1	20.8	20.8	26.3	51.2	51.2	59.4	36.5	36.5	44.9	28.5
Actuated g/C Ratio	0.06	0.16	0.16	0.21	0.41	0.41	0.47	0.29	0.29	0.36	0.23
v/c Ratio	0.07	0.53	0.42	0.78	0.26	0.31	0.56	0.41	0.70	0.50	0.66
Control Delay (s/veh)	63.7	53.6	10.7	56.0	26.9	4.6	26.4	40.7	9.8	25.9	54.6
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 (s/veh)	63.7	53.6	10.7	56.0	26.9	4.6	26.4	40.7	9.8	25.9	54.6
LOS	E	D	B	E	C	A	C	D	A	C	D
Approach Delay (s/veh)		38.7			36.0			20.2			41.1
Approach LOS		D			D			C			D

Intersection Summary

Cycle Length: 196

Actuated Cycle Length: 126.1

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 32.0

Intersection LOS: C

Intersection Capacity Utilization 81.0%

ICU Level of Service D

Analysis Period (min) 15

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

#15 Ø1	#15 Ø2	#15 Ø3	#15 Ø4
36.5 s	86.5 s	36.5 s	36.5 s
#15 Ø5	#15 Ø6	#15 Ø7	#15 Ø8
56.5 s	66.5 s	36.5 s	36.5 s

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 						 	
Traffic Volume (veh/h)	7	293	162	528	350	236	244	211	569	232	248	14
Future Volume (veh/h)	7	293	162	528	350	236	244	211	569	232	248	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1796	1870	1870	1870	1870	1796
Adj Flow Rate, veh/h	7	308	171	556	368	248	257	222	599	244	261	15
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	2	2	2	2	2	7	2	2	2	2	7
Cap, veh/h	22	643	287	661	1279	570	430	507	430	397	458	26
Arrive On Green	0.01	0.18	0.18	0.19	0.36	0.36	0.13	0.27	0.27	0.12	0.26	0.26
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1711	1870	1585	1781	1752	101
Grp Volume(v), veh/h	7	308	171	556	368	248	257	222	599	244	0	276
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1711	1870	1585	1781	0	1852
Q Serve(g_s), s	0.4	8.6	11.0	17.2	8.2	13.1	11.9	10.9	30.0	10.8	0.0	14.3
Cycle Q Clear(g_c), s	0.4	8.6	11.0	17.2	8.2	13.1	11.9	10.9	30.0	10.8	0.0	14.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	22	643	287	661	1279	570	430	507	430	397	0	485
V/C Ratio(X)	0.32	0.48	0.60	0.84	0.29	0.43	0.60	0.44	1.39	0.61	0.00	0.57
Avail Cap(c_a), veh/h	483	1928	860	1562	2570	1146	669	507	430	664	0	502
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	54.2	40.6	41.6	43.1	25.3	26.9	25.2	33.3	40.3	25.1	0.0	35.4
Incr Delay (d2), s/veh	8.2	0.6	2.0	3.0	0.1	0.5	1.3	0.6	190.8	1.5	0.0	1.4
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	0.4	6.6	7.9	11.8	6.0	8.7	8.5	8.6	52.1	8.3	0.0	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.4	41.2	43.6	46.1	25.4	27.4	26.5	33.9	231.1	26.6	0.0	36.9
LnGrp LOS	E	D	D	D	C	C	C	C	F	C		D
Approach Vol, veh/h		486			1172			1078			520	
Approach Delay, s/veh		42.3			35.6			141.7			32.1	
Approach LOS		D			D			F			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	46.3	20.0	36.5	27.7	26.5	21.0	35.4				
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	30.0	80.0	30.0	30.0	50.0	60.0	30.0	30.0				
Max Q Clear Time (g_c+I1), s	2.4	15.1	12.8	32.0	19.2	13.0	13.9	16.3				
Green Ext Time (p_c), s	0.0	3.2	0.6	0.0	2.0	2.5	0.7	1.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			71.2									
HCM 7th LOS			E									



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	1	54	0	277	0	0	338	158	0	484	421	0
Date of Count	4/7/2026				SF=0.94 (Use 1.00)				1.00							
Adjusted Count	0	0	0	0	1	54	0	277	0	0	338	158	0	484	421	0

	West Leg				East Leg				South Leg				North Leg			
Existing Approach & Departure Volumes	EB: 0				EB: 643				NB: 496				NB: 615			
	WB: 0				WB: 332				SB: 475				SB: 905			
Directional Factors Based on Existing Counts	EB: 0.00				EB: 0.66				NB: 0.51				NB: 0.40			
	WB: 0.00				WB: 0.34				SB: 0.49				SB: 0.60			

Future Background

Year 2029

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	6	0	29	0	0	46	21	0	29	25	0
Bigham Plaza	0	0	0	0	0	2	0	7	0	0	0	3	0	11	0	0
Applied Bckgmd Growth	0	0	0	0	0	8	0	36	0	0	46	24	0	40	25	0
Total Bckgmd Pk-Hr Vols	0	0	0	0	1	62	0	313	0	0	384	182	0	524	446	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 Volume	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%
New Ext Outbound Volume	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%
Pass-By Inbound Volume	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Pass-By Outbound Volume	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total Project Trips	0	0	0	0	0	10	0	22	0	0	0	19	0	39	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	72	0	335	0	0	384	201	0	563	446	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	124	0	330	0	0	370	170	0	343	311	0
Date of Count	4/7/2026				SF=0.94 (Use 1.00)				1.00							
Adjusted Count	0	0	0	0	1	124	0	330	0	0	370	170	0	343	311	0

	West Leg				East Leg				South Leg				North Leg			
	EB: 0	WB: 0	EB: 0.00	WB: 0.00	EB: 514	WB: 455	EB: 0.53	WB: 0.47	NB: 540	SB: 435	NB: 0.55	SB: 0.45	NB: 700	SB: 654	NB: 0.52	SB: 0.48
Existing Approach & Departure Volumes																
Directional Factors Based on Existing Counts																

Future Background

	Year 2029															
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	13	0	35	0	0	50	23	0	21	19	0
Bigham Plaza	0	0	0	0	0	7	0	24	0	0	0	7	0	24	0	0
Applied Bckgmd Growth	0	0	0	0	0	20	0	59	0	0	50	30	0	45	19	0
Total Bckgmd Pk-Hr Vols	0	0	0	0	1	144	0	389	0	0	420	200	0	388	330	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 Volume	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%
New Ext Outbound Volume	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%
Pass-By Inbound Volume	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Pass-By Outbound Volume	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total Project Trips	0	0	0	0	0	17	0	36	0	0	0	14	0	30	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	161	0	425	0	0	420	214	0	418	330	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	12	15	625	0	0	0	297	5	0	0	0	0	0	15	0	12
Date of Count	4/7/2026				SF=0.94 (Use 1.00)				1.00							
Adjusted Count	12	15	625	0	0	0	297	5	0	0	0	0	0	15	0	12

	West Leg		East Leg		South Leg		North Leg	
Existing Approach & Departure Volumes	EB: 652		EB: 640		NB: 0		NB: 20	
	WB: 321		WB: 302		SB: 0		SB: 27	
Directional Factors Based on Existing Counts	EB: 0.67		EB: 0.68		NB: 0.00		NB: 0.43	
	WB: 0.33		WB: 0.32		SB: 0.00		SB: 0.57	

Future Background

	Year 2029															
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	3	4	173	0	0	0	82	1	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 Bckgmd Growth	3	4	186	0	0	0	91	1	0	0	0	0	0	1	0	1
Total Bckgmd Pk-Hr Vols	15	19	811	0	0	0	388	6	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 Volume	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%
New Ext Outbound Volume	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%
Pass-By Inbound Volume	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Pass-By Outbound Volume	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total Project Trips	0	70	0	0	0	0	15	62	0	0	0	0	0	55	0	24

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	15	89	811	0	0	0	403	68	0	0	0	0	0	71	0	37

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	7	470	0	0	0	488	24	0	0	0	0	0	14	0	11
Date of Count	4/7/2026				SF=0.94 (Use 1.00)				1.00							
Adjusted Count	1	7	470	0	0	0	488	24	0	0	0	0	0	14	0	11

	West Leg				East Leg				South Leg				North Leg			
Existing Approach & Departure Volumes	EB: 478				EB: 484				NB: 0				NB: 31			
	WB: 500				WB: 512				SB: 0				SB: 25			
Directional Factors Based on Existing Counts	EB: 0.49				EB: 0.49				NB: 0.00				NB: 0.55			
	WB: 0.51				WB: 0.51				SB: 0.00				SB: 0.45			

Future Background

	Year 2029															
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	2	130	0	0	0	135	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 Bckgmd Growth	0	2	161	0	0	0	166	7	0	0	0	0	0	1	0	1
Total Bckgmd Pk-Hr Vols	1	9	631	0	0	0	654	31	0	0	0	0	0	15	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 Volume	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%
New Ext Outbound Volume	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%
Pass-By Inbound Volume	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%
Pass-By Outbound Volume	0.0%	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%
Total Project Trips	0	58	-5	0	0	0	16	56	0	0	0	0	0	95	0	48

	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	67	626	0	0	0	670	87	0	0	0	0	0	110	0	60

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	20	0	0	0	27	0
Date of Count	4/7/2026				SF=0.94 (Use 1.00)				1.00							
Adjusted Count	0	0	0	0	0	0	0	0	0	0	20	0	0	0	27	0

	West Leg				East Leg				South Leg				North Leg			
Existing Approach & Departure Volumes	EB: 0				EB: 0				NB: 20				NB: 20			
	WB: 0				WB: 0				SB: 27				SB: 27			
Directional Factors Based on Existing Counts	EB: 0.00				EB: 0.00				NB: 0.43				NB: 0.43			
	WB: 0.00				WB: 0.00				SB: 0.57				SB: 0.57			

Future Background

	Year 2029															
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	1	0	0	0	2	0
Bigham Plaza	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Applied Bckgmd Growth	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
Total Bckgmd Pk-Hr Vols	0	0	0	0	0	0	0	0	0	0	21	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 Volume	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%
New Ext Outbound Volume	0	0	0	0	0	0	0	0	0	0	0	132	0	2	0	0
Pass-By Inbound Volume	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%
Pass-By Outbound Volume	0	0	0	0	0	78	0	1	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	78	0	1	0	0	0	132	0	2	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	78	0	1	0	0	21	132	0	2	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	31	0	0	0	25	0
Date of Count	4/7/2026				SF=0.94 (Use 1.00)				1.00							
Adjusted Count	0	0	0	0	0	0	0	0	0	0	31	0	0	0	25	0

	West Leg				East Leg				South Leg				North Leg			
	EB: 0				EB: 0				NB: 31				NB: 31			
	WB: 0				WB: 0				SB: 25				SB: 25			
	EB: 0.00				EB: 0.00				NB: 0.55				NB: 0.55			
Directional Factors Based on Existing Counts	WB: 0.00				WB: 0.00				SB: 0.45				SB: 0.45			

Future Background

Year 2029

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 Bckgmd Growth	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
Total Bckgmd Pk-Hr Vols	0	0	0	0	0	0	0	0	0	0	33	0	0	0	27	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 Volume	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%
New Ext Outbound Volume	0	0	0	0	0	0	0	0	0	0	0	100	0	1	0	0
Pass-By Inbound Volume	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%
Pass-By Outbound Volume	0	0	0	0	0	129	0	2	0	0	0	0	0	0	0	0
Pass-By Inbound Volume	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%
Pass-By Outbound Volume	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0
Total Project Trips	0	0	0	0	0	143	0	2	0	0	0	115	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	143	0	2	0	0	33	115	0	1	27	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	640	0	0	0	302	0	0	0	0	0	0	0	0	0
Date of Count	4/7/2026				SF=0.94 (Use 1.00)				1.00							
Adjusted Count	0	0	640	0	0	0	302	0	0	0	0	0	0	0	0	0

	West Leg		East Leg		South Leg		North Leg	
Existing Approach & Departure Volumes	EB: 640		EB: 640		NB: 0		NB: 0	
	WB: 302		WB: 302		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 2029															
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	178	0	0	0	84	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 Bckgmd Growth	0	0	191	0	0	0	93	0	0	0	0	0	0	0	0	0
Total Bckgmd Pk-Hr Vols	0	0	831	0	0	0	395	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 Volume	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%
	0	0	0	0	0	0	62	38	0	0	0	0	0	0	0	0
New Ext Outbound Volume	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%
	0	0	55	0	0	0	0	0	0	0	0	0	0	0	0	15
Pass-By Inbound Volume	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound Volume	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	55	0	0	0	62	38	0	0	0	0	0	0	0	15

	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	886	0	0	0	457	38	0	0	0	0	0	0	0	15

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	470	0	0	0	512	0	0	0	0	0	0	0	0	0
Date of Count	4/7/2026				SF=0.94 (Use 1.00)				1.00							
Adjusted Count	0	0	470	0	0	0	512	0	0	0	0	0	0	0	0	0

	West Leg		East Leg		South Leg		North Leg	
Existing Approach & Departure Volumes	EB: 470		EB: 470		NB: 0		NB: 0	
	WB: 512		WB: 512		SB: 0		SB: 0	
Directional Factors Based on Existing Counts	EB: 0.48		EB: 0.48		NB: 0.00		NB: 0.00	
	WB: 0.52		WB: 0.52		SB: 0.00		SB: 0.00	

Future Background

	Year 2029															
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	130	0	0	0	142	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 Bckgmd Growth	0	0	161	0	0	0	173	0	0	0	0	0	0	0	0	0
Total Bckgmd Pk-Hr Vols	0	0	631	0	0	0	685	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 Volume	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%
	0	0	0	0	0	0	47	29	0	0	0	0	0	0	0	0
New Ext Outbound Volume	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%
	0	0	90	0	0	0	0	0	0	0	0	0	0	0	0	25
Pass-By Inbound Volume	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%
	0	0	0	0	0	0	-6	6	0	0	0	0	0	0	0	0
Pass-By Outbound Volume	0.0%	0.0%	0.0%	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%
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total Project Trips	0	0	90	0	0	0	41	35	0	0	0	0	0	0	0	31

	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	721	0	0	0	726	35	0	0	0	0	0	0	0	31

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	10	241	391	1	566	168	109	0	184	93	565	0	99	158	8
Date of Count	4/7/2026				SF=0.94 (Use 1.00)				1.00							
Adjusted Count	0	10	241	391	1	566	168	109	0	184	93	565	0	99	158	8

	West Leg		East Leg		South Leg		North Leg	
Existing Approach & Departure Volumes	EB: 642		EB: 906		NB: 842		NB: 212	
	WB: 360		WB: 844		SB: 1,115		SB: 265	
Directional Factors Based on Existing Counts	EB: 0.64		EB: 0.52		NB: 0.43		NB: 0.44	
	WB: 0.36		WB: 0.48		SB: 0.57		SB: 0.56	

Future Background

	Year 2029															
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	67	109	0	34	10	7	0	60	30	183	0	10	17	1
Bigham Plaza	0	0	1	2	0	0	2	0	0	3	0	0	0	0	0	0
Applied Bckgmd Growth	0	3	68	111	0	34	12	7	0	63	30	183	0	10	17	1
Total Bckgmd Pk-Hr Vols	0	13	309	502	1	600	180	116	0	247	123	748	0	109	175	9

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 Volume	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%
New Ext Outbound Volume	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%
Pass-By Inbound Volume	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Pass-By Outbound Volume	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total Project Trips	0	1	31	12	0	0	56	0	0	22	0	0	0	0	0	2

	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	14	340	514	1	600	236	116	0	269	123	748	0	109	175	11

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	6	293	162	1	527	350	236	0	244	211	569	0	232	248	14
Date of Count	4/7/2026				SF=0.94 (Use 1.00)				1.00							
Adjusted Count	1	6	293	162	1	527	350	236	0	244	211	569	0	232	248	14

	West Leg		East Leg		South Leg		North Leg	
Existing Approach & Departure Volumes	EB: 462 WB: 609		EB: 1,095 WB: 1,114		NB: 1,024 SB: 937		NB: 453 SB: 494	
Directional Factors Based on Existing Counts	EB: 0.43 WB: 0.57		EB: 0.50 WB: 0.50		NB: 0.52 SB: 0.48		NB: 0.48 SB: 0.52	

Future Background

	Year 2029															
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	81	45	0	32	21	14	0	79	68	184	0	24	26	1
Bigham Plaza	0	0	4	6	0	0	4	0	0	6	0	0	0	0	0	0
Applied Bckgmd Growth	0	2	85	51	0	32	25	14	0	85	68	184	0	24	26	1
Total Bckgmd Pk-Hr Vols	1	8	378	213	1	559	375	250	0	329	279	753	0	256	274	15

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 Volume	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%
New Ext Outbound Volume	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%
Pass-By Inbound Volume	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Pass-By Outbound Volume	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total Project Trips	0	2	51	20	0	0	43	0	0	0	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	10	429	233	1	559	418	250	0	329	279	753	0	256	274	16

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

Date Submitted: 9/4/2023

First Name*

Don

Last Name*

Skelton

Email Address*

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 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)

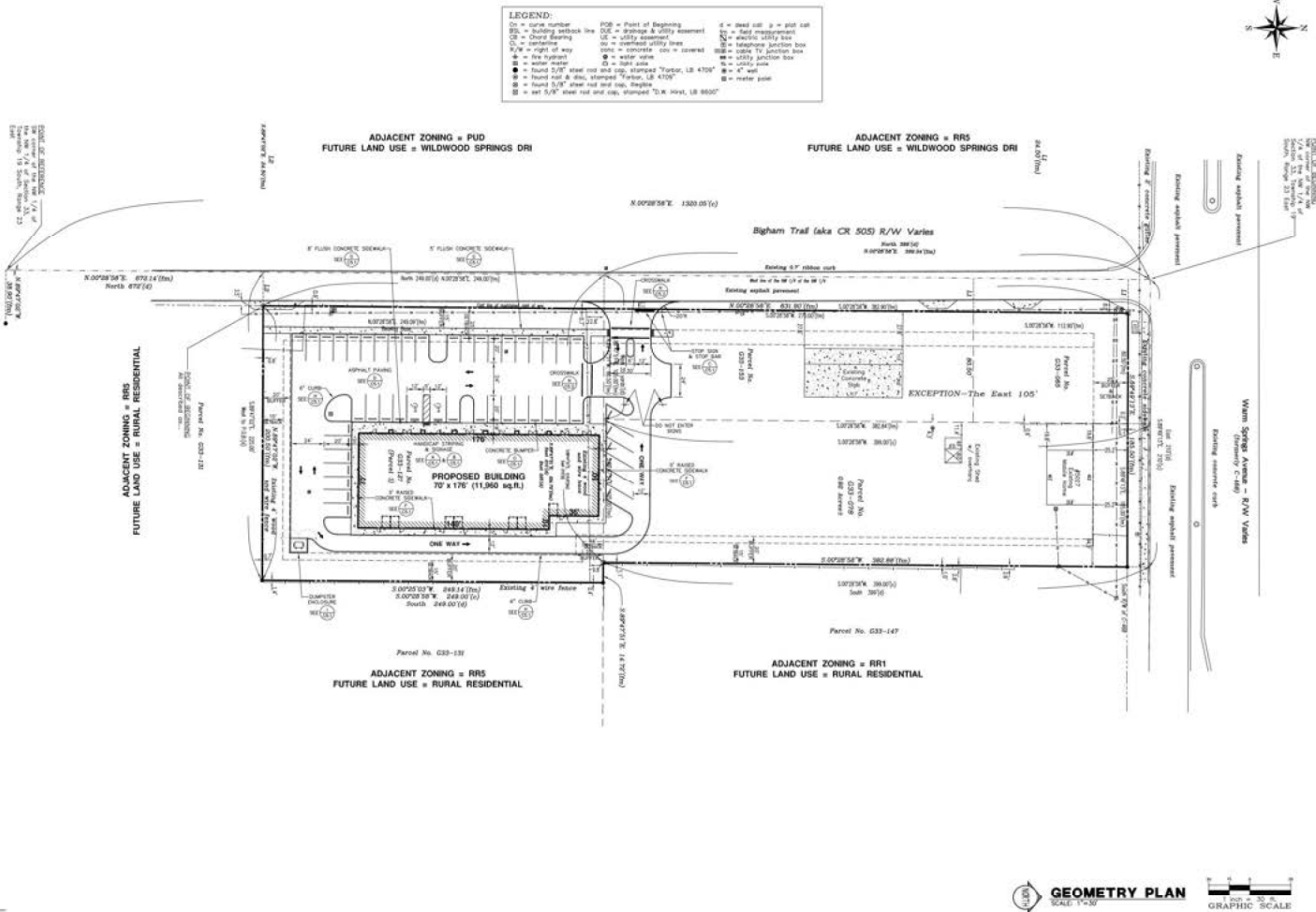
On Roadway	Roadway Segment	Year (2025) AM Peak Hour											
		No Build Scenario						Build Scenario					
		Directional Volume		Level of Service (LOS) Target	Directional Service Volume	Volume to Capacity	Level of Service (LOS)	Project Trips		Directional Volume		Volume to Capacity	Level of Service (LOS)
		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

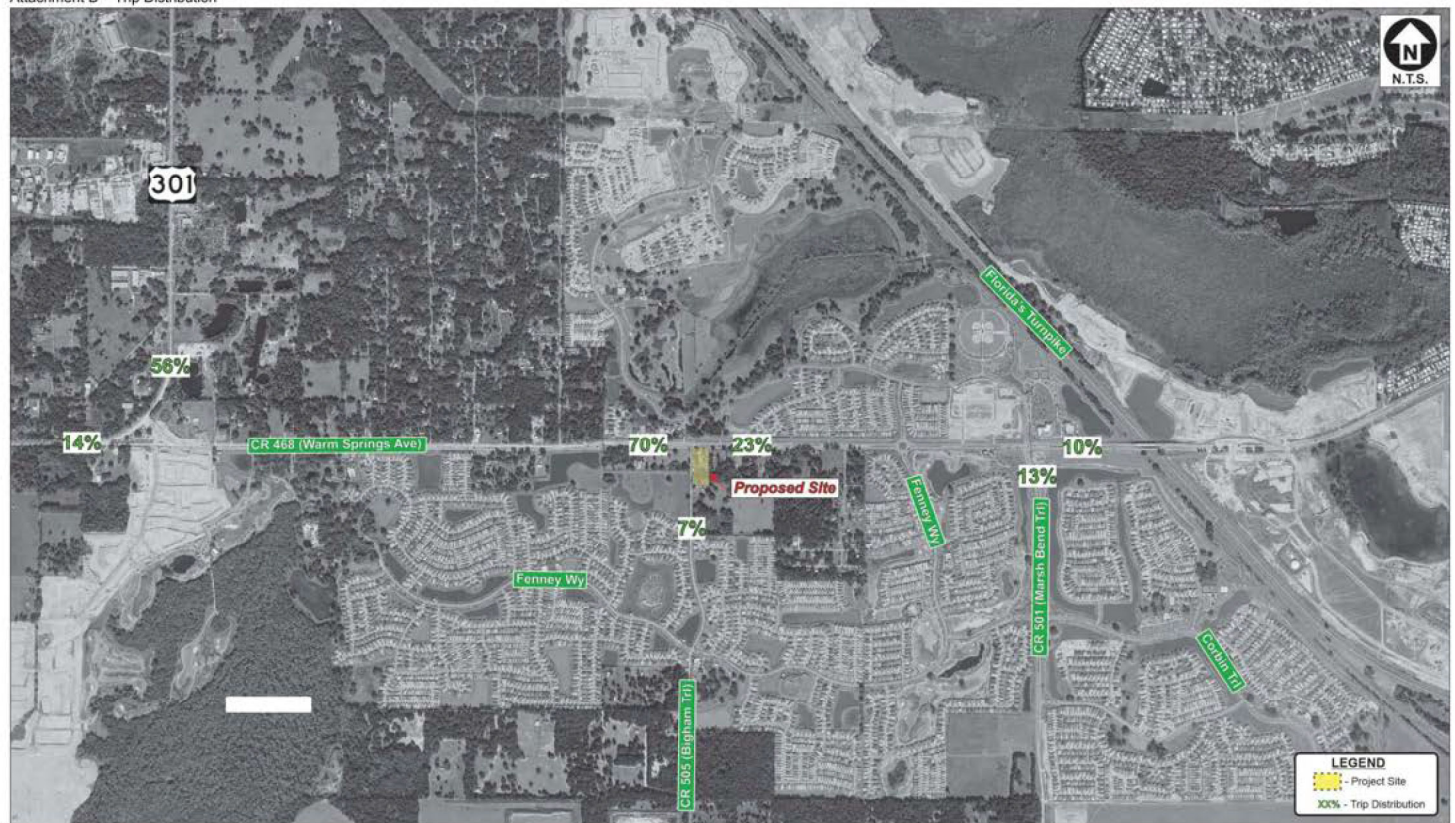
Table 4. Year 2025 No Build and Build Adjusted PM Peak Hour Roadway Segment Level of Service (LOS)

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				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					
		MVMNT	EXIST	BG	FACTOR	ADJ	BKG	MVMNT	EXIST	BG	FACTOR	ADJ	BKG	MVMNT	EXIST	BG	FACTOR	ADJ	BKG
BACKGROUND TRAFFIC WITH SEASONAL ADJUSTMENT FACTOR		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		
		EBTH	0	18.0%	0			EBTH	426	18.0%	503			EBTH	327	18.0%	386		
		EBRT	1	18.0%	1			EBRT	12	18.0%	14			EBRT	111	18.0%	131		
		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		
		WBTH	1	18.0%	1			WBTH	242	18.0%	286			WBTH	211	18.0%	249		
		WBRT	318	18.0%	375			WBRT	0	18.0%	0			WBRT	118	18.0%	139		
		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		
		NBTH	363	18.0%	428			NBTH	0	18.0%	0			NBTH	28	18.0%	33		
		NBRT	97	18.0%	114			NBRT	76	18.0%	90			NBRT	279	18.0%	329		
		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			
	SBTH	331	18.0%	391			SBTH	0	18.0%	0			SBTH	48	18.0%	57			
	SBRT	0	18.0%	0			SBRT	0	18.0%	0			SBRT	6	18.0%	7			
UNBALANCED 2023 INTERSECTION TURNING MOVEMENT DIAGRAM	A	0	391	375	0	0	0	0	7	57	168	0	0	39	0	0	0	0	
	N	<	v	>	U	<	v	>	U	<	v	>	U	<	v	>	U	<	
		0	U		375	0	U		0	U		139	0	U		0	U		
		2	^		85	0	^		286	15	^		249	0	^		0	^	
BALANCING	A	0	391	375	0	0	0	0	7	57	168	0	0	39	0	0	0	0	
	N	<	v	>	U	<	v	>	U	<	v	>	U	<	v	>	U	<	
		U	<	^	>	U	<	^	>	U	<	^	>	U	<	^	>	U	
		0	0	428	114	0	42	0	90	0	106	33	329	0	0	132	0	0	
2023 INTERSECTION TURNING MOVEMENT DIAGRAM	A	0	391	375	0	0	0	0	7	57	168	0	0	39	0	0	0	0	
	N	<	v	>	U	<	v	>	U	<	v	>	U	<	v	>	U	<	
		0	U		375	0	U		0	U		139	0	U		0	U		
		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 CR 469 (Warm Springs Avenue) / US-201 (CR 35)				2 CR 469 (Warm Springs Avenue) / CR 905 (Bigham Trail)				3 CR 469 (Warm Springs Avenue) / CR 509 (Marsh Bend Trail)				4 CR 505 (Bigham Trail) / Project Driveway			
	MM/NT	BAL ADJ	% GROW	FTR ADJ	MM/NT	BAL ADJ	% GROW	FTR ADJ	MM/NT	BAL ADJ	% GROW	FTR ADJ	MM/NT	BAL ADJ	% GROW	FTR ADJ
2023 TO 2025 BACKGROUND TRAFFIC GROWTH PER YEAR	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	106	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	329	16.5%	383	NBRT	0	15.5%	0
UNBALANCED 2025 INTERSECTION TURNING MOVEMENT DIAGRAM	SBLT	0	7.5%	0	SBLT	0	15.5%	0	SBLT	0	10.0%	0	SBLT	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
	N	0	420	403	0	0	0	0	0	83	185	0	0	45	0	0
	<	Y	>	U	<	Y	>	U	<	Y	>	U	<	Y	>	U
	0	U	<	1	0	U	<	0	0	U	<	145	0	U	<	0
	2	>	95	0	>	29	17	>	165	0	>	0	>	0	>	0
	0	>	U	0	581	U	0	446	U	0	0	0	0	0	0	0
	1	>	U	0	16	>	151	>	0	0	>	0	0	0	>	0
	U	<	A	>	U	<	A	>	U	<	A	>	U	<	A	>
	0	0	437	116	0	49	0	104	0	123	38	383	0	0	152	0
BALANCING	N	<	Y	>	U	<	Y	>	U	<	Y	>	U	<	Y	>
	U	<	A	>	U	<	A	>	U	<	A	>	U	<	A	>
	A	<	Y	>	U	<	Y	>	U	<	Y	>	U	<	Y	>
	>	U	<	A	>	U	<	A	>	U	<	A	>	U	<	A
	U	<	A	>	U	<	A	>	U	<	A	>	U	<	A	>
	U	<	A	>	U	<	A	>	U	<	A	>	U	<	A	>
	U	<	A	>	U	<	A	>	U	<	A	>	U	<	A	>
	U	<	A	>	U	<	A	>	U	<	A	>	U	<	A	>
	U	<	A	>	U	<	A	>	U	<	A	>	U	<	A	>
	U	<	A	>	U	<	A	>	U	<	A	>	U	<	A	>
	U	<	A	>	U	<	A	>	U	<	A	>	U	<	A	>
	U	<	A	>	U	<	A	>	U	<	A	>	U	<	A	>
The Enclave Vested Trips	MM/NT				MM/NT				MM/NT				MM/NT			
	EBLT	0			EBLT	0			EBLT	48			EBLT	0		
	EBTH	0			EBTH	428			EBTH	304			EBTH	0		
	EBRT	0			EBRT	17			EBRT	20			EBRT	0		
	WBLT	0			WBLT	32			WBLT	312			WBLT	0		
	WBTH	0			WBTH	284			WBTH	319			WBTH	0		
	WBRT	0			WBRT	0			WBRT	162			WBRT	0		
	NBLT	0			NBLT	79			NBLT	73			NBLT	0		
	NBTH	0			NBTH	0			NBTH	47			NBTH	165		
	NBRT	0			NBRT	86			NBRT	535			NBRT	0		
	SBLT	0			SBLT	0			SBLT	169			SBLT	0		
	SBTH	0			SBTH	0			SBTH	32			SBTH	49		
2025 INTERSECTION TURNING MOVEMENT DIAGRAM	SBRT	0			SBRT	0			SBRT	47			SBRT	0		
	N	0	420	403	0	0	0	0	0	55	95	354	0	0	94	0
	<	Y	>	U	<	Y	>	U	<	Y	>	U	<	Y	>	U
	0	U	<	1	0	U	<	0	0	U	<	307	0	U	<	0
	2	>	95	0	>	614	65	>	578	0	>	0	>	0	>	0
	0	>	U	0	1009	U	0	750	U	0	0	0	0	0	0	0
	1	>	U	0	33	>	171	>	U	0	0	0	0	0	0	0
	U	<	A	>	U	<	A	>	U	<	A	>	U	<	A	>
	0	0	437	116	0	128	0	190	0	196	85	918	0	0	318	0
	0	0	420	403	0	0	0	0	0	55	95	354	0	0	94	0
	<	Y	>	U	<	Y	>	U	<	Y	>	U	<	Y	>	U
	U	<	A	>	U	<	A	>	U	<	A	>	U	<	A	>
	U	<	A	>	U	<	A	>	U	<	A	>	U	<	A	>
2025 INTERSECTION TURNING MOVEMENT DIAGRAM (ADJUSTED)	U	<	A	>	U	<	A	>	U	<	A	>	U	<	A	>
	0	0	437	116	0	128	0	190	0	119	85	559	0	0	318	0
	U	<	A	>	U	<	A	>	U	<	A	>	U	<	A	>
	U	<	A	>	U	<	A	>	U	<	A	>	U	<	A	>
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	U	<	A	>	U	<	A	>	U	<	A	>	U	<	A	>

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

	1 CR 468 (Warm Springs Avenue) / US 301 (SR 33)				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			
	MVMT	IN %	OUT %	VOLUME	MVMT	IN %	OUT %	VOLUME	MVMT	IN %	OUT %	VOLUME	MVMT	IN %	OUT %	VOLUME
Retail LUC 822 (11,990 SQ FT) IN TRIPS ----- 19 OUT TRIPS ----- 13	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%	95%	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
	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	
2025 INTERSECTION TURNING MOVEMENT DIAGRAM	MVMT	-	-	-	MVMT	-	-	-	MVMT	-	-	-	MVMT	-	-	-
	EBUT	-	-	0	EBUT	-	-	0	EBUT	-	-	0	EBUT	-	-	0
	EBLT	-	2	EBLT	-	-	0	EBLT	-	-	65	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	
	WBTH	-	1	WBTH	-	-	373	WBTH	-	-	266	WBTH	-	-	0	
	WBRT	-	418	WBRT	-	-	0	WBRT	-	-	307	WBRT	-	-	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		
SBLT	-	0	SBLT	-	-	0	SBLT	-	-	0	SBLT	-	-	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		
UNBALANCED TRIPS 2025 INTERSECTION TURNING MOVEMENT DIAGRAM	A	0	0	11	0	0	0	0	0	0	0	0	0	0	18	0
	N	<	>	<	>	<	>	<	>	<	>	<	>	<	>	<
	U	<	>	<	>	U	<	>	U	<	>	U	<	>	U	<
	A	0	0	7	0	0	0	0	0	0	0	0	0	0	0	12
	N	<	>	<	>	U	<	>	U	<	>	U	<	>	U	<
	U	<	>	<	>	U	<	>	U	<	>	U	<	>	U	<
	A	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
	N	<	>	<	>	U	<	>	U	<	>	U	<	>	U	<
	U	<	>	<	>	U	<	>	U	<	>	U	<	>	U	<
	A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TRIP BALANCING	U	<	>	<	>	U	<	>	U	<	>	U	<	>	U	<
	A	0	0	11	0	0	0	0	0	0	0	0	0	0	18	0
	N	<	>	<	>	U	<	>	U	<	>	U	<	>	U	<
	U	<	>	<	>	U	<	>	U	<	>	U	<	>	U	<
	A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	N	<	>	<	>	U	<	>	U	<	>	U	<	>	U	<
	U	<	>	<	>	U	<	>	U	<	>	U	<	>	U	<
	A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	N	<	>	<	>	U	<	>	U	<	>	U	<	>	U	<
	U	<	>	<	>	U	<	>	U	<	>	U	<	>	U	<
TRIPS 2025 INTERSECTION TURNING MOVEMENT DIAGRAM	U	0	0	11	0	0	0	0	0	0	0	0	0	0	18	0
	N	<	>	<	>	U	<	>	U	<	>	U	<	>	U	<
	U	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	A	0	0	7	0	0	0	0	0	0	0	0	0	0	0	12
	N	<	>	<	>	U	<	>	U	<	>	U	<	>	U	<
	U	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	A	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
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	U	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUILD 2025 INTERSECTION TURNING MOVEMENT DIAGRAM (ADJUSTED)	U	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	N	<	>	<	>	U	<	>	U	<	>	U	<	>	U	<
	U	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	A	0	420	414	0	0	0	0	0	55	95	354	0	0	94	18
	N	<	>	<	>	U	<	>	U	<	>	U	<	>	U	<
	U	<	>	<	>	U	<	>	U	<	>	U	<	>	U	<
	A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	N	<	>	<	>	U	<	>	U	<	>	U	<	>	U	<
	U	<	>	<	>	U	<	>	U	<	>	U	<	>	U	<
	A	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				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												
		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		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			
		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				
UNBALANCED 2023 INTERSECTION TURNING MOVEMENT DIAGRAM	A	0	401	306	0	0	0	0	27	84	361	0	0	149	0	0	0	0	0	0	149	0	0	0	0	
	N	<	v	>	U	<	v	>	U	<	v	>	U	<	v	>	U	<	v	>	U	<	v	>	U	
						439			0	U		<	582	0	U		<	551	0	U		<	0	U		
		0	U		<	0	U		<	582	0	U		<	551	0	U		<	0	U		<	0	U	
BALANCING	A	0	409	124	0	17	0	85	0	192	53	297	0	0	101	0	0	0	0	0	101	0	0	0		
	N	<	v	>	U	<	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	<	^	
2023 INTERSECTION TURNING MOVEMENT DIAGRAM	A	0	401	306	0	0	0	0	27	84	361	0	0	149	0	0	0	0	0	0	149	0	0	0	0	
	N	<	v	>	U	<	v	>	U	<	v	>	U	<	v	>	U	<	v	>	U	<	v	>	U	
		0	U		<	439	0	U		<	582	0	U		<	551	0	U		<	0	U		<	0	U
		0	^		U	136	0	^		U	114	12	^		U	313	0	^		U	0	^		U	0	

BIGHAM PLAZA COMMERCIAL DEVELOPMENT

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

	1 CR 488 (Warm Springs Avenue) / US 301 (SR 39)				2 CR 488 (Warm Springs Avenue) / CR 585 (Bigham Trail)				3 CR 488 (Warm Springs Avenue) / CR 501 (Marsh Bend Trail)				4 CR 505 (Bigham Trail) / Project Driveway			
	MAVMT	BAL ADJ	% GROW	FTR ADJ	MAVMT	BAL ADJ	% GROW	FTR ADJ	MAVMT	BAL ADJ	% GROW	FTR ADJ	MAVMT	BAL ADJ	% GROW	FTR ADJ
2023 TO 2025 BACKGROUND TRAFFIC GROWTH PER YEAR	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	562	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
UNBALANCED 2025 INTERSECTION TURNING MOVEMENT DIAGRAM	SBLT	0	7.5%	0	SBLT	0	1.8%	0	SBLT	0	10.0%	0	SBLT	0	1.8%	0
	SBLT	306	7.5%	329	SBLT	0	1.8%	0	SBLT	351	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
	N	0	431	329	0	0	0	0	0	30	92	397	0	0	152	0
	<	<	>	<	<	<	>	<	<	<	>	<	<	<	>	<
	0	U	<	489	0	U	<	0	277	0	U	<	0	U	<	0
	0	<	0	0	0	<	0	0	0	0	<	0	0	<	0	0
	0	>	U	152	0	>	132	14	>	326	0	>	0	>	0	>
	0	>	U	368	0	>	300	>	0	0	>	0	0	>	0	0
	0	>	U	40	0	>	51	>	0	0	>	0	0	>	0	0
	U	<	<	>	U	<	<	>	U	<	<	>	U	<	<	>
	0	0	417	126	0	17	0	87	0	224	62	346	0	0	104	0
BALANCING	N	<	>	<	<	>	<	<	<	>	<	<	<	>	<	<
	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	<
The Enclave Vested Trips	MAVMT				MAVMT				MAVMT				MAVMT			
	EBLT				EBLT				EBLT				EBLT			
	EBTH				EBTH				EBTH				EBTH			
	EBRT				EBRT				EBRT				EBRT			
	WBLT				WBLT				WBLT				WBLT			
	WBTH				WBTH				WBTH				WBTH			
	WBRT				WBRT				WBRT				WBRT			
	NBLT				NBLT				NBLT				NBLT			
	NBTH				NBTH				NBTH				NBTH			
	NBRT				NBRT				NBRT				NBRT			
	SBLT				SBLT				SBLT				SBLT			
	SBTH				SBTH				SBTH				SBTH			
2025 INTERSECTION TURNING MOVEMENT DIAGRAM	EBUT				EBUT				EBUT				EBUT			
	EBLT				EBLT				EBLT				EBLT			
	EBTH				EBTH				EBTH				EBTH			
	EBRT				EBRT				EBRT				EBRT			
	WBUT				WBUT				WBUT				WBUT			
	WBLT				WBLT				WBLT				WBLT			
	WBTH				WBTH				WBTH				WBTH			
	WBRT				WBRT				WBRT				WBRT			
	NBUT				NBUT				NBUT				NBUT			
	NBLT				NBLT				NBLT				NBLT			
	NBTH				NBTH				NBTH				NBTH			
	NBRT				NBRT				NBRT				NBRT			
2025 INTERSECTION TURNING MOVEMENT DIAGRAM (ADJUSTED)	SBLT				SBLT				SBLT				SBLT			
	SBTH				SBTH				SBTH				SBTH			
	SBRT				SBRT				SBRT				SBRT			
	N	0	431	329	0	0	0	0	0	129	564	0	0	371	0	0
	<	<	>	<	<	<	>	<	<	<	>	<	<	<	>	<
	0	U	<	489	0	U	<	1109	0	U	<	461	0	U	<	0
	0	<	0	0	0	<	0	281	38	<	0	0	<	0	<	0
	0	>	U	152	0	>	708	0	614	>	0	0	>	0	>	0
	0	>	U	90	0	>	90	0	112	>	0	0	>	0	>	0
	U	<	<	>	U	<	<	>	U	<	<	>	U	<	<	>
	0	0	417	126	0	0	76	0	230	0	392	87	613	0	306	0
	<	<	>	<	<	<	>	<	<	<	>	<	<	<	>	<
	0	0	417	126	0	0	76	0	230	0	239	87	373	0	306	0

BIGHAM PLAZA COMMERCIAL DEVELOPMENT
YEAR 2025 BUILD TRAFFIC VOLUMES - PM PEAK HOUR (4:15 - 5:15 PM)

	1 CR 468 (Warm Springs Avenue) / US 281 (SR 33)				2 CR 468 (Warm Springs Avenue) / CR 595 (Bigham Trail)				3 CR 468 (Warm Springs Avenue) / CR 591 (Marsh Bend Trail)				4 CR 505 (Bigham Trail) / Project Driveway			
	MVMT	IN %	OUT %	VOLUME	MVMT	IN %	OUT %	VOLUME	MVMT	IN %	OUT %	VOLUME	MVMT	IN %	OUT %	VOLUME
Retail LUC 822 (11,990 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%	95%	25	WBRT	0%	0%	0	WBRT	0%	0%	0	WBRT	0%	93%	41
	NBLT	0%	0%	0	NBLT	0%	70%	31	NBLT	17%	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	MVMT			BAL FTR	MVMT			BAL FTR	MVMT			BAL FTR	MVMT			BAL FTR
	EBUT	-	-	0	EBUT	-	-	0	EBUT	-	-	0	EBUT	-	-	0
	EBLT	-	-	0	EBLT	-	-	0	EBLT	-	-	0	EBLT	-	-	0
	EBTH	-	-	0	EBTH	-	-	515	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
	NBLT	-	-	0	NBLT	-	-	0	NBLT	-	-	0	NBLT	-	-	0
	NBLT	-	-	417	NBLT	-	-	76	NBLT	-	-	239	NBLT	-	-	0
	NBLT	-	-	126	NBLT	-	-	230	NBLT	-	-	373	NBLT	-	-	306
UNBALANCED TRIPS 2025 INTERSECTION TURNING MOVEMENT DIAGRAM	SBUT	-	-	0	SBUT	-	-	0	SBUT	-	-	0	SBUT	-	-	0
	SBLT	-	-	329	SBLT	-	-	0	SBLT	-	-	564	SBLT	-	-	0
	SBLT	-	-	431	SBLT	-	-	0	SBLT	-	-	129	SBLT	-	-	371
	SBLT	-	-	0	SBLT	-	-	0	SBLT	-	-	50	SBLT	-	-	0
	SBRT	-	-	0	SBRT	-	-	0	SBRT	-	-	0	SBRT	-	-	0
	N	<	>	25	N	<	>	0	N	<	>	0	N	<	>	41
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
TRIP BALANCING	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
TRIPS 2025 INTERSECTION TURNING MOVEMENT DIAGRAM	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
BUILD 2025 INTERSECTION TURNING MOVEMENT DIAGRAM (ADJUSTED)	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0
	U	<	>	0	U	<	>	0	U	<	>	0	U	<	>	0

Appendix G

Future Buildout (2027) Synchro Printouts

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	73	335	384	201	563	446
Future Volume (vph)	73	335	384	201	563	446
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 Effect Green (s)	15.2	15.2	16.7	16.7	17.9	41.1
Actuated g/C Ratio	0.22	0.22	0.24	0.24	0.26	0.59
v/c Ratio	0.23	0.57	0.54	0.42	0.72	0.25
Control Delay (s/veh)	26.7	7.5	26.6	6.5	28.9	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.7	7.5	26.6	6.5	28.9	7.0
LOS	C	A	C	A	C	A
Approach Delay (s/veh)	10.9		19.7			19.2
Approach LOS	B		B			B

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 69.4

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 17.7

Intersection LOS: B

Intersection Capacity Utilization 57.3%

ICU Level of Service B

Analysis Period (min) 15

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



						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	73	335	384	201	563	446
Future Volume (veh/h)	73	335	384	201	563	446
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1678	1870	1693	1752	1796	1707
Adj Flow Rate, veh/h	78	360	413	216	605	480
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	15	2	14	10	7	13
Cap, veh/h	409	406	721	333	757	1782
Arrive On Green	0.26	0.26	0.22	0.22	0.23	0.55
Sat Flow, veh/h	1598	1585	3300	1485	3319	3329
Grp Volume(v), veh/h	78	360	413	216	605	480
Grp Sat Flow(s),veh/h/ln	1598	1585	1608	1485	1659	1622
Q Serve(g_s), s	2.6	14.6	7.6	8.8	11.5	5.2
Cycle Q Clear(g_c), s	2.6	14.6	7.6	8.8	11.5	5.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	409	406	721	333	757	1782
V/C Ratio(X)	0.19	0.89	0.57	0.65	0.80	0.27
Avail Cap(c_a), veh/h	475	472	1255	579	1216	2770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	23.9	23.1	23.5	24.4	8.0
Incr Delay (d2), s/veh	0.2	16.5	0.7	2.1	2.0	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	1.6	10.9	4.8	5.3	7.6	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.7	40.4	23.8	25.7	26.4	8.0
LnGrp LOS	B	D	C	C	C	A
Approach Vol, veh/h	438		629			1085
Approach Delay, s/veh	36.7		24.4			18.3
Approach LOS	D		C			B
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	21.7	21.5			43.2	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	13.5	10.8			7.2	16.6
Green Ext Time (p_c), s	1.7	2.8			3.2	0.5
Intersection Summary						
HCM 7th Control Delay, s/veh			23.8			
HCM 7th LOS			C			

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	104	811	403	68	71	37
Future Vol, veh/h	104	811	403	68	71	37
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	95	95	95	95	95	95
Heavy Vehicles, %	4	8	4	2	2	8
Mvmt Flow	109	854	424	72	75	39
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	496	0	-	0	1106	248
Stage 1	-	-	-	-	460	-
Stage 2	-	-	-	-	646	-
Critical Hdwy	4.18	-	-	-	6.84	7.06
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.24	-	-	-	3.52	3.38
Pot Cap-1 Maneuver	1050	-	-	-	205	734
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	484	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1050	-	-	-	183	734
Mov Cap-2 Maneuver	-	-	-	-	281	-
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	484	-
Approach	EB		WB		SB	
HCM Ctrl Dly, s/v	1		0		19.77	
HCM LOS					C	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1050	-	-	-	356	
HCM Lane V/C Ratio	0.104	-	-	-	0.319	
HCM Ctrl Dly (s/v)	8.8	-	-	-	19.8	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0.3	-	-	-	1.3	

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	78	1	21	132	2	29
Future Vol, veh/h	78	1	21	132	2	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	4
Mvmt Flow	82	1	22	139	2	31
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	126	92	0	0	161	0
Stage 1	92	-	-	-	-	-
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	868	966	-	-	1418	-
Stage 1	932	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	867	966	-	-	1418	-
Mov Cap-2 Maneuver	867	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	9.59	0	0.49			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	868	116	-	
HCM Lane V/C Ratio	-	-	0.096	0.001	-	
HCM Ctrl Dly (s/v)	-	-	9.6	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0	-	

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	886	457	38	0	15
Future Vol, veh/h	0	886	457	38	0	15
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	95	95	95	95	95	95
Heavy Vehicles, %	2	8	4	2	2	2
Mvmt Flow	0	933	481	40	0	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.98
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	738
HCM Lane V/C Ratio	-	-	-	0.021
HCM Ctrl Dly (s/v)	-	-	-	10
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	14	340	514	601	236	116	269	123	748	109	175
Future Volume (vph)	14	340	514	601	236	116	269	123	748	109	175
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 Effect Green (s)	7.9	33.7	33.7	33.9	69.7	69.7	56.8	37.6	37.6	36.9	24.5
Actuated g/C Ratio	0.05	0.23	0.23	0.23	0.48	0.48	0.39	0.26	0.26	0.25	0.17
v/c Ratio	0.16	0.47	0.87	0.82	0.16	0.15	0.69	0.28	0.97	0.33	0.68
Control Delay (s/veh)	83.2	50.4	32.0	63.9	22.4	4.0	45.7	51.0	39.9	37.8	73.6
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 (s/veh)	83.2	50.4	32.0	63.9	22.4	4.0	45.7	51.0	39.9	37.8	73.6
LOS	F	D	C	E	C	A	D	D	D	D	E
Approach Delay (s/veh)		40.0			46.4			42.5			60.4
Approach LOS		D			D			D			E

Intersection Summary

Cycle Length: 196

Actuated Cycle Length: 145

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay (s/veh): 44.6

Intersection LOS: D

Intersection Capacity Utilization 85.3%

ICU Level of Service E

Analysis Period (min) 15

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

#15 	#15 	#15 	#15 
Ø1	Ø2	Ø3	Ø4
36.5 s	86.5 s	36.5 s	36.5 s
#15 	#15 	#15 	#15 
Ø5	Ø6	Ø7	Ø8
56.5 s	66.5 s	36.5 s	36.5 s

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 						 	
Traffic Volume (veh/h)	14	340	514	601	236	116	269	123	748	109	175	11
Future Volume (veh/h)	14	340	514	601	236	116	269	123	748	109	175	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1826	1781	1870	1826	1870	1856	1870	1870	1870	1811	1870
Adj Flow Rate, veh/h	15	374	565	660	259	127	296	135	822	120	192	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	5	8	2	5	2	3	2	2	2	6	2
Cap, veh/h	37	1224	533	729	1883	860	336	397	337	244	216	13
Arrive On Green	0.02	0.35	0.35	0.21	0.54	0.54	0.16	0.21	0.21	0.07	0.13	0.13
Sat Flow, veh/h	1781	3469	1510	3456	3469	1585	1767	1870	1585	1781	1687	105
Grp Volume(v), veh/h	15	374	565	660	259	127	296	135	822	120	0	204
Grp Sat Flow(s),veh/h/ln	1781	1735	1510	1728	1735	1585	1767	1870	1585	1781	0	1792
Q Serve(g_s), s	1.4	13.3	60.0	31.7	6.3	6.8	24.1	10.4	36.1	9.8	0.0	19.1
Cycle Q Clear(g_c), s	1.4	13.3	60.0	31.7	6.3	6.8	24.1	10.4	36.1	9.8	0.0	19.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	37	1224	533	729	1883	860	336	397	337	244	0	229
V/C Ratio(X)	0.40	0.31	1.06	0.91	0.14	0.15	0.88	0.34	2.44	0.49	0.00	0.89
Avail Cap(c_a), veh/h	314	1224	533	1016	1883	860	373	397	337	432	0	316
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	82.2	39.9	55.0	65.4	19.2	19.3	52.3	56.9	67.0	58.5	0.0	73.0
Incr Delay (d2), s/veh	6.9	0.1	56.1	8.8	0.0	0.1	19.8	0.5	657.6	1.5	0.0	20.1
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	9.6	41.9	20.9	4.6	4.7	18.4	8.7	119.6	8.1	0.0	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.1	40.1	111.1	74.2	19.2	19.4	72.1	57.4	724.6	60.1	0.0	93.1
LnGrp LOS	F	D	F	E	B	B	E	E	F	E		F
Approach Vol, veh/h	954			1046			1253			324		
Approach Delay, s/veh	82.9			54.0			498.6			80.9		
Approach LOS	F			D			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	98.8	18.6	42.6	42.4	66.5	33.0	28.2				
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+l1), s	3.4	8.8	11.8	38.1	33.7	62.0	26.1	21.1				
Green Ext Time (p_c), s	0.0	2.0	0.3	0.0	2.2	0.0	0.3	0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	219.9											
HCM 7th LOS	F											

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↖	↑↑	↗	↘	↘
Traffic Volume (vph)	162	425	420	214	418	330
Future Volume (vph)	162	425	420	214	418	330
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 Effect Green (s)	15.8	15.8	16.6	16.6	13.3	36.4
Actuated g/C Ratio	0.24	0.24	0.25	0.25	0.20	0.56
v/c Ratio	0.42	0.63	0.52	0.40	0.63	0.18
Control Delay (s/veh)	25.8	7.2	23.8	5.8	28.6	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.8	7.2	23.8	5.8	28.6	7.3
LOS	C	A	C	A	C	A
Approach Delay (s/veh)	12.4		17.8			19.2
Approach LOS	B		B			B

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 65.3

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay (s/veh): 16.7

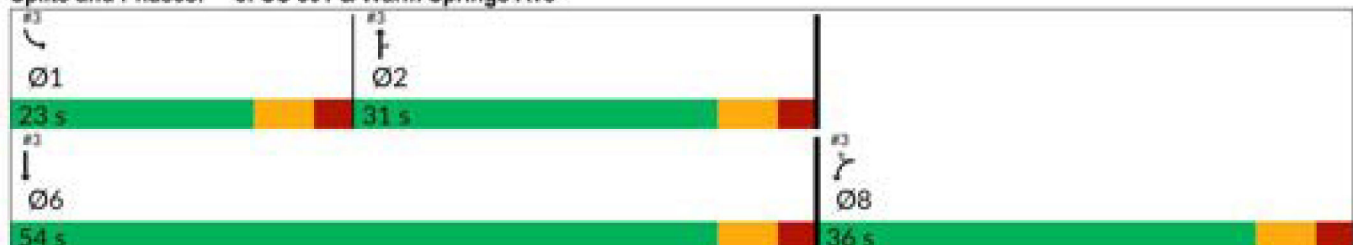
Intersection LOS: B

Intersection Capacity Utilization 53.2%

ICU Level of Service A

Analysis Period (min) 15

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



						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	162	425	420	214	418	330
Future Volume (veh/h)	162	425	420	214	418	330
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1796	1826	1781	1826	1870	1841
Adj Flow Rate, veh/h	171	447	442	225	440	347
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	5	8	5	2	4
Cap, veh/h	557	504	750	343	567	1686
Arrive On Green	0.33	0.33	0.22	0.22	0.16	0.48
Sat Flow, veh/h	1711	1547	3474	1547	3456	3589
Grp Volume(v), veh/h	171	447	442	225	440	347
Grp Sat Flow(s),veh/h/ln	1711	1547	1692	1547	1728	1749
Q Serve(g_s), s	5.1	18.5	7.9	9.0	8.3	3.9
Cycle Q Clear(g_c), s	5.1	18.5	7.9	9.0	8.3	3.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	557	504	750	343	567	1686
V/C Ratio(X)	0.31	0.89	0.59	0.66	0.78	0.21
Avail Cap(c_a), veh/h	746	675	1226	560	843	2455
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	17.1	21.6	23.6	24.0	27.1	10.1
Incr Delay (d2), s/veh	0.3	10.8	0.7	2.1	2.7	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	11.7	5.2	5.6	5.9	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.4	32.4	24.3	26.1	29.8	10.1
LnGrp LOS	B	C	C	C	C	B
Approach Vol, veh/h	618		667			787
Approach Delay, s/veh	28.3		24.9			21.1
Approach LOS	C		C			C
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	17.6	21.5			39.1	28.5
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	10.3	11.0			5.9	20.5
Green Ext Time (p_c), s	0.9	2.9			2.2	1.5
Intersection Summary						
HCM 7th Control Delay, s/veh			24.5			
HCM 7th LOS			C			

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	68	626	670	87	110	60
Future Vol, veh/h	68	626	670	87	110	60
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	93	93	93	93	93	93
Heavy Vehicles, %	13	2	6	2	2	27
Mvmt Flow	73	673	720	94	118	65
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	814	0	-	0	1250	407
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	4.36	-	-	-	6.84	7.44
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.33	-	-	-	3.52	3.57
Pot Cap-1 Maneuver	742	-	-	-	165	528
Stage 1	-	-	-	-	419	-
Stage 2	-	-	-	-	586	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	742	-	-	-	149	528
Mov Cap-2 Maneuver	-	-	-	-	264	-
Stage 1	-	-	-	-	378	-
Stage 2	-	-	-	-	586	-
Approach	EB		WB		SB	
HCM Ctrl Dly, s/v	1.02		0		30.12	
HCM LOS					D	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	742	-	-	-	321	
HCM Lane V/C Ratio	0.099	-	-	-	0.57	
HCM Ctrl Dly (s/v)	10.4	-	-	-	30.1	
HCM Lane LOS	B	-	-	-	D	
HCM 95th %tile Q(veh)	0.3	-	-	-	3.3	

Intersection						
Int Delay, s/veh	4.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	143	2	33	115	1	27
Future Vol, veh/h	143	2	33	115	1	27
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	3	2	2	12
Mvmt Flow	154	2	35	124	1	29
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	128	97	0	0	159	0
Stage 1	97	-	-	-	-	-
Stage 2	31	-	-	-	-	-
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	866	959	-	-	1420	-
Stage 1	927	-	-	-	-	-
Stage 2	991	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	865	959	-	-	1420	-
Mov Cap-2 Maneuver	865	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	991	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	10.06	0	0.27			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	866	64	-	
HCM Lane V/C Ratio	-	-	0.18	0.001	-	
HCM Ctrl Dly (s/v)	-	-	10.1	7.5	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.7	0	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	721	726	35	0	31
Future Vol, veh/h	0	721	726	35	0	31
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	0	775	781	38	0	33
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	409
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	592
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	592
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		11.45		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	592		
HCM Lane V/C Ratio	-	-	-	0.056		
HCM Ctrl Dly (s/v)	-	-	-	11.4		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0.2		

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	11	429	233	560	418	250	346	279	753	256	274
Future Volume (vph)	11	429	233	560	418	250	346	279	753	256	274
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 Effect Green (s)	7.3	25.5	25.5	29.5	56.2	56.2	64.5	36.7	36.7	53.8	30.2
Actuated g/C Ratio	0.05	0.18	0.18	0.21	0.40	0.40	0.46	0.26	0.26	0.38	0.21
v/c Ratio	0.13	0.71	0.50	0.82	0.31	0.33	0.81	0.61	1.04	0.58	0.78
Control Delay (s/veh)	71.5	61.5	9.6	64.1	30.6	4.5	46.5	55.5	63.9	31.3	67.9
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 (s/veh)	71.5	61.5	9.6	64.1	30.6	4.5	46.5	55.5	63.9	31.3	67.9
LOS	E	E	A	E	C	A	D	E	E	C	E
Approach Delay (s/veh)		43.7			40.6			57.8			50.7
Approach LOS		D			D			E			D

Intersection Summary

Cycle Length: 196

Actuated Cycle Length: 141.4

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay (s/veh): 48.8

Intersection LOS: D

Intersection Capacity Utilization 93.7%

ICU Level of Service F

Analysis Period (min) 15

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

#15 	#15 	#15 	#15 
Ø1	Ø2	Ø3	Ø4
36.5 s	86.5 s	36.5 s	36.5 s
#15 	#15 	#15 	#15 
Ø5	Ø6	Ø7	Ø8
56.5 s	66.5 s	36.5 s	36.5 s

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	429	233	560	418	250	346	279	753	256	274	16
Future Volume (veh/h)	11	429	233	560	418	250	346	279	753	256	274	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1796	1870	1870	1870	1870	1796
Adj Flow Rate, veh/h	12	452	245	589	440	263	364	294	793	269	288	17
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	2	2	2	2	2	7	2	2	2	2	7
Cap, veh/h	34	695	310	688	1333	595	425	467	396	365	356	21
Arrive On Green	0.02	0.20	0.20	0.20	0.38	0.38	0.19	0.25	0.25	0.14	0.20	0.20
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1711	1870	1585	1781	1749	103
Grp Volume(v), veh/h	12	452	245	589	440	263	364	294	793	269	0	305
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1711	1870	1585	1781	0	1852
Q Serve(g_s), s	0.8	14.1	17.7	19.8	10.6	14.9	19.5	16.8	30.0	14.0	0.0	18.9
Cycle Q Clear(g_c), s	0.8	14.1	17.7	19.8	10.6	14.9	19.5	16.8	30.0	14.0	0.0	18.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	34	695	310	688	1333	595	425	467	396	365	0	377
V/C Ratio(X)	0.35	0.65	0.79	0.86	0.33	0.44	0.86	0.63	2.00	0.74	0.00	0.81
Avail Cap(c_a), veh/h	445	1776	792	1439	2368	1056	535	467	396	562	0	463
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	58.1	44.5	46.0	46.4	26.7	28.1	30.0	40.1	45.0	31.7	0.0	45.6
Incr Delay (d2), s/veh	6.0	1.0	4.5	3.2	0.1	0.5	10.7	2.7	459.8	2.9	0.0	8.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	10.2	11.8	13.3	7.8	9.7	14.0	12.6	98.2	10.4	0.0	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.1	45.6	50.5	49.6	26.9	28.6	40.7	42.8	504.8	34.6	0.0	54.2
LnGrp LOS	E	D	D	D	C	C	D	D	F	C		D
Approach Vol, veh/h	709				1292				1451			
Approach Delay, s/veh	47.6				37.6				294.8			
Approach LOS	D				D				F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	51.5	23.2	36.5	30.4	30.0	28.8	30.9				
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	16.9	16.0	32.0	21.8	19.7	21.5	20.9				
Green Ext Time (p_c), s	0.0	3.8	0.7	0.0	2.1	3.8	0.8	1.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	133.1											
HCM 7th LOS	F											

Warm Springs Avenue at Marsh Bend Trail Improvements Analyses

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	13	309	502	601	180	116	247	123	748	109	175
Future Volume (vph)	13	309	502	601	180	116	247	123	748	109	175
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 Effect Green (s)	7.8	31.9	31.9	33.0	67.1	67.1	55.2	36.3	36.3	37.5	25.4
Actuated g/C Ratio	0.06	0.23	0.23	0.23	0.48	0.48	0.39	0.26	0.26	0.27	0.18
v/c Ratio	0.14	0.44	0.86	0.82	0.12	0.15	0.63	0.28	0.96	0.32	0.63
Control Delay (s/veh)	81.2	49.1	30.0	62.1	21.8	4.1	42.2	49.9	36.3	36.3	68.6
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 (s/veh)	81.2	49.1	30.0	62.1	21.8	4.1	42.2	49.9	36.3	36.3	68.6
LOS	F	D	C	E	C	A	D	D	D	D	E
Approach Delay (s/veh)		38.0			46.5			39.1			56.6
Approach LOS		D			D			D			E

Intersection Summary

Cycle Length: 196

Actuated Cycle Length: 140.8

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay (s/veh): 42.5

Intersection LOS: D

Intersection Capacity Utilization 85.3%

ICU Level of Service E

Analysis Period (min) 15

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

#15 	#15 	#15 	#15 
Ø1	Ø2	Ø3	Ø4
36.5 s	86.5 s	36.5 s	36.5 s
#15 	#15 	#15 	#15 
Ø5	Ø6	Ø7	Ø8
56.5 s	66.5 s	36.5 s	36.5 s

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 						 	
Traffic Volume (veh/h)	13	309	502	601	180	116	247	123	748	109	175	9
Future Volume (veh/h)	13	309	502	601	180	116	247	123	748	109	175	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1781	1870	1826	1870	1856	1870	1870	1870	1811	1870
Adj Flow Rate, veh/h	14	340	552	660	198	127	271	135	822	120	192	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	5	8	2	5	2	3	2	2	2	6	2
Cap, veh/h	36	1252	545	731	1916	875	317	374	317	245	217	11
Arrive On Green	0.02	0.36	0.36	0.21	0.55	0.55	0.14	0.20	0.20	0.07	0.13	0.13
Sat Flow, veh/h	1781	3469	1510	3456	3469	1585	1767	1870	1585	1781	1706	89
Grp Volume(v), veh/h	14	340	552	660	198	127	271	135	822	120	0	202
Grp Sat Flow(s),veh/h/ln	1781	1735	1510	1728	1735	1585	1767	1870	1585	1781	0	1795
Q Serve(g_s), s	1.3	11.6	60.0	31.0	4.5	6.5	21.6	10.3	33.3	9.6	0.0	18.4
Cycle Q Clear(g_c), s	1.3	11.6	60.0	31.0	4.5	6.5	21.6	10.3	33.3	9.6	0.0	18.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	36	1252	545	731	1916	875	317	374	317	245	0	228
V/C Ratio(X)	0.39	0.27	1.01	0.90	0.10	0.15	0.85	0.36	2.59	0.49	0.00	0.89
Avail Cap(c_a), veh/h	321	1252	545	1039	1916	875	381	374	317	439	0	324
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	80.5	37.7	53.2	63.9	17.7	18.1	52.0	57.3	66.5	57.3	0.0	71.4
Incr Delay (d2), s/veh	6.9	0.1	42.0	8.2	0.0	0.1	14.8	0.6	725.4	1.5	0.0	18.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	8.5	38.3	20.4	3.2	4.4	16.3	8.6	121.3	8.0	0.0	14.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	87.3	37.8	95.1	72.1	17.7	18.2	66.7	57.9	791.9	58.8	0.0	90.0
LnGrp LOS	F	D	F	E	B	B	E	E	F	E		F
Approach Vol, veh/h		906			985			1228			322	
Approach Delay, s/veh		73.5			54.2			551.2			78.4	
Approach LOS		E			D			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	98.4	18.4	39.8	41.7	66.5	30.5	27.6				
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	3.3	8.5	11.6	35.3	33.0	62.0	23.6	20.4				
Green Ext Time (p_c), s	0.0	1.6	0.3	0.0	2.2	0.0	0.4	0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			238.9									
HCM 7th LOS			F									

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	9	378	213	560	375	250	329	279	753	256	274
Future Volume (vph)	9	378	213	560	375	250	329	279	753	256	274
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)	7.2	23.2	23.2	28.9	56.1	56.1	64.6	36.9	36.9	53.4	30.1
Actuated g/C Ratio	0.05	0.17	0.17	0.21	0.41	0.41	0.47	0.27	0.27	0.39	0.22
v/c Ratio	0.10	0.67	0.50	0.82	0.28	0.33	0.75	0.59	1.01	0.57	0.76
Control Delay (s/veh)	69.2	60.6	10.1	62.9	28.5	4.3	39.8	53.0	54.1	29.4	64.9
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 (s/veh)	69.2	60.6	10.1	62.9	28.5	4.3	39.8	53.0	54.1	29.4	64.9
LOS	E	E	B	E	C	A	D	D	D	C	E
Approach Delay (s/veh)		42.8			39.6			50.4			48.2
Approach LOS		D			D			D			D

Intersection Summary

Cycle Length: 196

Actuated Cycle Length: 138.5

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay (s/veh): 45.4

Intersection LOS: D

Intersection Capacity Utilization 93.7%

ICU Level of Service F

Analysis Period (min) 15

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

#15 Ø1	#15 Ø2	#15 Ø3	#15 Ø4
36.5 s	86.5 s	36.5 s	36.5 s
#15 Ø5	#15 Ø6	#15 Ø7	#15 Ø8
56.5 s	66.5 s	36.5 s	36.5 s

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	378	213	560	375	250	329	279	753	256	274	15
Future Volume (veh/h)	9	378	213	560	375	250	329	279	753	256	274	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1796	1870	1870	1870	1870	1796
Adj Flow Rate, veh/h	9	398	224	589	395	263	346	294	793	269	288	16
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	2	2	2	2	2	7	2	2	2	2	7
Cap, veh/h	27	642	286	691	1298	579	432	483	409	369	384	21
Arrive On Green	0.02	0.18	0.18	0.20	0.37	0.37	0.18	0.26	0.26	0.14	0.22	0.22
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1711	1870	1585	1781	1755	98
Grp Volume(v), veh/h	9	398	224	589	395	263	346	294	793	269	0	304
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1711	1870	1585	1781	0	1853
Q Serve(g_s), s	0.6	12.0	15.7	19.1	9.2	14.7	17.8	16.1	30.0	13.3	0.0	17.8
Cycle Q Clear(g_c), s	0.6	12.0	15.7	19.1	9.2	14.7	17.8	16.1	30.0	13.3	0.0	17.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	27	642	286	691	1298	579	432	483	409	369	0	405
V/C Ratio(X)	0.33	0.62	0.78	0.85	0.30	0.45	0.80	0.61	1.94	0.73	0.00	0.75
Avail Cap(c_a), veh/h	460	1835	818	1487	2447	1091	571	483	409	584	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(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	56.6	43.9	45.4	44.8	26.3	28.1	28.6	37.9	43.1	29.5	0.0	42.4
Incr Delay (d2), s/veh	7.0	1.0	4.7	3.1	0.1	0.6	6.0	2.2	430.9	2.8	0.0	5.5
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	9.0	10.7	12.9	6.8	9.5	12.4	12.1	95.5	9.9	0.0	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.6	44.9	50.1	47.9	26.5	28.6	34.6	40.2	474.0	32.3	0.0	47.9
LnGrp LOS	E	D	D	D	C	C	C	D	F	C		D
Approach Vol, veh/h	631			1247			1433			573		
Approach Delay, s/veh	47.0			37.1			278.9			40.6		
Approach LOS	D			D			F			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	49.0	22.5	36.5	29.7	27.5	27.1	31.9				
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	2.6	16.7	15.3	32.0	21.1	17.7	19.8	19.8				
Green Ext Time (p_c), s	0.0	3.5	0.7	0.0	2.1	3.3	0.8	1.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	128.4											
HCM 7th LOS	F											

Timings

15: Marsh Bend Trl & Warm Springs Ave

06/19/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	13	309	502	601	180	116	247	123	748	109	175
Future Volume (vph)	13	309	502	601	180	116	247	123	748	109	175
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	44.0	43.0	51.0	81.5	81.5	43.0	55.0	51.0	20.0	32.0
Total Split (%)	7.9%	25.9%	25.3%	30.0%	47.9%	47.9%	25.3%	32.4%	30.0%	11.8%	18.8%
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 Effect Green (s)	7.2	21.9	56.0	34.4	58.4	58.4	55.2	37.8	78.9	31.8	21.1
Actuated g/C Ratio	0.05	0.17	0.43	0.26	0.44	0.44	0.42	0.29	0.60	0.24	0.16
w/c Ratio	0.15	0.59	0.79	0.73	0.13	0.16	0.56	0.25	0.45	0.35	0.71
Control Delay (s/veh)	72.2	58.6	36.7	51.0	25.2	3.1	31.6	38.4	7.2	30.2	69.2
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 (s/veh)	72.2	58.6	36.7	51.0	25.2	3.1	31.6	38.4	7.2	30.2	69.2
LOS	E	E	D	D	C	A	C	D	A	C	E
Approach Delay (s/veh)		45.5			39.7			16.0			54.7
Approach LOS		D			D			B			D

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 131.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay (s/veh): 34.1

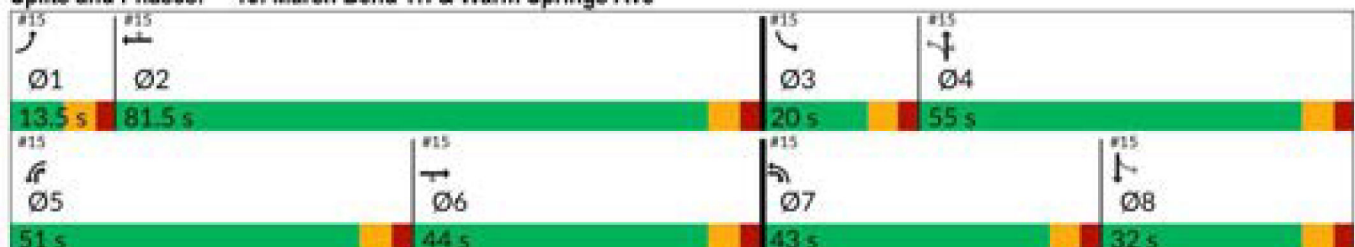
Intersection LOS: C

Intersection Capacity Utilization 81.7%

ICU Level of Service D

Analysis Period (min) 15

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



Background Conditions - AM Peak Hour (with improvements)

2nd NBR + Overlap NB/EB rights

Page 1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	309	502	601	180	116	247	123	748	109	175	9
Future Volume (veh/h)	13	309	502	601	180	116	247	123	748	109	175	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1826	1781	1870	1826	1870	1856	1870	1870	1870	1811	1870
Adj Flow Rate, veh/h	14	340	552	660	198	127	271	135	822	120	192	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	5	8	2	5	2	3	2	2	2	6	2
Cap, veh/h	37	932	614	744	1607	734	400	489	1331	285	326	17
Arrive On Green	0.02	0.27	0.27	0.22	0.46	0.46	0.14	0.26	0.26	0.07	0.19	0.19
Sat Flow, veh/h	1781	3469	1510	3456	3469	1585	1767	1870	2790	1781	1706	89
Grp Volume(v), veh/h	14	340	552	660	198	127	271	135	822	120	0	202
Grp Sat Flow(s),veh/h/ln	1781	1735	1510	1728	1735	1585	1767	1870	1395	1781	0	1795
Q Serve(g_s), s	1.1	11.1	37.5	25.8	4.5	6.5	16.6	8.0	30.5	7.5	0.0	14.3
Cycle Q Clear(g_c), s	1.1	11.1	37.5	25.8	4.5	6.5	16.6	8.0	30.5	7.5	0.0	14.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	37	932	614	744	1607	734	400	489	1331	285	0	343
V/C Ratio(X)	0.37	0.36	0.90	0.89	0.12	0.17	0.68	0.28	0.62	0.42	0.00	0.59
Avail Cap(c_a), veh/h	89	932	614	1102	1864	852	618	650	1570	336	0	343
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	67.4	41.4	38.7	53.1	21.3	21.9	36.7	41.0	27.0	41.1	0.0	51.4
Incr Delay (d2), s/veh	6.1	0.2	16.1	6.3	0.0	0.1	2.0	0.3	0.6	1.0	0.0	2.6
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	8.3	27.6	17.2	3.3	4.5	11.8	6.8	15.5	6.1	0.0	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.5	41.6	54.8	59.3	21.4	22.0	38.7	41.3	27.6	42.1	0.0	54.0
LnGrp LOS	E	D	D	E	C	C	D	D	C	D		D
Approach Vol, veh/h	906			985			1228			322		
Approach Delay, s/veh	50.1			46.9			31.6			49.6		
Approach LOS	D			D			C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	71.1	16.0	43.0	36.6	44.0	25.8	33.2				
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	7.0	75.0	13.5	48.5	44.5	37.5	36.5	25.5				
Max Q Clear Time (g_c+I1), s	3.1	8.5	9.5	32.5	27.8	39.5	18.6	16.3				
Green Ext Time (p_c), s	0.0	1.6	0.1	4.0	2.2	0.0	0.7	0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	42.5											
HCM 7th LOS	D											

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	9	378	213	560	375	250	329	279	753	256	274
Future Volume (vph)	9	378	213	560	375	250	329	279	753	256	274
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	31.9	41.1	57.0	75.4	75.4	41.1	48.1	57.0	33.0	40.0
Total Split (%)	7.9%	18.8%	24.2%	33.5%	44.4%	44.4%	24.2%	28.3%	33.5%	19.4%	23.5%
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	22.6	58.8	32.3	59.2	59.2	63.8	38.4	77.3	46.4	27.6
Actuated g/C Ratio	0.05	0.16	0.42	0.23	0.43	0.43	0.46	0.28	0.56	0.33	0.20
w/c Ratio	0.10	0.69	0.30	0.74	0.26	0.32	0.79	0.57	0.47	0.63	0.83
Control Delay (s/veh)	74.7	64.4	15.1	56.4	28.0	4.4	44.7	50.1	12.2	33.2	73.9
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 (s/veh)	74.7	64.4	15.1	56.4	28.0	4.4	44.7	50.1	12.2	33.2	73.9
LOS	E	E	B	E	C	A	D	D	B	C	E
Approach Delay (s/veh)		47.0			36.4			27.8			54.8
Approach LOS		D			D			C			D

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 138.7

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay (s/veh): 37.7

Intersection LOS: D

Intersection Capacity Utilization 87.9%

ICU Level of Service E

Analysis Period (min) 15

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

#15	#15	#15	#15
			
Ø1	Ø2	Ø3	Ø4
13.5 s	75.4 s	33 s	48.1 s
#15	#15	#15	#15
			
Ø5	Ø6	Ø7	Ø8
57 s	31.9 s	41.1 s	40 s

Background Conditions - PM Peak Hour (with improvements)

2nd NBR + Overlap NB/EB rights

Page 1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	378	213	560	375	250	329	279	753	256	274	15
Future Volume (veh/h)	9	378	213	560	375	250	329	279	753	256	274	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1796	1870	1870	1870	1870	1796
Adj Flow Rate, veh/h	9	398	224	589	395	263	346	294	793	269	288	16
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	2	2	2	2	2	7	2	2	2	2	7
Cap, veh/h	27	612	551	691	1268	566	442	503	1307	372	401	22
Arrive On Green	0.02	0.17	0.17	0.20	0.36	0.36	0.18	0.27	0.27	0.14	0.23	0.23
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1711	1870	2790	1781	1755	98
Grp Volume(v), veh/h	9	398	224	589	395	263	346	294	793	269	0	304
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1711	1870	1395	1781	0	1853
Q Serve(g_s), s	0.6	12.1	12.5	19.1	9.3	14.9	17.5	15.9	24.5	13.1	0.0	17.6
Cycle Q Clear(g_c), s	0.6	12.1	12.5	19.1	9.3	14.9	17.5	15.9	24.5	13.1	0.0	17.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	27	612	551	691	1268	566	442	503	1307	372	0	423
V/C Ratio(X)	0.33	0.65	0.41	0.85	0.31	0.46	0.78	0.58	0.61	0.72	0.00	0.72
Avail Cap(c_a), veh/h	107	777	625	1502	2107	940	651	670	1556	537	0	534
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	56.6	44.9	28.8	44.8	27.0	28.8	27.8	36.9	22.9	28.8	0.0	41.4
Incr Delay (d2), s/veh	7.0	1.3	0.5	3.1	0.1	0.6	3.7	1.1	0.5	2.7	0.0	3.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	9.1	8.4	12.9	6.9	9.7	11.9	11.7	12.6	9.8	0.0	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.6	46.1	29.3	47.9	27.2	29.4	31.5	38.0	23.4	31.5	0.0	44.8
LnGrp LOS	E	D	C	D	C	C	C	D	C	C		D
Approach Vol, veh/h	631			1247			1433			573		
Approach Delay, s/veh	40.4			37.5			28.3			38.6		
Approach LOS	D			D			C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	48.0	22.2	37.7	29.7	26.5	26.9	33.1				
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	68.9	26.5	41.6	50.5	25.4	34.6	33.5				
Max Q Clear Time (g_c+I1), s	2.6	16.9	15.1	26.5	21.1	14.5	19.5	19.6				
Green Ext Time (p_c), s	0.0	3.5	0.6	4.7	2.1	2.4	0.9	1.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	34.7											
HCM 7th LOS	C											

Timings

15: Marsh Bend Trl & Warm Springs Ave

06/19/2026

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↗	↗↗	↗	↗↗	↗↗	↗	↗	↑	↗↗	↗	↗
Traffic Volume (vph)	14	340	514	601	236	116	269	123	748	109	175
Future Volume (vph)	14	340	514	601	236	116	269	123	748	109	175
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	45.0	43.0	50.0	81.5	81.5	43.0	55.0	50.0	20.0	32.0
Total Split (%)	7.9%	26.5%	25.3%	29.4%	47.9%	47.9%	25.3%	32.4%	29.4%	11.8%	18.8%
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 Effect Green (s)	7.2	22.8	58.1	34.5	59.3	59.3	56.5	39.0	80.2	32.0	21.2
Actuated g/C Ratio	0.05	0.17	0.43	0.26	0.44	0.44	0.42	0.29	0.60	0.24	0.16
w/c Ratio	0.16	0.64	0.80	0.75	0.17	0.16	0.61	0.25	0.45	0.35	0.72
Control Delay (s/veh)	73.4	59.9	37.0	52.7	25.6	3.1	33.3	38.8	7.9	30.8	70.9
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 (s/veh)	73.4	59.9	37.0	52.7	25.6	3.1	33.3	38.8	7.9	30.8	70.9
LOS	E	E	D	D	C	A	C	D	A	C	E
Approach Delay (s/veh)		46.5			39.9			17.3			56.1
Approach LOS		D			D			B			E

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 133.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay (s/veh): 35.2

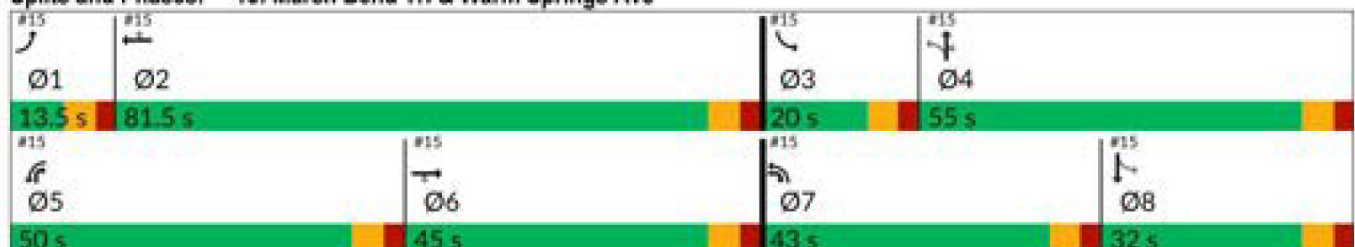
Intersection LOS: D

Intersection Capacity Utilization 82.9%

ICU Level of Service E

Analysis Period (min) 15

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



Buildout Conditions - AM Peak Hour (with improvements)

2nd NBR + Overlap NB/EB rights

Page 1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 				 			
Traffic Volume (veh/h)	14	340	514	601	236	116	269	123	748	109	175	11
Future Volume (veh/h)	14	340	514	601	236	116	269	123	748	109	175	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1781	1870	1826	1870	1856	1870	1870	1870	1811	1870
Adj Flow Rate, veh/h	15	374	565	660	259	127	296	135	822	120	192	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	5	8	2	5	2	3	2	2	2	6	2
Cap, veh/h	39	943	639	742	1612	736	404	489	1328	277	301	19
Arrive On Green	0.02	0.27	0.27	0.21	0.46	0.46	0.15	0.26	0.26	0.07	0.18	0.18
Sat Flow, veh/h	1781	3469	1510	3456	3469	1585	1767	1870	2790	1781	1687	105
Grp Volume(v), veh/h	15	374	565	660	259	127	296	135	822	120	0	204
Grp Sat Flow(s),veh/h/ln	1781	1735	1510	1728	1735	1585	1767	1870	1395	1781	0	1792
Q Serve(g_s), s	1.2	12.5	38.5	26.3	6.1	6.6	18.7	8.1	31.0	7.7	0.0	14.9
Cycle Q Clear(g_c), s	1.2	12.5	38.5	26.3	6.1	6.6	18.7	8.1	31.0	7.7	0.0	14.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	39	943	639	742	1612	736	404	489	1328	277	0	319
V/C Ratio(X)	0.38	0.40	0.88	0.89	0.16	0.17	0.73	0.28	0.62	0.43	0.00	0.64
Avail Cap(c_a), veh/h	88	943	639	1062	1837	840	591	641	1555	325	0	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.3	42.1	37.6	54.0	21.9	22.1	38.0	41.6	27.6	43.1	0.0	54.0
Incr Delay (d2), s/veh	6.0	0.3	13.9	7.0	0.0	0.1	2.6	0.3	0.6	1.1	0.0	4.1
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	1.1	9.1	27.7	17.5	4.4	4.5	13.1	6.9	15.7	6.3	0.0	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.3	42.3	51.5	60.9	22.0	22.2	40.6	42.0	28.1	44.1	0.0	58.1
LnGrp LOS	E	D	D	E	C	C	D	D	C	D		E
Approach Vol, veh/h		954			1046			1253			324	
Approach Delay, s/veh		48.3			46.6			32.6			52.9	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	72.3	16.2	43.5	36.9	45.0	28.0	31.7				
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	75.0	13.5	48.5	43.5	38.5	36.5	25.5				
Max Q Clear Time (g_c+I1), s	3.2	8.6	9.7	33.0	28.3	40.5	20.7	16.9				
Green Ext Time (p_c), s	0.0	2.0	0.1	4.0	2.2	0.0	0.8	0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			42.7									
HCM 7th LOS			D									

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	11	429	233	560	418	250	346	279	753	256	274
Future Volume (vph)	11	429	233	560	418	250	346	279	753	256	274
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	31.9	41.1	57.0	75.4	75.4	41.1	48.1	57.0	33.0	40.0
Total Split (%)	7.9%	18.8%	24.2%	33.5%	44.4%	44.4%	24.2%	28.3%	33.5%	19.4%	23.5%
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 Effect Green (s)	7.2	23.6	61.6	32.8	58.2	58.2	66.0	40.3	79.8	47.0	28.0
Actuated g/C Ratio	0.05	0.17	0.43	0.23	0.41	0.41	0.46	0.28	0.56	0.33	0.20
v/c Ratio	0.14	0.77	0.33	0.75	0.30	0.33	0.82	0.56	0.47	0.62	0.84
Control Delay (s/veh)	76.2	68.5	16.4	58.1	31.1	4.7	47.9	50.2	12.5	33.3	76.2
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 (s/veh)	76.2	68.5	16.4	58.1	31.1	4.7	47.9	50.2	12.5	33.3	76.2
LOS	E	E	B	E	C	A	D	D	B	C	E
Approach Delay (s/veh)		50.6			38.0			29.0			56.1
Approach LOS		D			D			C			E

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 142.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay (s/veh): 39.6

Intersection LOS: D

Intersection Capacity Utilization 88.9%

ICU Level of Service E

Analysis Period (min) 15

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

#15	#15	#15	#15
			
Ø1	Ø2	Ø3	Ø4
13.5 s	75.4 s	33 s	48.1 s
#15	#15	#15	#15
			
Ø5	Ø6	Ø7	Ø8
57 s	31.9 s	41.1 s	40 s

Buildout Conditions - PM Peak Hour (with improvements)

2nd NBR + Overlap NB/EB rights

																
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations																
Traffic Volume (veh/h)	11	429	233	560	418	250	346	279	753	256	274	16				
Future Volume (veh/h)	11	429	233	560	418	250	346	279	753	256	274	16				
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0				
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00				
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Work Zone On Approach	No			No			No			No						
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1796	1870	1870	1870	1870	1796				
Adj Flow Rate, veh/h	12	452	245	589	440	263	364	294	793	269	288	17				
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	2	2	2	2	2	7	2	2	2	2	7				
Cap, veh/h	34	610	564	691	1252	558	446	502	1307	374	387	23				
Arrive On Green	0.02	0.17	0.17	0.20	0.35	0.35	0.18	0.27	0.27	0.14	0.22	0.22				
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1711	1870	2790	1781	1749	103				
Grp Volume(v), veh/h	12	452	245	589	440	263	364	294	793	269	0	305				
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1711	1870	1395	1781	0	1852				
Q Serve(g_s), s	0.8	14.1	13.7	19.1	10.7	15.0	18.5	15.9	24.6	13.3	0.0	17.9				
Cycle Q Clear(g_c), s	0.8	14.1	13.7	19.1	10.7	15.0	18.5	15.9	24.6	13.3	0.0	17.9				
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06				
Lane Grp Cap(c), veh/h	34	610	564	691	1252	558	446	502	1307	374	0	410				
V/C Ratio(X)	0.35	0.74	0.43	0.85	0.35	0.47	0.82	0.59	0.61	0.72	0.00	0.74				
Avail Cap(c_a), veh/h	107	775	637	1498	2102	938	640	668	1554	536	0	533				
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	56.4	45.8	28.6	44.9	27.9	29.3	27.7	37.0	23.0	29.2	0.0	42.3				
Incr Delay (d2), s/veh	5.9	2.8	0.5	3.1	0.2	0.6	5.4	1.1	0.5	2.7	0.0	4.1				
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	0.7	10.3	9.1	12.9	7.8	9.7	12.6	11.8	12.6	9.9	0.0	13.4				
Unsig. Movement Delay, s/veh																
LnGrp Delay(d), s/veh	62.3	48.6	29.1	48.1	28.1	29.9	33.2	38.0	23.5	31.9	0.0	46.3				
LnGrp LOS	E	D	C	D	C	C	C	D	C	C		D				
Approach Vol, veh/h	709				1292				1451							
Approach Delay, s/veh	42.1				37.5				28.9							
Approach LOS	D				D				C							
Timer - Assigned Phs	1	2	3	4	5	6	7	8								
Phs Duration (G+Y+Rc), s	8.8	47.5	22.4	37.8	29.8	26.5	27.9	32.3								
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	68.9	26.5	41.6	50.5	25.4	34.6	33.5								
Max Q Clear Time (g_c+I1), s	2.8	17.0	15.3	26.6	21.1	16.1	20.5	19.9								
Green Ext Time (p_c), s	0.0	3.8	0.6	4.7	2.1	2.5	1.0	1.5								
Intersection Summary																
HCM 7th Control Delay, s/veh	35.5															
HCM 7th LOS	D															

Appendix H

Turn-Lane Analysis Worksheets

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

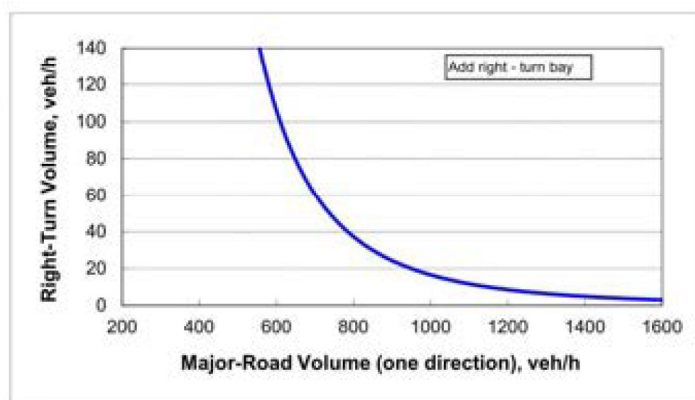
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	153
Right-turn volume, veh/h:	132

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	15237
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 Lanes Analysis - CR 507 at Driveway #1 - PM Peak Hour

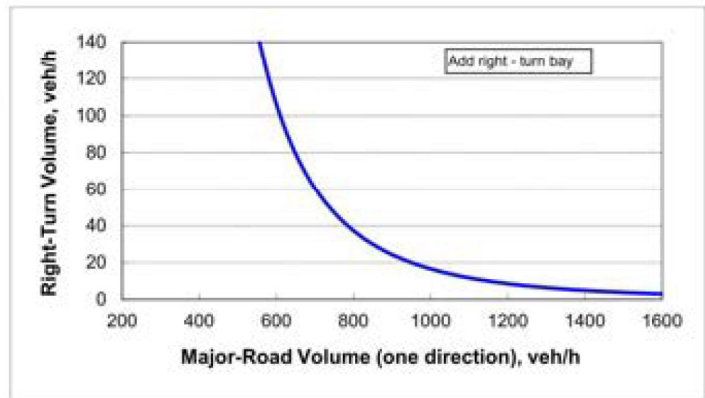
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	148
Right-turn volume, veh/h:	115

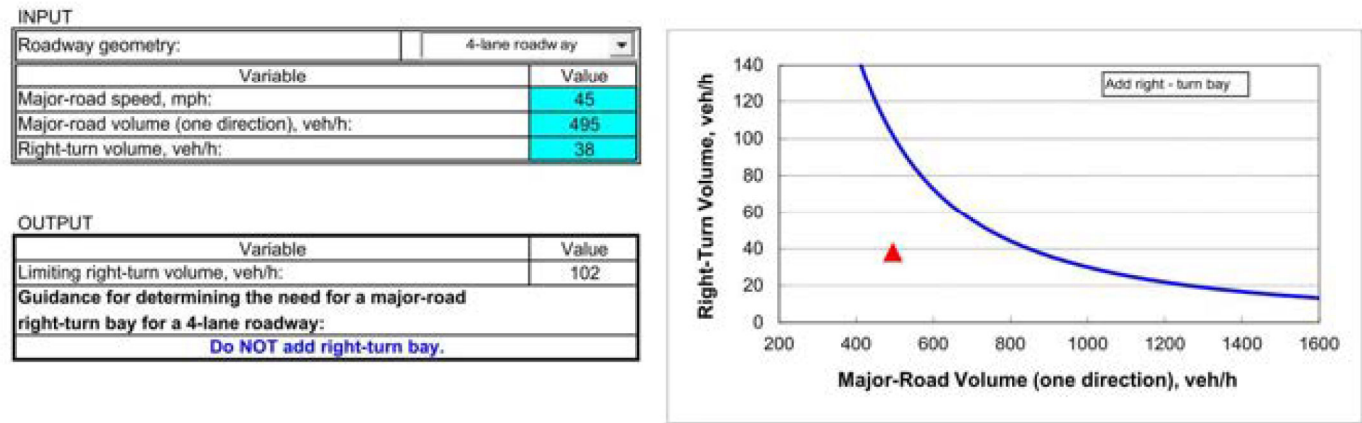
OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	17194
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 Lanes Analysis - Warm Springs Ave 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.



Westbound Right-Turn Lanes Analysis - Warm Springs Ave at Driveway #2 - PM Peak Hour

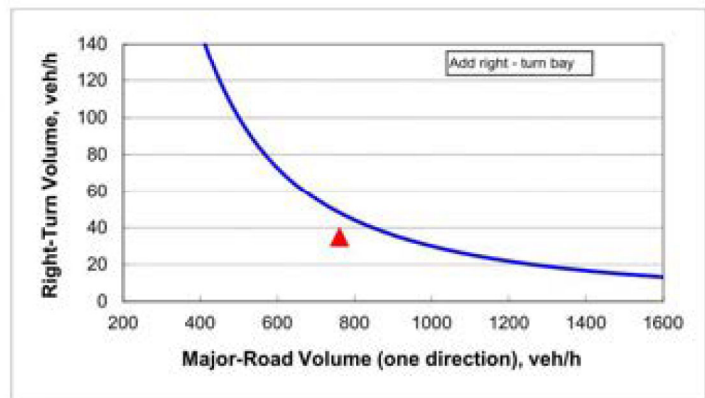
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	761
Right-turn volume, veh/h:	35

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	48
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	



PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: 26-2002 (RZ) Rainey Construction Land Company, LLC

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	26-2002 (RZ) Rainey Construction Land Company, LLC
Ordinance Number	O2026-26
Applicant	Brandon Matulka
Owner	Rainey Construction Land Company, LLC
Property Location	The subject property is generally located approximately 0.34 miles east of N US 301, approximately 0.17 miles south of E C 462, and approximately 283 feet west of CR 217.
Parcel	D32-161
Date	June 24, 2026

The applicant is seeking a favorable recommendation from the City of Wildwood's Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from ID (Sumter County) to M-1 (City of Wildwood) for the parcel listed above on 5 acres MOL. This request is accompanied by a concurrent Small Scale Comprehensive Plan amendment 26-2004 (CP), O2026-25.

ANALYSIS: The owner is requesting industrial land use in the City of Wildwood for future development.

Pursuant to Land Development Regulation (LDR) § 3.3(C)(4), the applicant believes the zoning change to M-1 should be granted based on the following criteria:

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

The proposed rezoning to M-1 is consistent with the proposed Future Land Use Map designation of Industrial and is consistent with the 2050 Comprehensive Plan Policy 1.1.4., which stipulates that the City's zoning map shall be consistent with the FLUM, and further refine densities, intensities, and permitted uses.

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

The land use pattern of the surrounding area is industrial and general commercial. The proposed M-1 zoning designation is compatible with the surrounding area.

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

Schools: The industrial zoning will not generate any school-aged children.

Potable Water & Sewer: There is an 8-inch water line and an 8-inch sewer line along NE 44th Dr.

Streets: Access to the property is off NE 44th Dr., a privately owned and maintained road.

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

The proposed future land use of Industrial requires a compatible zoning. This zoning request for M-1 is compatible with the requested future land use and is compatible with the surrounding area.

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

A Transportation Impact Analysis (TIA) was not required because the proposed zoning change from ID (Sumter County) to M-1 (City of Wildwood) is a lateral change, and no additional transportation impacts are anticipated at this time. A TIA will be required during the development review process upon site plan submittal.

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

The proposed rezoning will not be a deterrent to the improvement or development of adjacent properties. Surrounding properties are permitted to develop in accordance with their zoning map designation.

ZONING DESIGNATION SURROUNDING PROPERTIES	
NORTH	M-1 (City)
SOUTH	M-1 (City)
EAST	ID (County)
WEST	ROW NE 44th Dr. & M-1 (City)

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



Amanda Bondi
Planning Manager, Development Services

ORDINANCE NO. O2026-26

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

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

D32-161
Rainey Construction Land Company, LLC
5 +/-

LEGAL DESCRIPTION:

PARCEL D32-161

COMMENCE AT THE SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 32, TOWNSHIP 18 SOUTH, RANGE 23 EAST, THENCE RUN SOUTH 89°57'10" WEST ALONG THE SOUTH LINE OF SAID SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 32, A DISTANCE OF 208.00 FEET FOR THE POINT OF BEGINNING. 1) THENCE CONTINUE SOUTH 89°57'10" WEST A DISTANCE OF 591.52 FEET; 2) THENCE RUN NORTH 00°09'12" EAST A DISTANCE OF 416.70 FEET; 3) THENCE RUN SOUTH 89°59'48" EAST A DISTANCE OF 591.52 FEET; 4) THENCE SOUTH 00°09'12" WEST A DISTANCE OF 416.18 FEET TO THE POINT OF BEGINNING, TO CLOSE. ALL LYING IN SUMTER COUNTY, FLORIDA.

LESS AND EXCEPT THE FOLLOWING DESCRIBED PROPERTY:

COMMENCE AT THE SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 32, TOWNSHIP 18 SOUTH, RANGE 23 EAST, THENCE RUN S89°57'10"W ALONG THE SOUTH LINE OF SAID SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 32, A DISTANCE OF 208.00 FEET FOR THE POINT OF BEGINNING, SAID POINT OF BEGINNING BEING THE SOUTHEAST CORNER OF THE 5.66 ACRE +/- PARENT TRACT (TAX PARCEL #D32-096) AS

RECORDED IN OFFICIAL RECORD BOOK 535 AT PAGE 273, Of THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, THENCE CONTINUE S89°57'10"W ALONG THE AFOREMENTIONED SOUTH LINE A DISTANCE OF 68.02 FEET, THENCE DEPARTING FROM SAID SOUTH LINE RUN N00°09'12"E A DISTANCE OF 416.23 FEET TO THE NORTH LINE OF SAID PARENT TRACT, THENCE RUN S89°59'48"E ALONG SAID NORTH LINE A DISTANCE OF 68.02 FEET TO THE NORTHEAST CORNER OF THE AFOREMENTIONED PARENT TRACT, THENCE RUN S00°09'12"W A DISTANCE OF 416.18 FEET ALONG THE EAST LINE Of SAID PARENT TRACT, BACK TO THE POINT OF BEGINNING, ALL LYING IN SUMTER COUNTY, FLORIDA.

This property is to be reclassified from ID (Sumter County) to M-1 (City of Wildwood).

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

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

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

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

SECTION 3. If any section, sentence, clause or phrase of this ordinance is held to be invalid or unconstitutional by a court or competent jurisdiction, then said holding shall in no way affect 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 _____, 2026, 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: _____

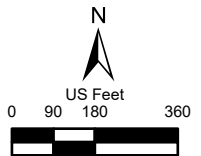
Second Reading: _____

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		#26-2002 RAINEY CONSTRUCTION LAND COMPANY, LLC PARCEL D32-161		MAP 1A LOCATION MAP MAY 2026
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Business Impact Estimate

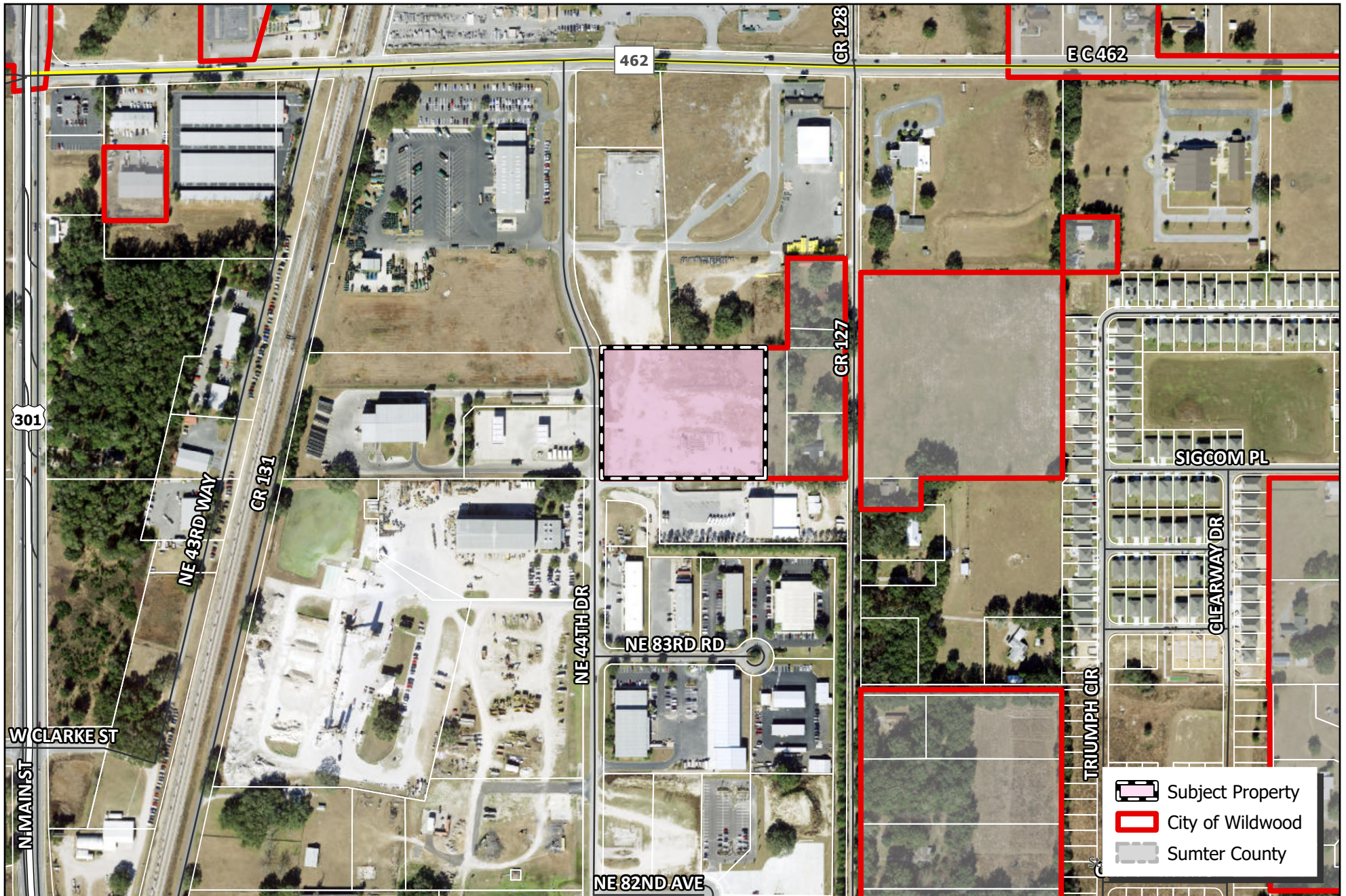
This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Wildwood website by the time notice of the proposed ordinance is published.

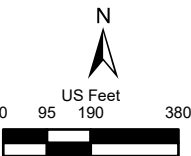
Proposed ordinance's title/reference: O2026-26

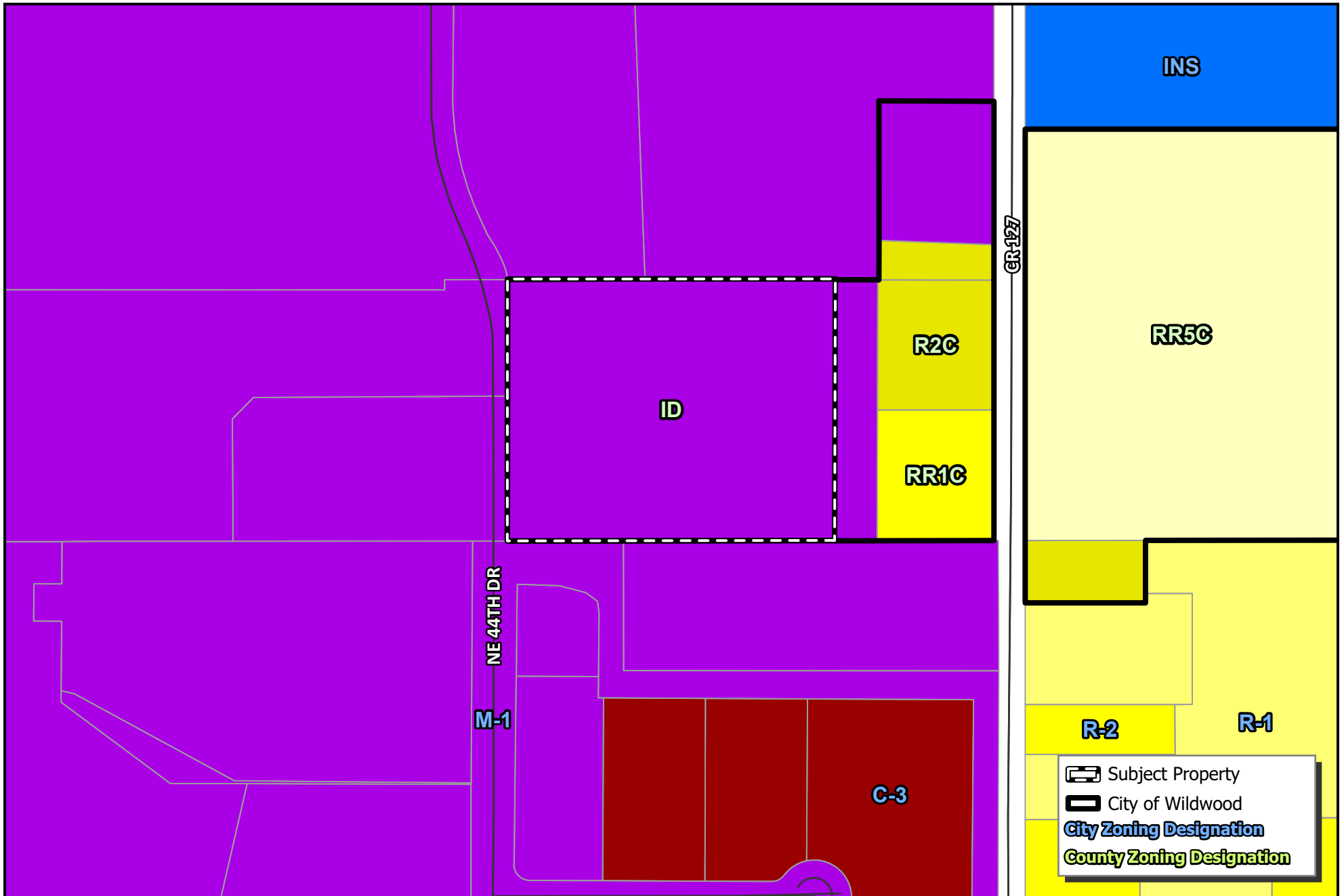
This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, a business impact estimate is not required by state law¹ for the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

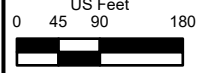
- ☐ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the 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.

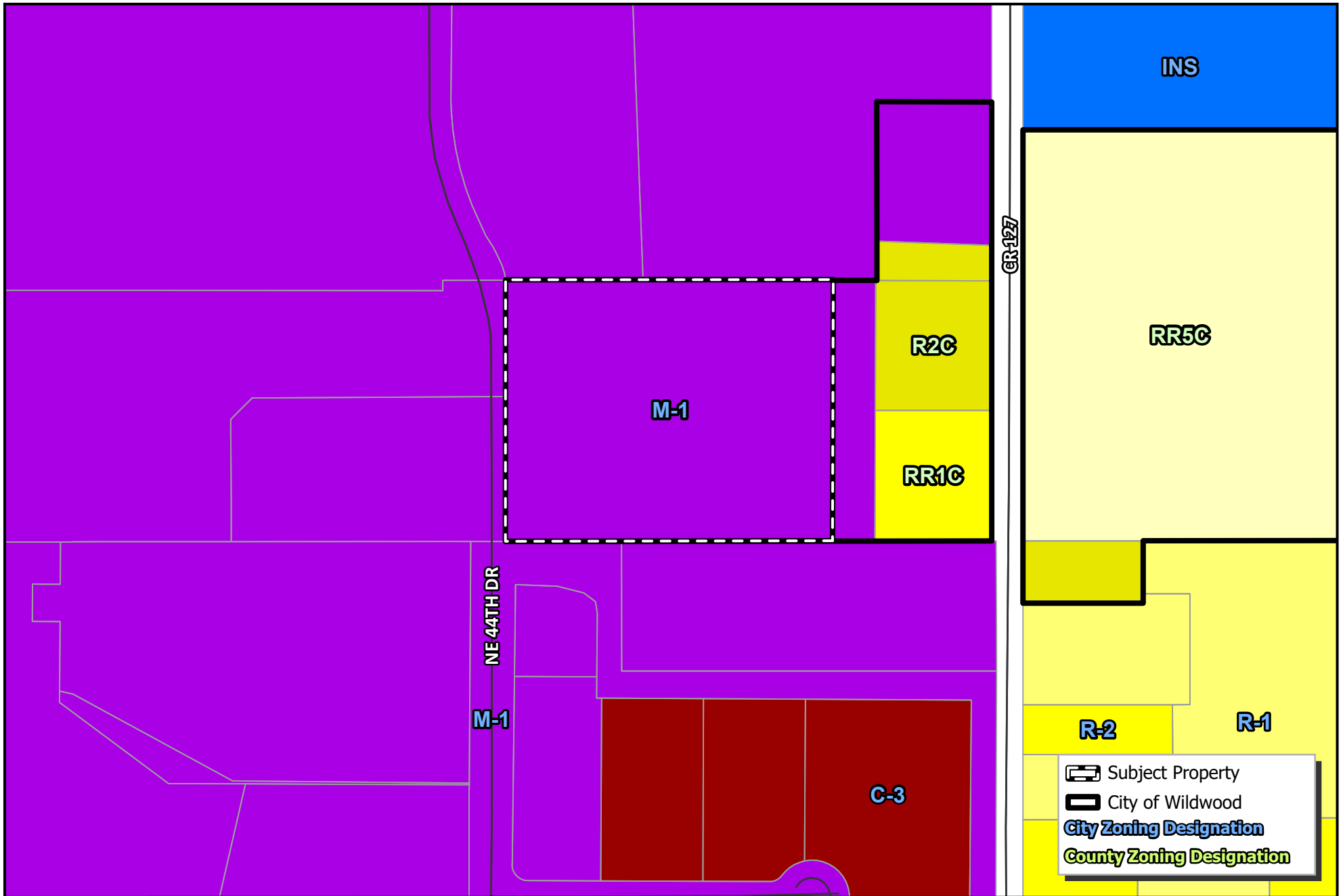
¹ See Section 166.041(4)(c), Florida Statutes.



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 US Feet 0 95 190 380	#26-2002 RAINEY CONSTRUCTION LAND COMPANY, LLC PARCEL D32-161	MAP 1B LOCATION MAP MAY 2026
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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 45 90 180 	#26-2002 RAINEY CONSTRUCTION LAND COMPANY, LLC PARCEL D32-161		MAP 3A EXISTING ZONING MAY 2026
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Justification for Zoning

Rainey Construction Land Company, LLC – Rezoning Application

Parcel D32-161 is being annexed into the City of Wildwood. The property is currently zoned ID through Sumter County. The requested zoning is M-1, which is comparable zoning for the City of Wildwood. The requested zoning is consistent with the surrounding properties which are zoned as follows:

North: M-1 (Wildwood)

East: ID (Sumter)

South: M-1 (Wildwood)

West: M-1 (Wildwood)

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: 26-2161 (RZ) Silver Oaks at Warm Springs

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	26-2161 (RZ) Silver Oaks at Warm Springs
Ordinance Number	O2026-32
Applicant	LPGURP, LLC
Owners	KWMPMH, LLC, Brock H. Wagner, C. Christine Miller
Property Location	The subject property is generally located approximately 216 feet east of Warm Springs Ave. and Bigham Trl. Intersection, south along Warm Springs Ave.
Parcels	G33-015, G33-075, & G33-147
Date	June 29, 2026

The applicant is seeking a favorable recommendation from the City of Wildwood's Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from RR1 (County) to CMU (City) for the parcels listed above on 3.18 acres MOL. This request is accompanied by a concurrent Small-Scale Comprehensive Plan Amendment 26-2163 (CP), ordinance O2026-33.

ANALYSIS: The applicant is proposing to construct 34,000 square-foot medical office(s).

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

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

The proposed rezoning to CMU is consistent with the proposed Future Land Use Map designation of Central Mixed Use and is consistent with the 2050 Comprehensive Plan Policy 1.1.4., which stipulates that the City's zoning map shall be consistent with the FLUM, and further refine densities, intensities, and permitted uses.

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

The land use pattern of the surrounding area is residential and mixed use. The proposed CMU zoning designation is compatible within the area to serve city residents as the properties to the

north, south, and east are zoned as residential uses. The property has been evaluated, and it has been determined that the maximum density by the CMU zoning designation of 14 units per acre is not likely to be achievable. The site requires land to be allocated for necessary infrastructure and site improvements, reducing the developable area that would be available for potential residential use. With this evaluation, the residential component would be considered compatible with the surrounding area while preserving the existing neighborhood character.

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

Schools: The zoning allows up to 14 units per acre and could produce up to 14.60 school-aged children, but the project is proposed to be developed as a single-use commercial.

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.”

Streets: A Transportation Impact Analysis (TIA) was done by Walsh Traffic Engineering, LLC and accepted by Sumter County’s Public Works Department. Access to the property is proposed via a driveway off Warm Springs Ave where an eastbound right-turn lane is warranted. Current roadway segments operate acceptably and will continue to operate acceptably at buildout of 2028.

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

The proposed future land use of Central Mixed Use requires compatible zoning. This zoning request of CMU is compatible with the requested future land use and could be considered compatible with adjacent parcel zoning.

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

The proposed project is projected to generate 109 AM peak hour trips and 120 PM peak hour trips with a total of 1,305 daily trips. 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 2028. The identified deficiencies can be addressed by 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 without the property being developed, the proposed project is not responsible to mitigate impacts per Florida Statute 163.3180 as outlined within the TIA. Policy 2.3.3., “The City shall rely on the Level of Service Standards established in the ISBA and as follows, based on peak hour, peak direction traffic volumes, to ensure that acceptable traffic conditions are maintained.”

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

The proposed rezoning will not be a deterrent to the improvement or development of adjacent properties. Surrounding properties are permitted to develop in accordance with their zoning map designation.

ZONING DESIGNATION SURROUNDING PROPERTIES	
NORTH	ROW Warm Springs Ave. & ARD (City)
SOUTH	R-4 & NMU-4 (City)
EAST	ARD (City)
WEST	NMU-4 (City)

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



Amanda Bondi
Planning Manager, Development Services

ORDINANCE NO. O2026-32

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

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

G33-015, G33-075, & G33-147
KWMPMH, LLC, Brock H. Wagner, C. Christine Miller
3.18 +/-

LEGAL DESCRIPTION:

PARCEL 1:

BEGIN 921 FEET NORTH OF THE SOUTHWEST CORNER OF THE N.W. $\frac{1}{4}$ OF THE N.W. $\frac{1}{4}$ AND RUN EAST 427 FEET FOR THE POINT OF BEGINNING, RUN NORTH 399 FEET, EAST 134 FEET, SOUTH 399 FEET, WEST 134 FEET TO THE POINT OF BEGINNING, ALL IN SECTION 33, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, LESS ROAD RIGHT OF WAY.

PARCEL 2:

BEGIN 307 YARDS NORTH OF THE SOUTHWEST CORNER OF THE NORTHWEST $\frac{1}{4}$ OF THE NORTHWEST $\frac{1}{4}$, RUN EAST 105 YARDS FOR THE POINT OF BEGINNING, RUN NORTH 133 YARDS, EAST 37- $\frac{1}{3}$ YARDS, SOUTH 133 YARDS, WEST 37- $\frac{1}{3}$ YARDS TO THE POINT OF BEGINNING, ALL IN SECTION 33, TOWNSHIP 19 SOUTH RANGE 23 EAST, SUMTER COUNTY, FLORIDA, LESS ROAD RIGHT OF WAY.

PARCEL 3:

BEGIN 307 YARDS NORTH OF THE SOUTHWEST CORNER OF THE N.W. $\frac{1}{4}$ OF THE N.W. $\frac{1}{4}$ AND RUN EAST 70 YARDS FOR THE POINT OF BEGINNING; RUN NORTH 133 YARDS, EAST 35 YARDS, SOUTH 133 YARDS AND WEST 35 YARDS

TO THE POINT OF BEGINNING, ALL IN SECTION 33, TOWNSHIP 19 SOUTH,
RANGE 23 EAST, SUMTER COUNTY, FLORIDA, LESS ROAD RIGHT OF WAY.

This property is to be reclassified from RR1 (Sumter County) to CMU (City of Wildwood).

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

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

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

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

SECTION 3. If any section, sentence, clause or phrase of this ordinance is held to be invalid or unconstitutional by a court or competent jurisdiction, then said holding shall in no way affect 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 _____, 2026, by the City Commission of the City of Wildwood, Florida.

**CITY COMMISSION
CITY OF WILDWOOD, FLORIDA**

Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

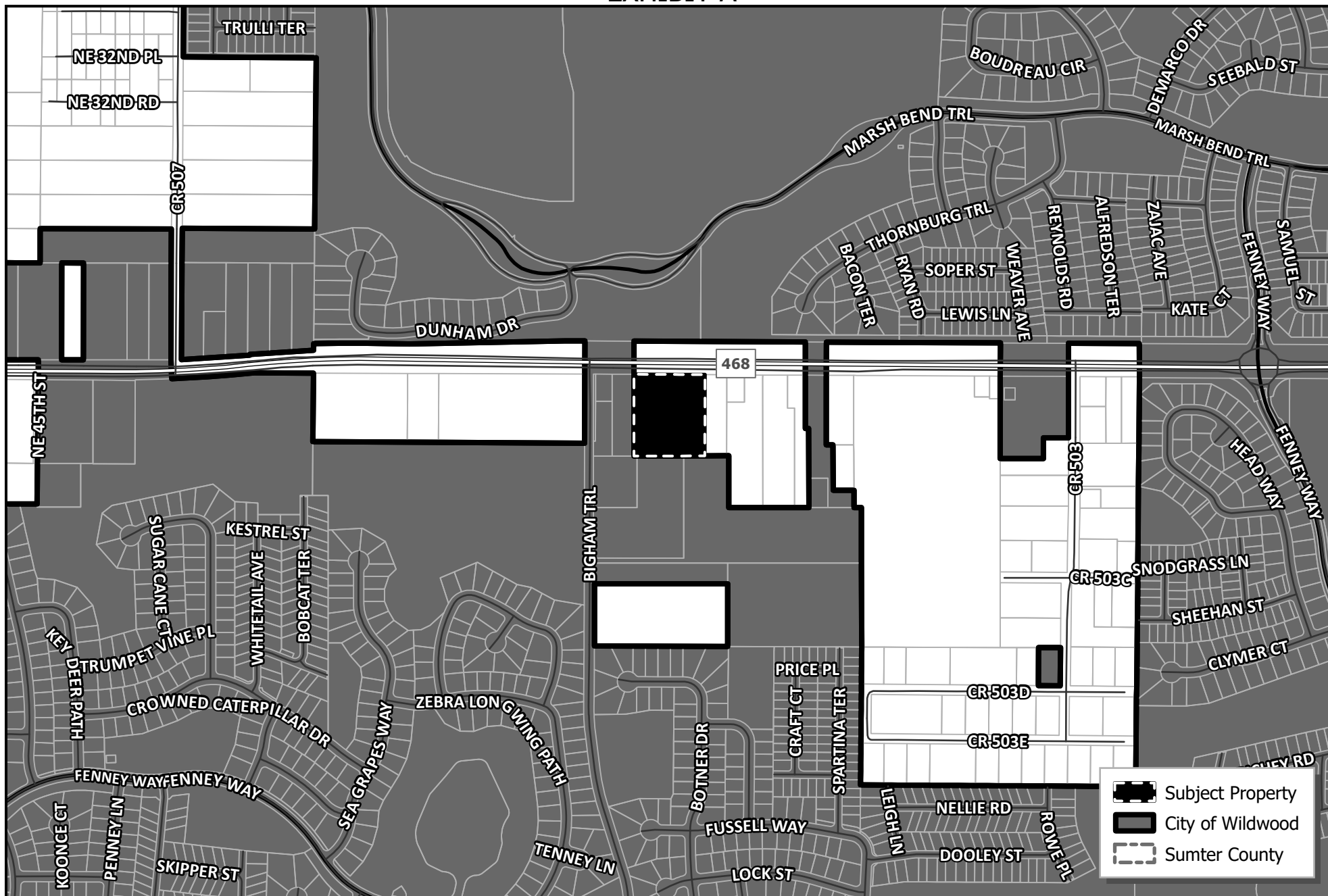
First Reading: _____

Second Reading: _____

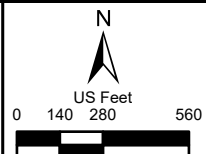
Approved as to form:

City Attorney

EXHIBIT A



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



#26-2161

SILVER OAKS AT WARM SPRINGS

PARCELS G33-015, G33-075 & G33-147

MAP 1A

LOCATION MAP

MAY 2026



Business Impact Estimate

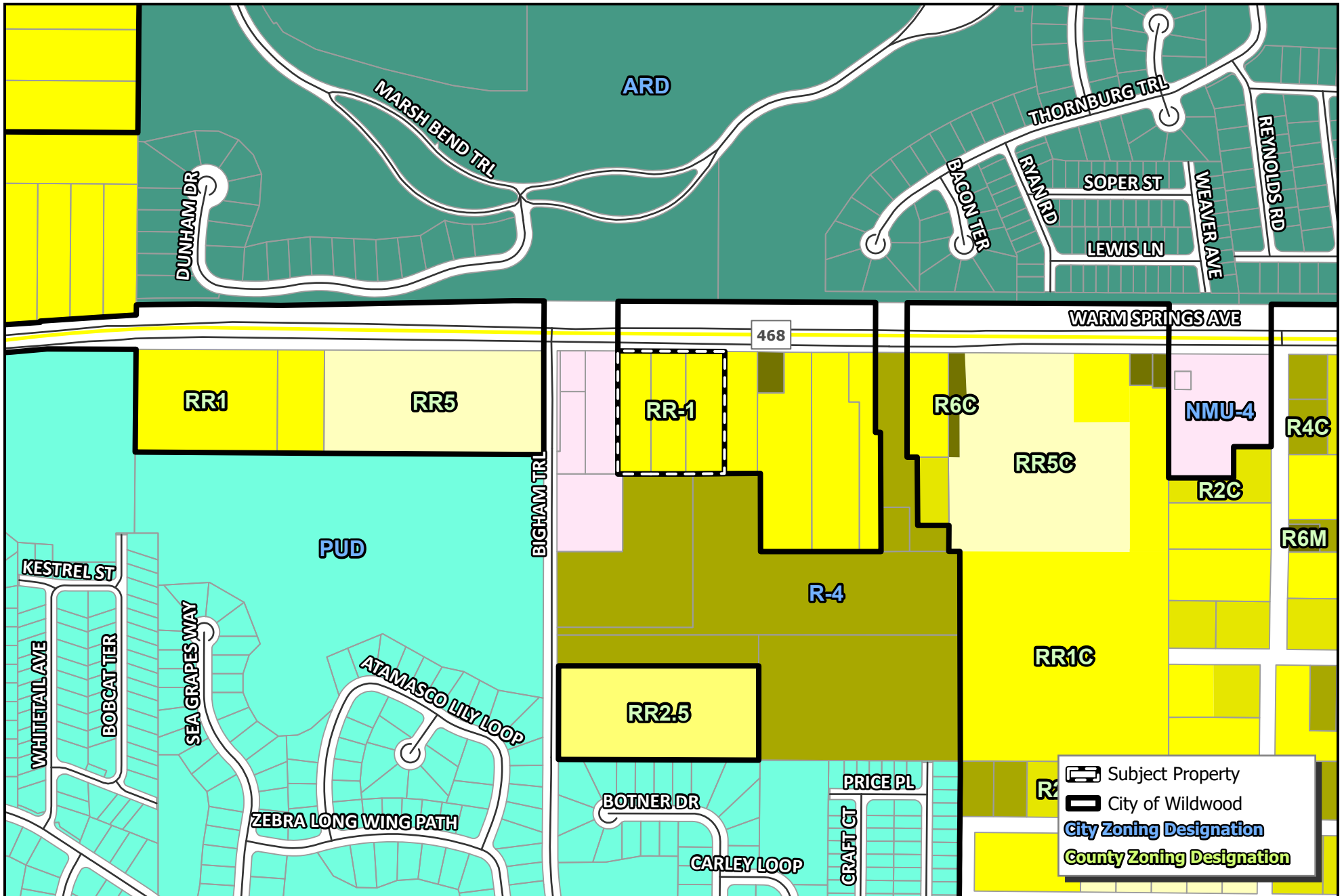
This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Wildwood website by the time notice of the proposed ordinance is published.

Proposed ordinance's title/reference: O2026-32

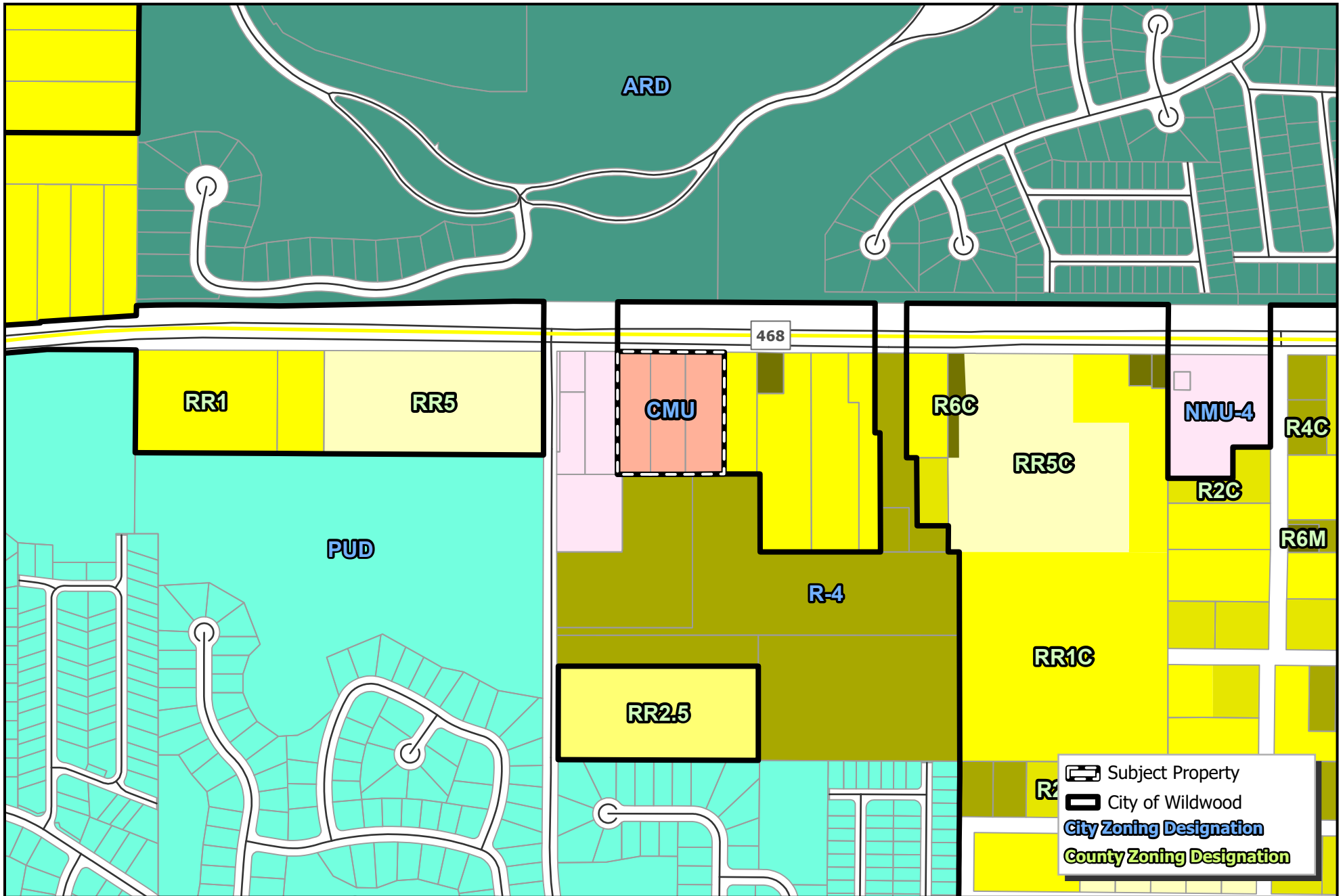
This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, a business impact estimate is not required by state law¹ for the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

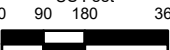
- ☐ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the 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.



Subject Property
 City of Wildwood
City Zoning Designation
County Zoning Designation



 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 	#26-2161 SILVER OAKS AT WARM SPRINGS PARCELS D33-015, D33-075 & D33-147	MAP 3B PROPOSED ZONING MAY 2026
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SILVER OAK AT WARM SPRINGS JUSTIFICATION FOR REZONING

The proposed rezoning consists of 3.19 ± acres and is located south of Warm Springs Avenue, east of CR 505, and west of Fenney Way (Figures 1 and 2). The subject property is located within the unincorporated limits of Sumter County and is identified by Parcel ID numbers G38-147, G3-075, and G33-015. Annexation and a small scale comprehensive plan amendment has been submitted simultaneously with the rezoning application. 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 currently zoned Sumter County RR-1 and the proposed zoning is City of Wildwood CMU (Figure 3).

The subject site is located within the Urban Services Area (USA) which indicates that a variety of urban uses are expected to occur in the general area. Due to changing conditions of the area, the existing zoning of Sumter County RR-1 is no longer appropriate and is not considered the highest and best use of the land. The proposed zoning of Central Mixed Use (CMU) is consistent with the area and adjacent properties located within the City of Wildwood. It is proposed to develop the site as a two-story, 34,400 square foot medical office(s).



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

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

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

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

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

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

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

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

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

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

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

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

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

Policy 1.2.1. The City shall encourage growth and development in areas where public infrastructure, services, and utilities are already present or planned to be within 3 to 5 years.

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

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

The proposed rezoning to CMU is compatible with the current city zoning in the general area which consists of NMU-4, R-4, PUD, ARD, and CMU.

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

The CMU zoning allows up to 15 units/acre. The submitted boundary survey indicates that the total site is 3.19 acres which equates to a maximum of 47 units which is estimated to produce 13 students. Available data indicates that there is sufficient capacity available at area schools to serve the proposed development;

however, the proposed development is commercial only therefore, no impacts to schools.

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

STUDENTS GENERATED BASED ON PROPOSED ZONING

SCHOOL	SF Units	STUDENT GENERATION RATE	STUDENTS GENERATED	MF UNITS	STUDENT GENERATION RATE	STUDENTS GENERATED	GRAND TOTAL
ELEMENTARY	0	0.157	0	47	0.153	7	7
MIDDLE	0	0.079	0	47	0.061	3	3
HIGH	0	0.114	0	47	0.068	3	3
GRAND TOTAL							13

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

The traffic impact analysis prepared by Walsh Traffic Engineering (Appendix A) submitted for the rezoning indicates that the project will not adversely impact area roadways. Access to the subject site is proposed via a right in/right out driveway on Warm Springs Avenue, located approximately 500 feet east of CR 505. Warm Springs Avenue is a 4-lane urban roadway with an adopted LOS of D.

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

Due to changing conditions of the area the existing zoning of RR-1 is no longer appropriate and is not considered the highest and best use of the land. The proposed zoning of CMU is consistent with the area and adjacent properties located within the City of Wildwood.

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

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

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

The proposed rezoning will not be a deterrent to the improvement or development of adjacent properties. Properties south of the subject site have been developed as residential and planned unit development. Properties along Warm Springs Avenue are planned to be developed as commercial. Properties within the city and Sumter County are allowed to develop according to the future land use and zoning designations.

WARM SPRINGS AVENUE MEDICAL OFFICE

SUMTER COUNTY, FLORIDA

APPROVED

Matthew Tadlock

Assistant Public Works Director - Planning and Design

06/19/2026

MAY 2026

PREPARED BY:

WALSH TRAFFIC ENGINEERING, LLC

285 PALMETTO SPRINGS STREET

DEBARY, FLORIDA 32713

PHONE - 386.668.0062

TRAFFIC IMPACT ANALYSIS



WARM SPRINGS AVENUE MEDICAL OFFICE

SUMTER COUNTY, FLORIDA

MAY 2026

PREPARED BY:

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THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Chris J Walsh Date: 2026.05.18
12:13:20 -04'00'

ON THE DATE ADJACENT TO THE SEAL

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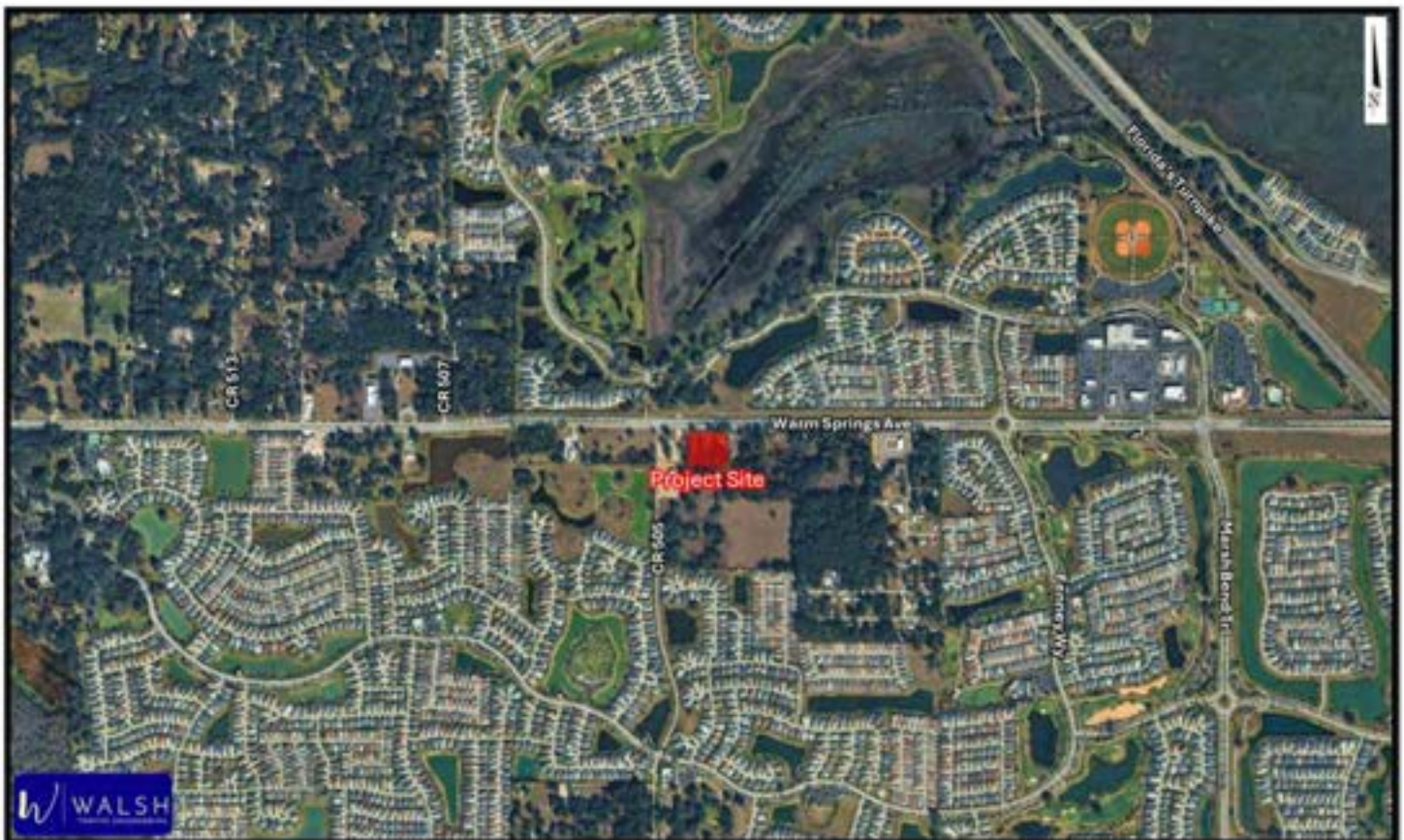
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Appendix B	Traffic Impact Analysis Methodology
Appendix C	Traffic Counts
Appendix D	Existing Conditions Synchro Printouts
Appendix E	Turning Movement Worksheets
Appendix F	Future Background Conditions (2028) Synchro Printouts
Appendix G	Future Buildout Conditions (2028) Synchro Printouts
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INTRODUCTION

Walsh Traffic Engineering, LLC (Walsh Traffic) has been retained to conduct a traffic impact analysis for a medical office proposed on the south side of Warm Springs Avenue, approximately 500 feet east of CR 505 in Sumter County, Florida (see *Figure 1*). The parcel ID #'s for the associated property are G33-015, G33-075, and G33-147.

The development is proposed to include a 34,000 square-foot medical office (a preliminary development plan is provided in *Appendix A*). The property is currently within Sumter County. The buildout year for this analysis is 2028. This study was conducted in accordance with the approved methodology, and subsequent email correspondence, included in *Appendix B*.

Figure 1 - Site Location Map



Project Access

Access to the development is proposed via a right-in/right-out driveway connection on Warm Springs Avenue located approximately 500 feet east of CR 505.

Study Area

The study roadway segments and intersections as included in the approved methodology are summarized below:

Study Roadway Segments

- Warm Springs Avenue – from CR 507 to Project
- Warm Springs Avenue – from Project to Marsh Bend Trail (CR 501)

Study Intersections

- Warm Springs Avenue at CR 505
- Warm Springs Avenue at Project Driveway #1
- Warm Springs Avenue at CR 503
- Warm Springs Avenue at Fenney Way
- Warm Springs Avenue at Marsh Bend Trail

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) is less than 1.0. Therefore, the existing turning movement volumes were not adjusted. 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 (vph)				Existing Volume #2 (vph)				Applied Existing Volume (vph)			
		NB/EB	SB/WB	Source	Year	NB/EB	SB/WB	Source	Year	NB/EB	SB/WB	Source	Year
Warm Springs Avenue CR 507 to Project Project to CR 501	3557120	639	302	TMC	2026			TMC	2026	639	302	TMC	2026
	3557120	679	302	TMC	2026	642	360	TMC	2026	661	331	TMC	2026

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	Existing Volume		Source	Year
		NB/EB	SB/WB		
Warm Springs Avenue CR 507 to Project Project to CR 501	3557120	378	548	CMP	2023
	3557120	378	548	CMP	2023

Source: CMP - Sumter County 2023 CMP Database

Figure 2 - Existing AM Peak-Hour Traffic Volumes (Year 2026)

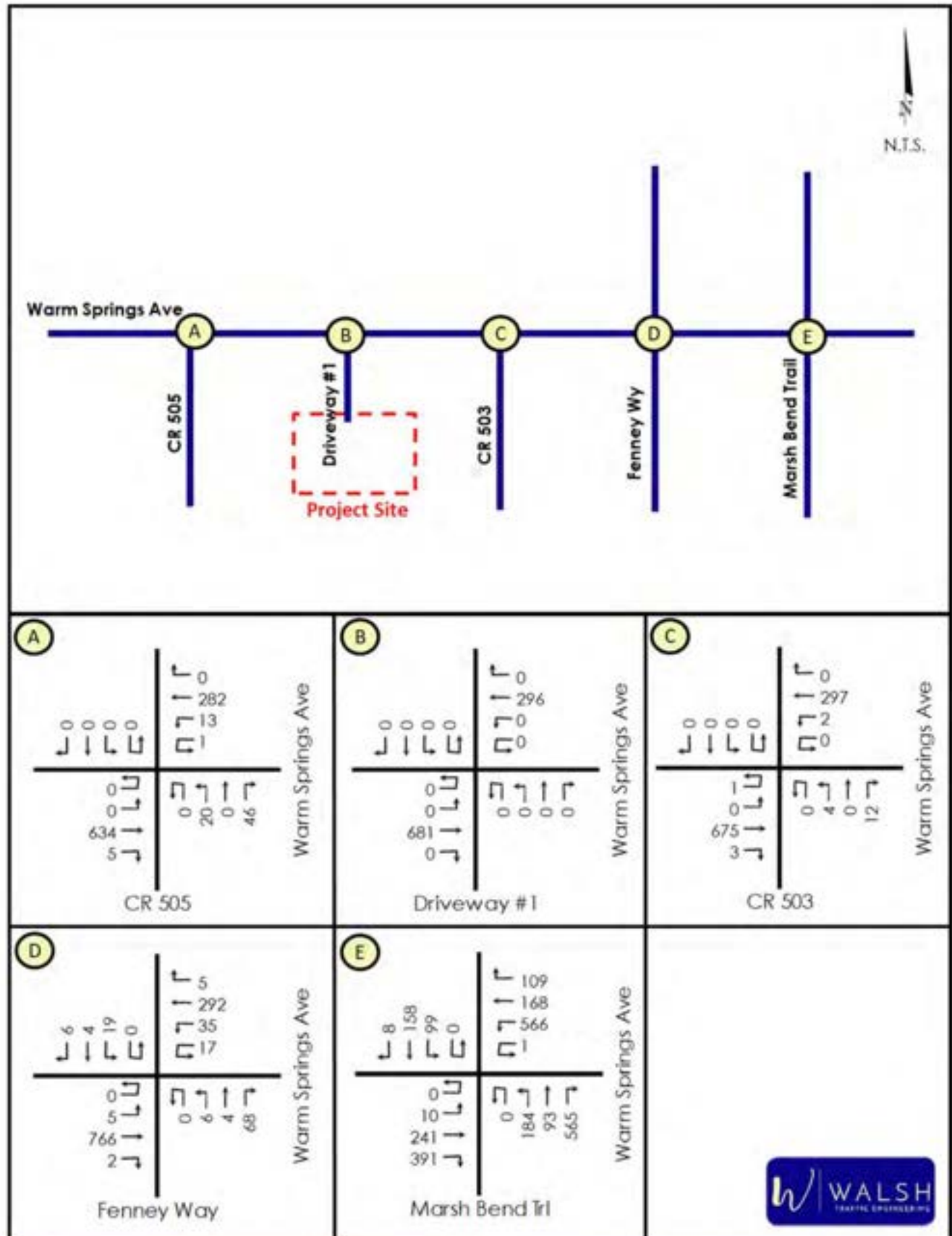
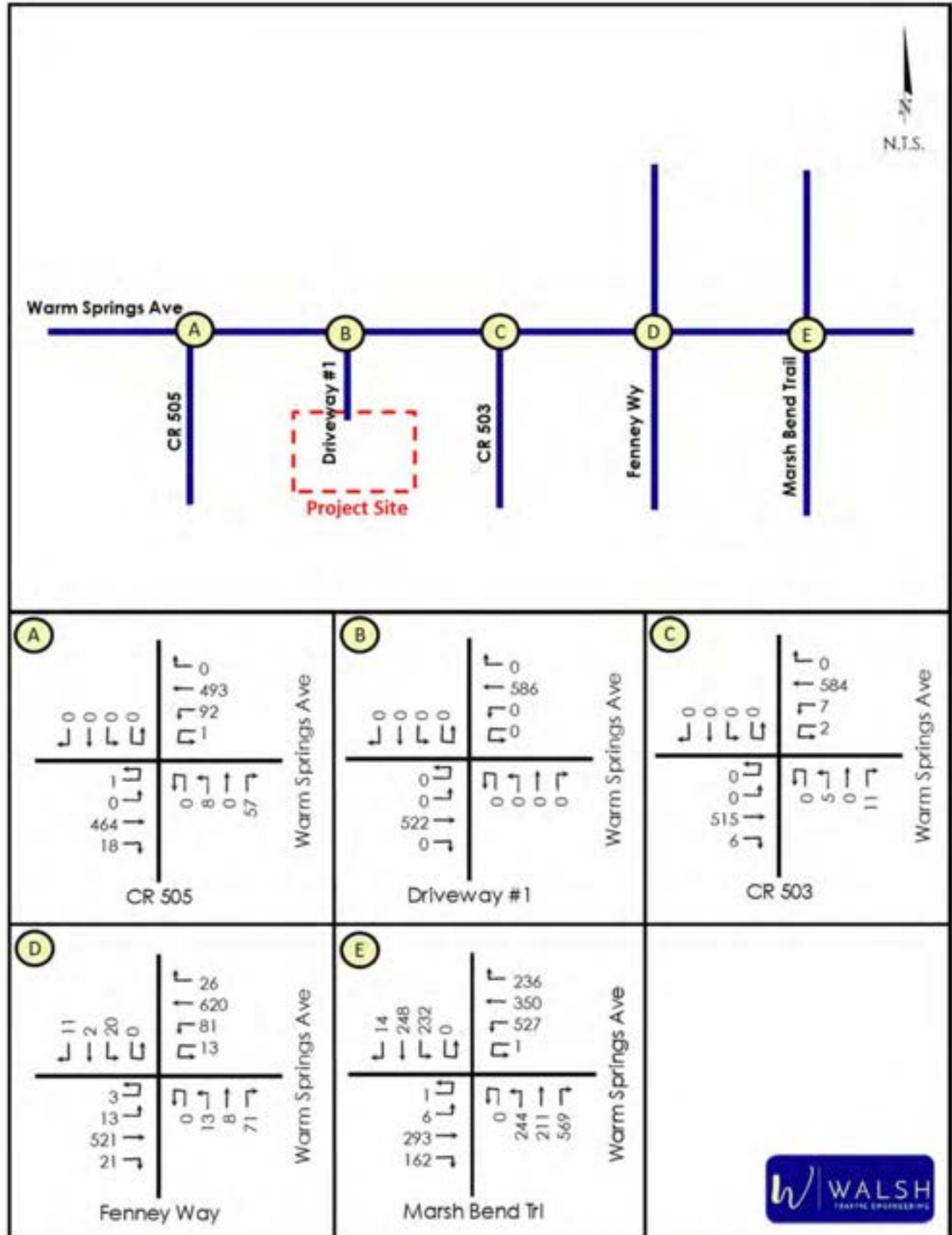


Figure 3 - Existing PM Peak-Hour Traffic Volumes (Year 2026)



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, 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.

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

Roadway Segment	ID	Existing # of Lanes	Adopted LOS	Service Volume (vph)	Source	Applied Existing		Volume Exceeds	
						NB/EB	SB/WB	NB/EB	SB/WB
Warm Springs Avenue									
CR 507 to Project	3557120	4	D	1,665	CMP	639	302	no	no
Project to CR 501	3557120	4	D	1,665	CMP	661	331	no	no

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

Roadway Segment	ID	Existing # of Lanes	Adopted LOS	Service Volume (vph)	Source	Existing Volume		Volume Exceeds	
						NB/EB	SB/WB	NB/EB	SB/WB
Warm Springs Avenue									
CR 507 to Project	3557120	4	D	1,665	CMP	378	548	no	no
Project to CR 501	3557120	4	D	1,665	CMP	378	548	no	no

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 12 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.

At the Warm Springs Avenue/CR 505 and Warm Springs Avenue/CR 503 intersections, the northbound approaches currently operate acceptably under STOP control at LOS B with volume-to-capacity (v/c) ratios less than 0.2 in both the AM and PM peak hours.

The Warm Springs Avenue/Fenney Way roundabout currently operates very well at LOS A 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 1.75 in the AM peak hour and 1.39 in the PM peak hour. Printouts of the operational analyses are provided in **Appendix D**.

Table 5 - Existing Intersection Operating Conditions (Year 2026)

Intersection	Control	MOE	AM Peak Hour					PM Peak Hour				
			Approach				Overall Intxn	Approach				Overall Intxn
			EB	WB	NB	SB		EB	WB	NB	SB	
Warm Springs Ave at CR 505		Delay (sec/veh)	-	-	12.8	-	-	-	-	11.3	-	-
		LOS	-	-	B	-	-	-	-	B	-	-
		Highest V/C	-	-	0.129	-	-	-	-	0.107	-	-
Warm Springs Ave at CR 503		Delay (sec/veh)	-	-	12.1	-	-	-	-	11.6	-	-
		LOS	-	-	B	-	-	-	-	B	-	-
		Highest V/C	-	-	0.032	-	-	-	-	0.029	-	-
Warm Springs Ave at Fenney Wy		Delay (sec/veh)	6.4	4.0	6.9	3.9	5.7	5.1	5.7	5.4	5.9	5.4
		LOS	A	A	A	A	A	A	A	A	A	A
		Highest V/C	0.356	0.148	0.124	0.03	-	0.249	0.316	0.115	0.05	-
Warm Springs Ave at Marsh Bend Trl		Delay (sec/veh)	49.1	42.9	283.4	48.0	123.0	43.2	35.6	141.7	32.1	71.1
		LOS	D	D	F	D	F	D	D	F	C	E
		Highest V/C	0.91	0.87	1.75	0.57	-	0.7	0.84	1.39	0.61	-

FUTURE CONDITIONS

As previously conveyed, the proposed development will have a buildout date of 2028.

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. However, no capacity-related improvements are programmed for construction within the study area.

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. **Table 6** and **Table 7** show the resulting future background AM and PM peak-hour directional volumes on the study roadway segments.

Table 6 - Future Background Volumes (Year 2028) for Roadway Segments (AM Peak Hour)

Roadway Segment	Applied Annual Growth Rate	Existing Volume (vph)			Buildout Year	Applied Growth		Total Background Vol. (vph)		Service Volume (vph)	Volume Exceeds Svc Vol?	
		NB/EB	SB/WB	Year		NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB
Warm Springs Avenue CR 507 to Project Project to CR 501	9.25%	639	302	2026	2028	118	56	757	358	1,665	no	no
	9.25%	661	331	2026	2028	122	61	783	392	1,665	no	no

Table 7 - Future Background Volumes (Year 2028) for Roadway Segments (PM Peak Hour)

Roadway Segment	Applied Annual Growth Rate	Existing Volume (vph)			Buildout Year	Applied Growth		Total Background Vol. (vph)		Service Volume (vph)	Volume Exceeds Svc Vol?	
		NB/EB	SB/WB	Year		NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB
Warm Springs Avenue CR 507 to Project Project to CR 501	9.25%	378	548	2023	2028	175	253	553	801	1,665	no	no
	9.25%	378	548	2023	2028	175	253	553	801	1,665	no	no

INTERSECTIONS

With regards to the future background turning movements, annual growth rates were applied to existing turning movement volumes. 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 E*.

The AM and PM peak-hour operating conditions for the study intersections were analyzed under year 2028 future background conditions using the projected turning movements, committed roadway geometry, and existing signal timings (where applicable). Based on the analyses, all movements at the minor-street STOP-controlled intersections are projected to operate acceptably under future background conditions. The Warm Springs Avenue/Fenney Way roundabout is also projected to continue to operate acceptably under future background conditions.

Additionally, as shown in *Table 8*, the Warm Springs Avenue at Marsh Bend Trail intersection is projected to have deficiencies under future background conditions in 2028, under existing signal timings. Printouts of the operational analyses are provided in *Appendix F*.

Table 8 - Future Background Intersection Operating Conditions (Year 2028)

Intersection	Control	MOE	AM Peak Hour					PM Peak Hour				
			Approach				Overall Intxn	Approach				Overall Intxn
			EB	WB	NB	SB		EB	WB	NB	SB	
Warm Springs Ave at CR 505		Delay (sec/veh)	-	-	14.2	-	-	-	-	12.0	-	-
		LOS	-	-	B	-	-	-	-	B	-	-
		Highest V/C	-	-	0.153	-	-	-	-	0.122	-	-
Warm Springs Ave at CR 503		Delay (sec/veh)	-	-	13.2	-	-	-	-	12.4	-	-
		LOS	-	-	B	-	-	-	-	B	-	-
		Highest V/C	-	-	0.037	-	-	-	-	0.033	-	-
Warm Springs Ave at Fenney Wy		Delay (sec/veh)	7.3	4.3	8.1	4.2	6.4	5.7	6.3	6.1	6.7	6.1
		LOS	A	A	A	A	A	A	A	A	A	A
		Highest V/C	0.423	0.175	0.147	0.033	-	0.3	0.377	0.131	0.059	-
Warm Springs Ave at Marsh Bend Trl		Delay (sec/veh)	58.2	49.4	501.4	67.1	210.5	44.1	36.3	226.6	36.4	106.9
		LOS	E	D	F	E	F	D	D	F	D	F
		Highest V/C	0.95	0.89	2.44	0.83	-	0.63	0.85	1.73	0.69	-

Figure 4 - Future Background (2028) AM Peak-Hour Traffic Volumes

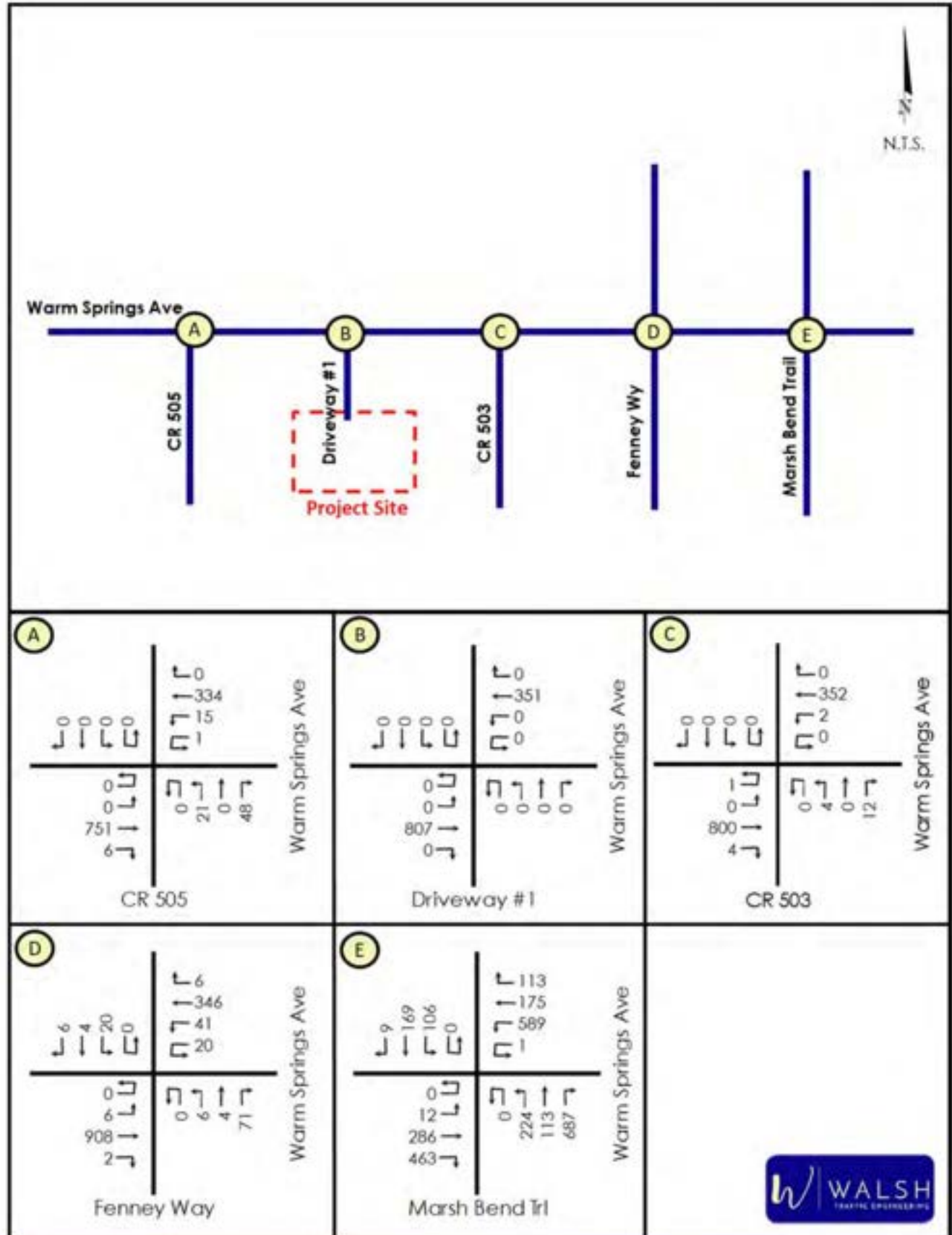
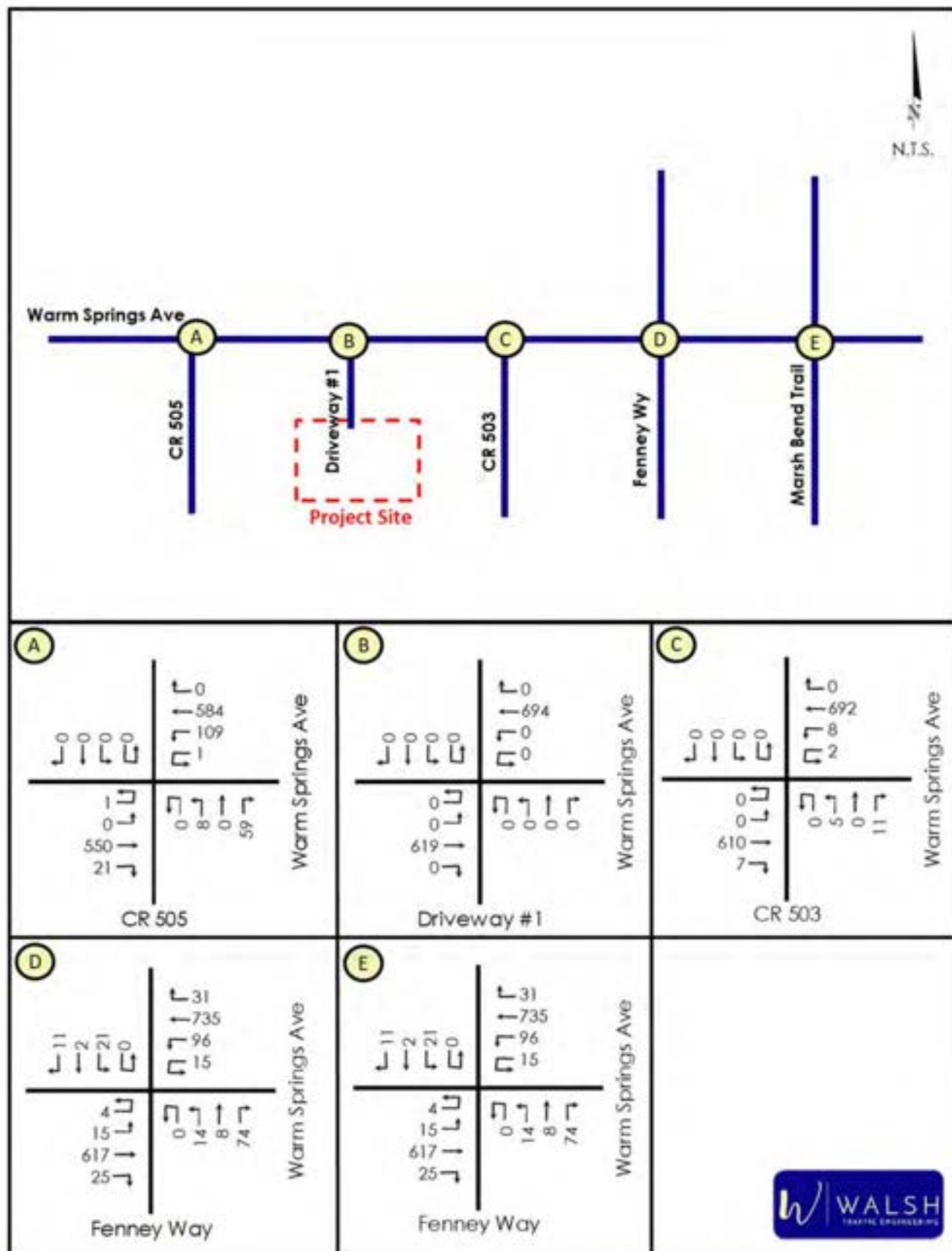


Figure 5 - Future Background (2028) PM Peak-Hour Traffic Volumes



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, 12th Edition*. As summarized in **Table 9**, the proposed development is projected to generate 1,305 total daily trips, 109 total AM peak-hour trips (85 in, 24 out), and 120 total PM peak-hour trips (36 in, 84 out).

Table 9 – Total Trip Generation Projection for Proposed Development

Land Use	ITE Land Use Code	Intensity	Daily		
			Total Trips		
			In	Out	Total
Medical Office	720	34.00 KSF	653	652	1,305

Land Use	ITE Land Use Code	Intensity	AM Peak Hour		
			Total Trips		
			In	Out	Total
Medical Office	720	34.00 KSF	85	24	109

Land Use	ITE Land Use Code	Intensity	PM Peak Hour		
			Total Trips		
			In	Out	Total
Medical Office	720	34.00 KSF	36	84	120

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)

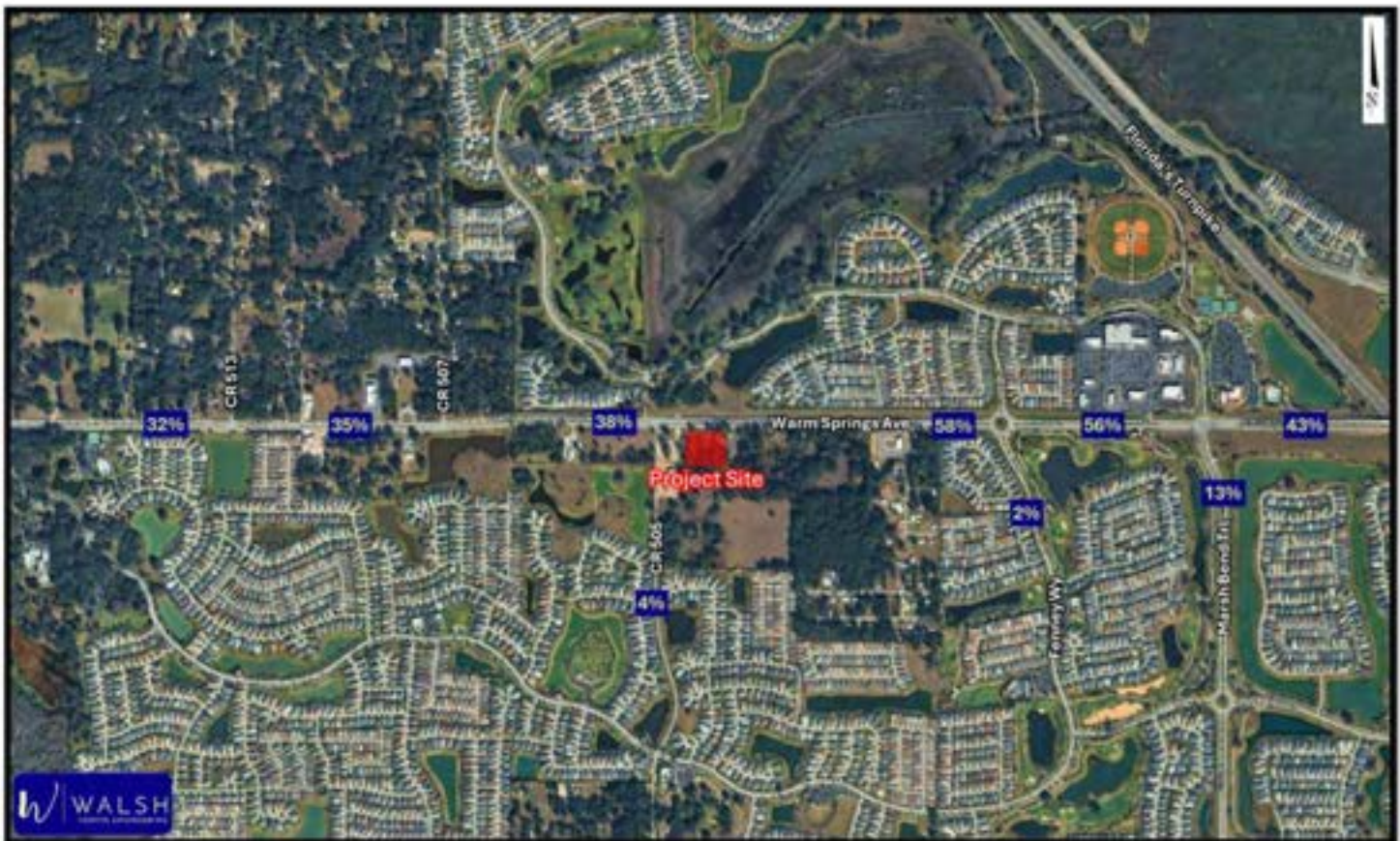


Figure 7 – New External Project Trips (AM Peak Hour)

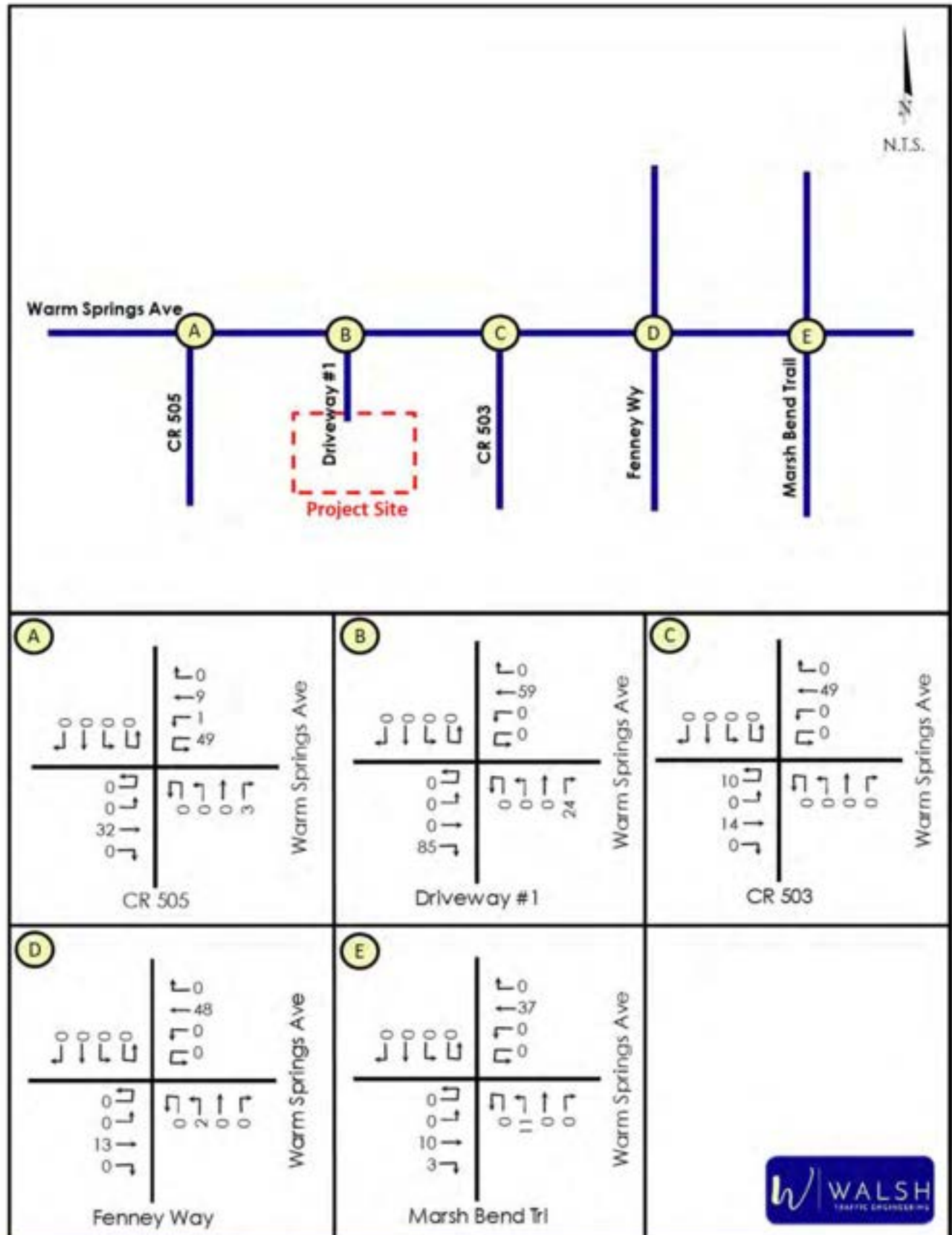
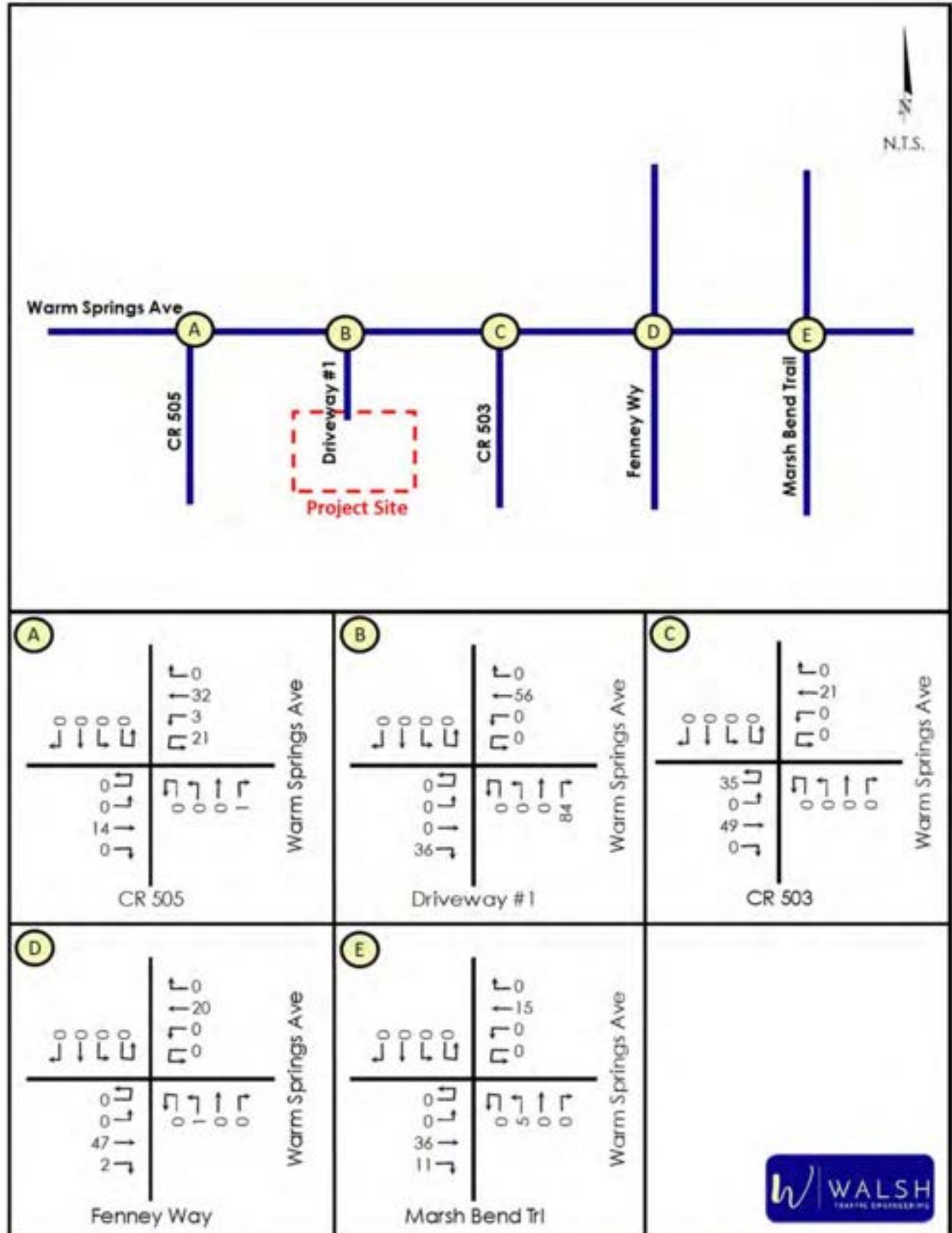


Figure 8 - New External Project Trips (PM Peak Hour)



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 2028 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 2028 Roadway Segment Volumes and Operating Conditions (AM Peak Hour)

Roadway Segment	ID	Existing # 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													
CR 507 to Project	3557120	4	D	757	358	42.0%	36	10	793	368	1,665	no	no
Project to CR 501	3557120	4	D	783	392	58.0%	14	49	797	441	1,665	no	no

Table 11 - Year 2028 Roadway Segment Volumes and Operating Conditions (PM Peak Hour)

Roadway Segment	ID	Existing # 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													
CR 507 to Project	3557120	4	D	553	801	42.0%	15	35	568	836	1,665	no	no
Project to CR 501	3557120	4	D	553	801	58.0%	49	21	602	822	1,665	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 and 8*. The resulting total AM and PM peak-hour turning movement projections at buildout of the development are summarized in *Figures 9 and 10* 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 2028 using the projected turning movements, committed roadway geometry, and existing signal timings (where applicable). Based on the analyses, all movements at the minor-street STOP-controlled intersections, including at the project driveway, are projected to operate acceptably at buildout of the development. Additionally, as shown in *Table 12*, the Warm Springs Avenue/Fenney Way roundabout 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 2028, 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 2028)

Intersection	Control	MOE	AM Peak Hour					PM Peak Hour				
			Approach				Overall Intxn	Approach				Overall Intxn
			EB	WB	NB	SB		EB	WB	NB	SB	
Warm Springs Ave at CR 505		Delay (sec/veh)	-	-	15.0	-	-	-	-	12.3	-	-
		LOS	-	-	B	-	-	-	-	B	-	-
		Highest V/C	-	-	0.17	-	-	-	-	0.128	-	-
Warm Springs Ave at Driveway #1		Delay (sec/veh)	-	-	11.4	-	-	-	-	11.2	-	-
		LOS	-	-	B	-	-	-	-	B	-	-
		Highest V/C	-	-	0.042	-	-	-	-	0.134	-	-
Warm Springs Ave at CR 503		Delay (sec/veh)	-	-	13.5	-	-	-	-	13.4	-	-
		LOS	-	-	B	-	-	-	-	B	-	-
		Highest V/C	-	-	0.038	-	-	-	-	0.037	-	-
Warm Springs Ave at Fenney Wy		Delay (sec/veh)	7.4	4.5	8.3	4.4	6.5	6.0	6.4	6.4	6.8	6.3
		LOS	A	A	A	A	A	A	A	A	A	A
		Highest V/C	0.432	0.196	0.153	0.035	-	0.322	0.385	0.138	0.06	-
Warm Springs Ave at Marsh Bend Trl		Delay (sec/veh)	58.5	48.5	500.0	71.0	208.6	44.8	36.3	226.2	36.6	105.9
		LOS	E	D	F	E	F	D	D	F	D	F
		Highest V/C	0.95	0.89	2.45	0.87	-	0.67	0.85	1.74	0.69	-

Figure 9 - Future Buildout (2028) AM Peak-Hour Traffic Volumes

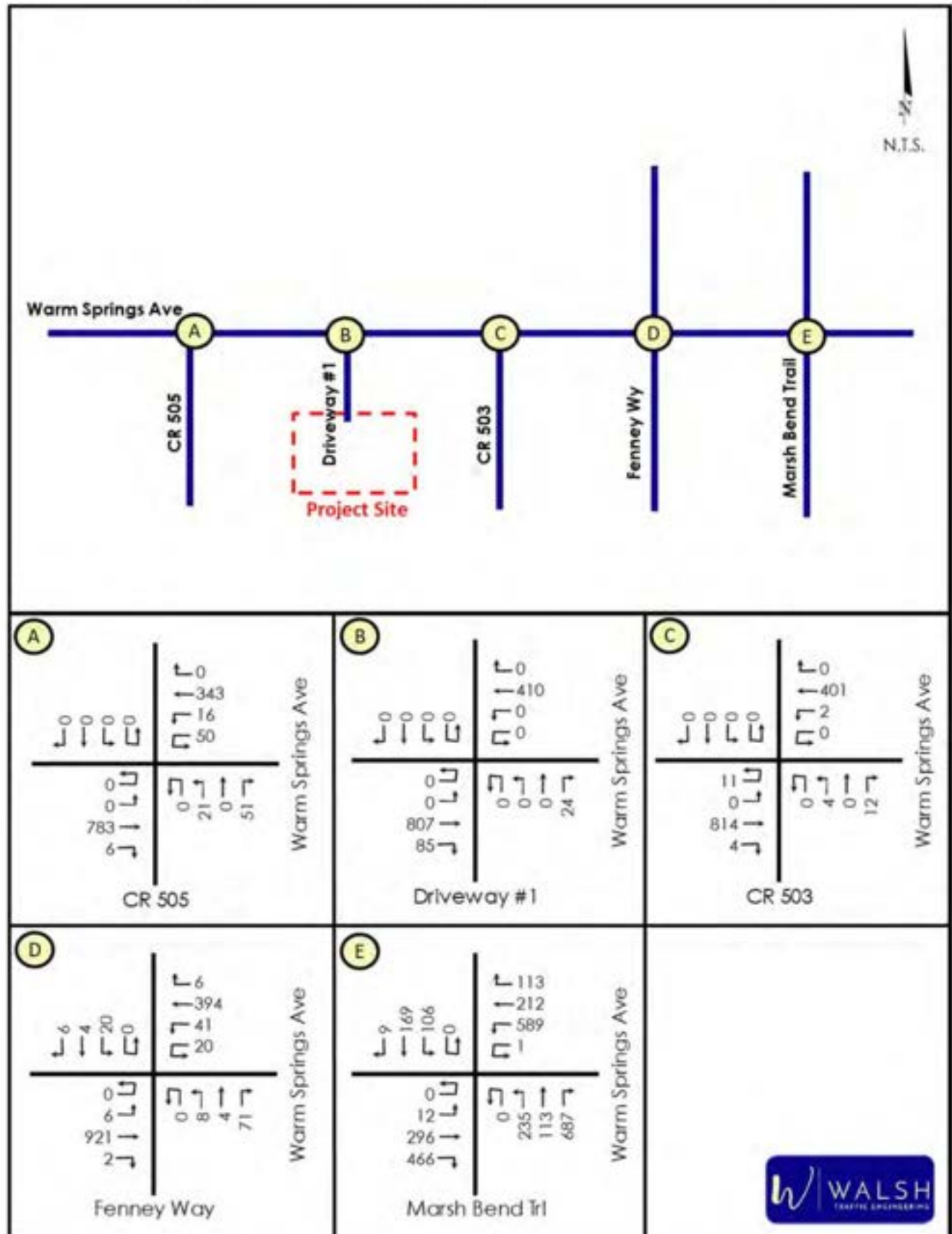
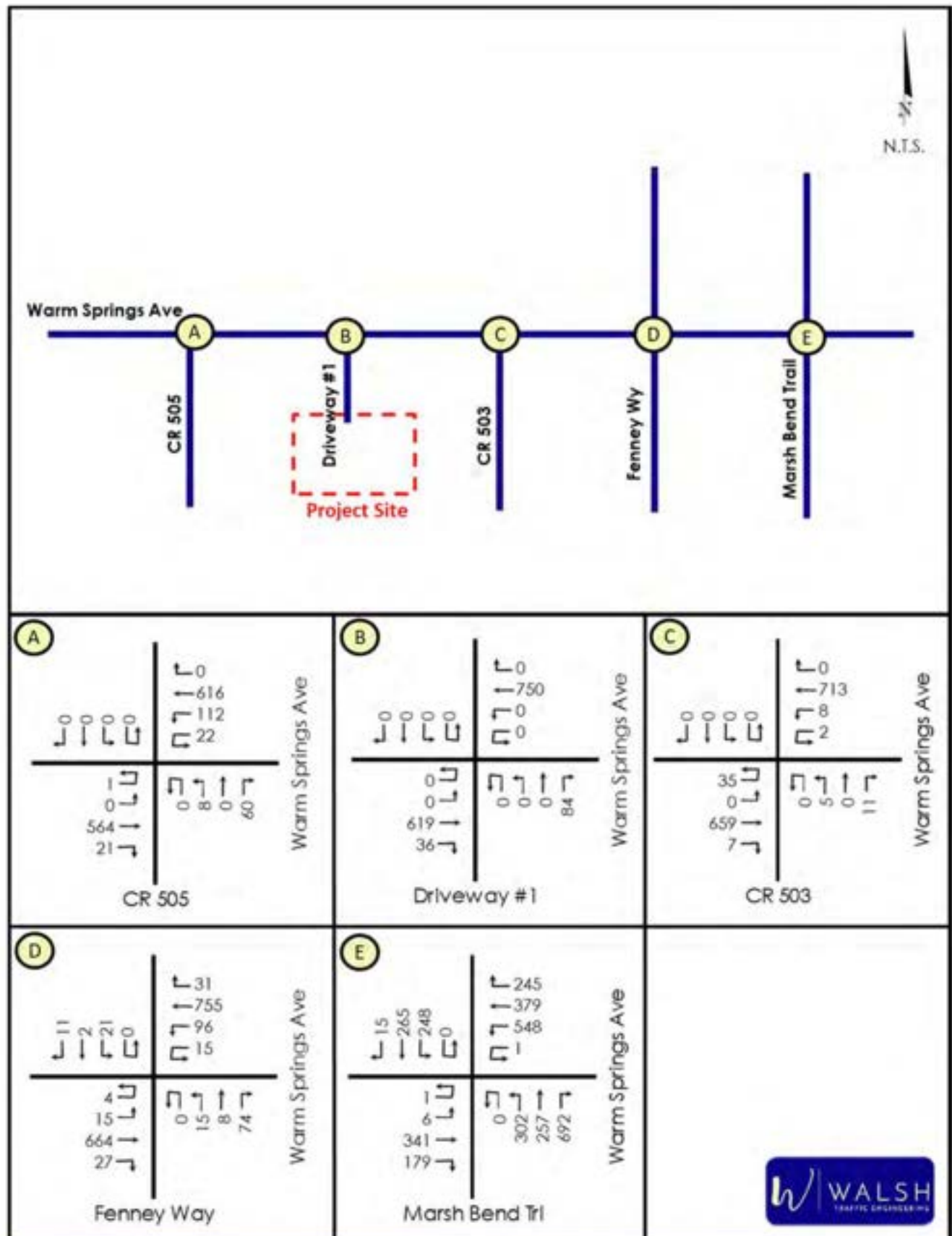


Figure 10 - Future Buildout (2028) PM Peak-Hour Traffic Volumes



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 2028, under existing signal timings. The intersection is also currently deficient under future background conditions. 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 2028)

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)	58.2	49.4	501.4	67.1	210.5	44.1	36.3	226.6	36.4	106.9
	LOS	E	D	F	E	F	D	D	F	D	F
	Highest V/C	0.95	0.89	2.44	0.83	-	0.63	0.85	1.73	0.69	-
Background (with EBR/NBR Overlaps)	Delay (sec/veh)	65.5	53.1	41.5	43.1	51.3	47.0	43.3	33.7	33.2	38.8
	LOS	E	D	D	D	D	D	D	C	C	D
	Highest V/C	0.95	0.9	0.9	0.41	-	0.59	0.86	0.87	0.67	-
Buildout (Existing Timings)	Delay (sec/veh)	58.5	48.5	500.0	71.0	208.6	44.8	36.3	226.2	36.6	105.9
	LOS	E	D	F	E	F	D	D	F	D	F
	Highest V/C	0.95	0.89	2.45	0.87	-	0.67	0.85	1.74	0.69	-
Buildout (with EBR/NBR Overlaps)	Delay (sec/veh)	63.6	52.1	41.6	43.8	50.7	47.9	43.2	33.8	33.4	39.0
	LOS	E	D	D	D	D	D	D	C	C	D
	Highest V/C	0.94	0.9	0.9	0.42	-	0.66	0.87	0.87	0.67	-

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

Warm Springs Avenue 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 Warm Springs Avenue meet the minimum requirements for an eastbound right-turn lane on Warm Springs Avenue. Based on the results of the analysis, an eastbound right-turn lane is warranted at Driveway #1. 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 – A sidewalk is provided on the south side of Warm Springs Avenue, but not along the north side. The development will provide connectivity to the existing sidewalk on the south side of Warm Springs Avenue to accommodate pedestrians walking to the front of the building.

Bike lanes are currently provided along Warm Springs Avenue.

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 medical office proposed on the south side of Warm Springs Avenue, approximately 500 feet east of CR 505 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.
- Under future buildout conditions in year 2028, all roadway segments are projected to operate acceptably.

■ Study Intersections:

- All minor-street STOP-controlled intersections currently operate acceptably and will continue to operate acceptably at buildout of the development in 2028.
- The Warm Springs Avenue/Fenney Way roundabout currently operates acceptably and will continue to operate acceptably at buildout of the development in 2028.
- The signalized intersection of Warm Springs Avenue currently has deficiencies and is projected to continue to have deficiencies at project buildout in 2028 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.

■ Warm Springs Avenue at Project Driveway (Driveway #1)

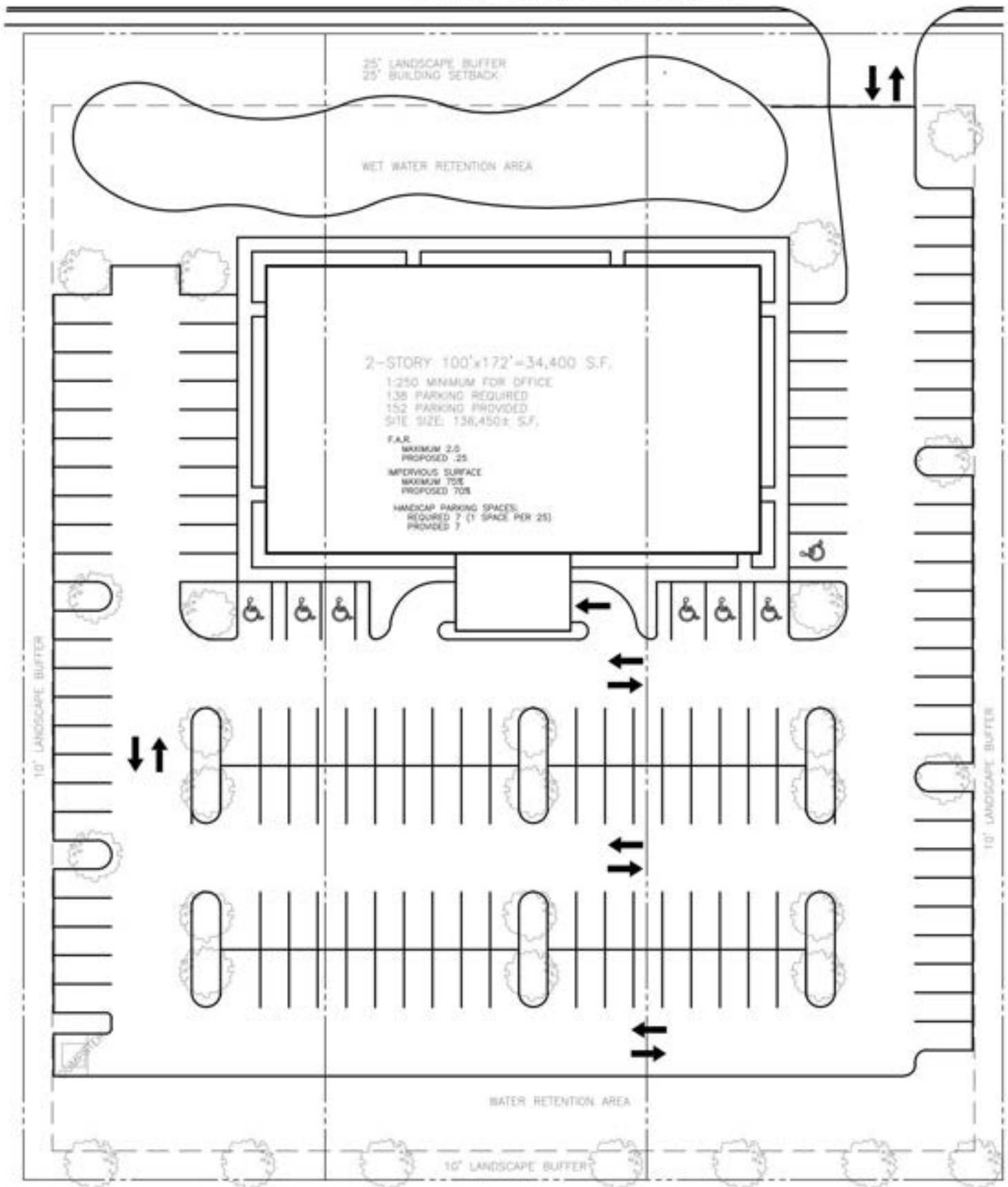
- This intersection is projected to operate well under minor-street STOP control at buildout of the development. However, an eastbound right-turn lane is warranted on Warm Springs Avenue at this driveway location.

Appendix A

Preliminary Development Plan

WARM SPRINGS AVE.

APPROX. 440' FROM NEW DRIVEWAY TO BIGHAM TRAIL



SCHEME - A (3-ACRES)

IMPERVIOUS SURFACE RATIO = 75% ALLOWED

Appendix B

Traffic Impact Analysis Methodology

APPROVED

Matthew Tadlock
Assistant Public Works Director - Planning and Design
04/14/2026



MEMORANDUM

As noted.

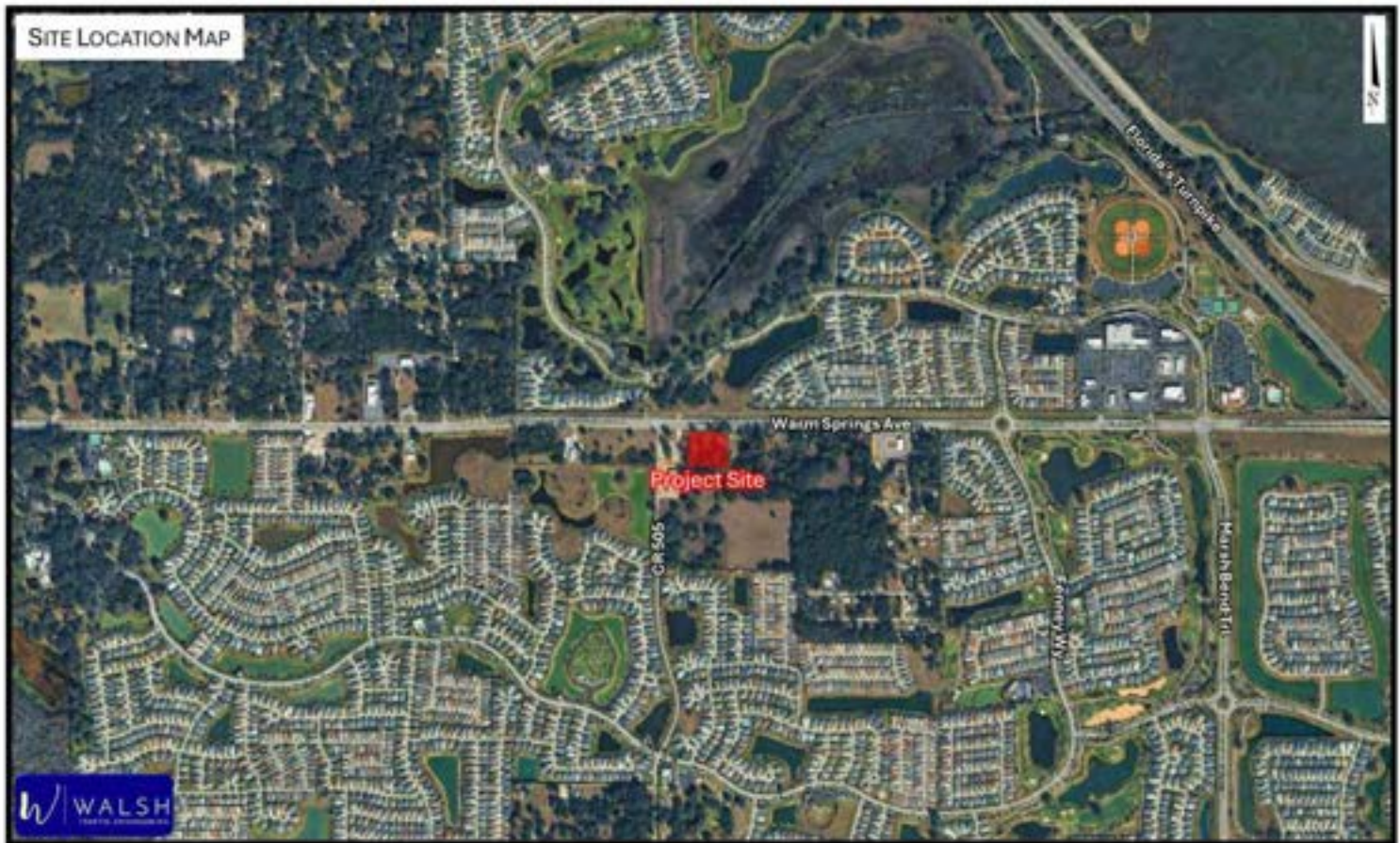
To: Mr. Matthew Tadlock - Assistant Public Works Director, Sumter County

From: Mr. Chris J. Walsh, P.E.

Date: April 7, 2026

Subject: Warm Springs at CR 507 Medical Office 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 medical office proposed in the southeast quadrant of the Warm Springs Avenue and CR 505 intersection in Sumter County, Florida (see **Site Location Map** below). Parcel #s include G33-015, G33-075, and G33-147. For the purposes of this analysis, the development is proposed to include a 34,000 square-foot medical office (a preliminary development plan is attached). The buildout year for this analysis 2028. 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).



Walsh Traffic Engineering

285 Palmetto Springs Street, DeBary, Florida 32713
www.walshtraffic.com

Phone: 386.668.0062

Access

Access to the development is proposed via a right-in/right-out driveway connection on Warm Springs Avenue located approximately 500 feet east of CR 505.

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, 12th Edition*. As summarized below in **Table 1**, the proposed development is projected to generate 1305 total daily trips, 109 total AM peak-hour trips (85 in, 24 out), and 120 total PM peak-hour trips (36 in, 84 out).

Table 1 – Total Trip Generation Summary

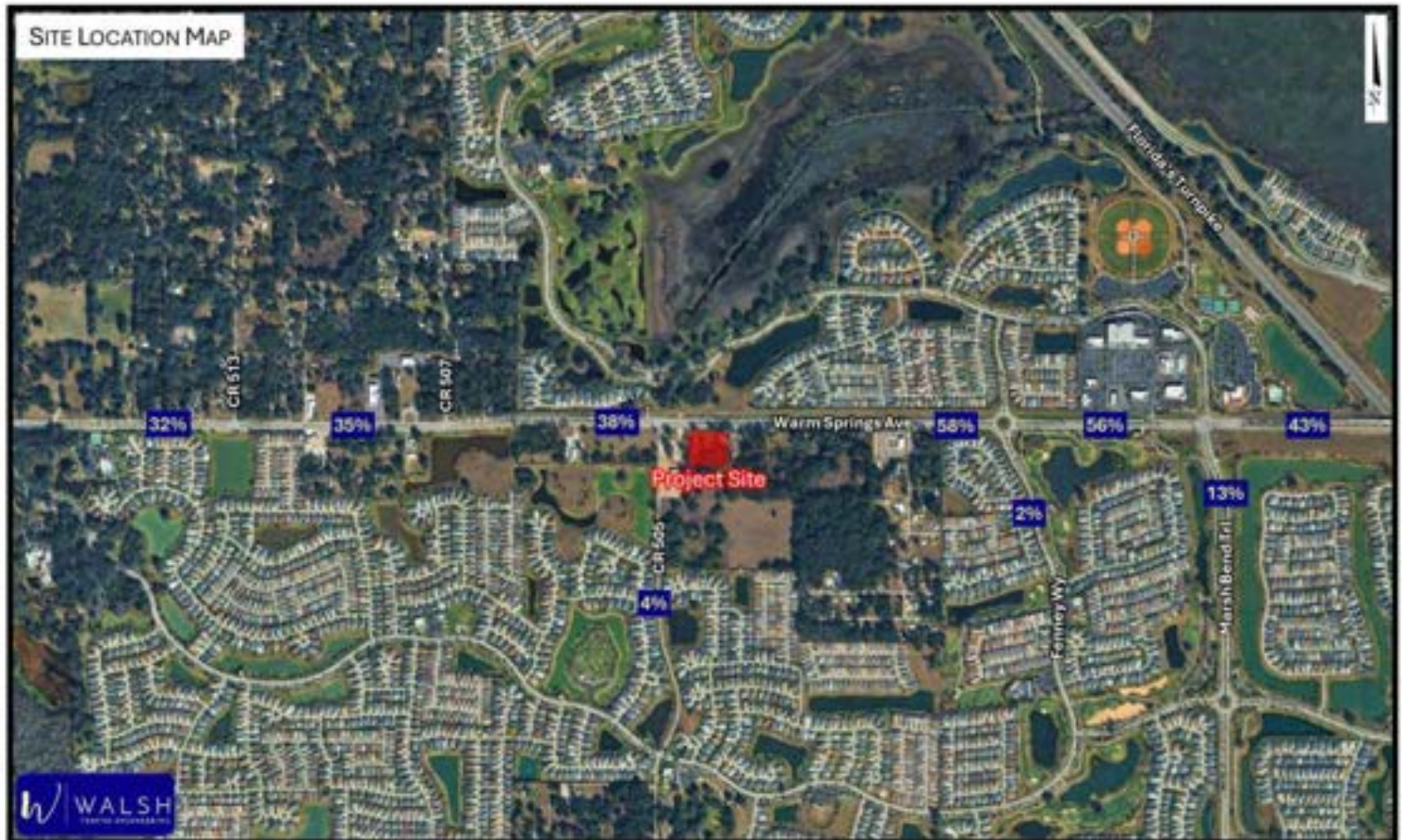
Land Use	ITE Land Use Code	Intensity	Daily		
			Total Trips		
			In	Out	Total
Medical Office	720	34.00 KSF	653	652	1,305

Land Use	ITE Land Use Code	Intensity	AM Peak Hour		
			Total Trips		
			In	Out	Total
Medical Office	720	34.00 KSF	85	24	109

Land Use	ITE Land Use Code	Intensity	PM Peak Hour		
			Total Trips		
			In	Out	Total
Medical Office	720	34.00 KSF	36	84	120

Trip Distribution

A traffic analysis was conducted for a nearby commercial development located in the northeast quadrant of the Warm Springs Avenue at CR 507 intersection. The traffic analysis for this development included a model trip distribution based on the CFRPM version 7. The distribution was reviewed and determined to be appropriate for this particular development as well. Below is the proposed trip distribution for new external trips. Excerpts from the Warm Springs Commercial Traffic Impact Study (December 2024), including the select-zone model plot, are attached.



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 (120 trips) versus the AM peak hour (109 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)

Roadway Segment	ID		Existing # of Lanes	Buildout # 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	35571	36	4	4	D	3,024	28.0%	34	1.12%	no	no	no	no
Fenney Wy to CR 513	3557110	36	4	4	D	3,024	32.0%	38	1.26%	no	no	no	no
CR 513 to CR 507	3557120	2020-52	4	4	D	3,024	35.0%	42	1.39%	no	no	no	no
CR 507 to Project	3557120	2020-50	4	4	D	3,024	38.0%	46	1.52%	no	YES	no	YES
Project to CR 501	3557120	2020-50	4	4	D	3,024	58.0%	70	2.31%	no	YES	no	YES
CR 501 to Sandalwood Dr	3557130	35	4	4	D	3,175	56.0%	67	2.11%	no	no	no	no

The study roadways will include the following:

- Warm Springs Avenue – from CR 507 to Project
- Warm Springs Avenue – from Project to CR 501

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:

- Project Driveway at Warm Springs Ave, approximately 500 feet east of CR 505
- Warm Springs Ave at CR 505

Include Fenney Way and Marsh Bend Trl (aka CR 501) at Warm Springs Ave as study intersection since they are major intersections that are part of an impacted roadway.

1.2 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

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 12*, employing HCM methodologies.

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 within the study area.

Project Driveway Evaluation

The project driveway intersection on Warm Springs Avenue 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. Additionally, the lengths of the westbound left-turn lane at the Warm Springs Avenue/CR 505 intersection and the eastbound left-turn lane at the Warm Springs Avenue/CR 503 intersection will be evaluated taking into consideration u-turning project trips.

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

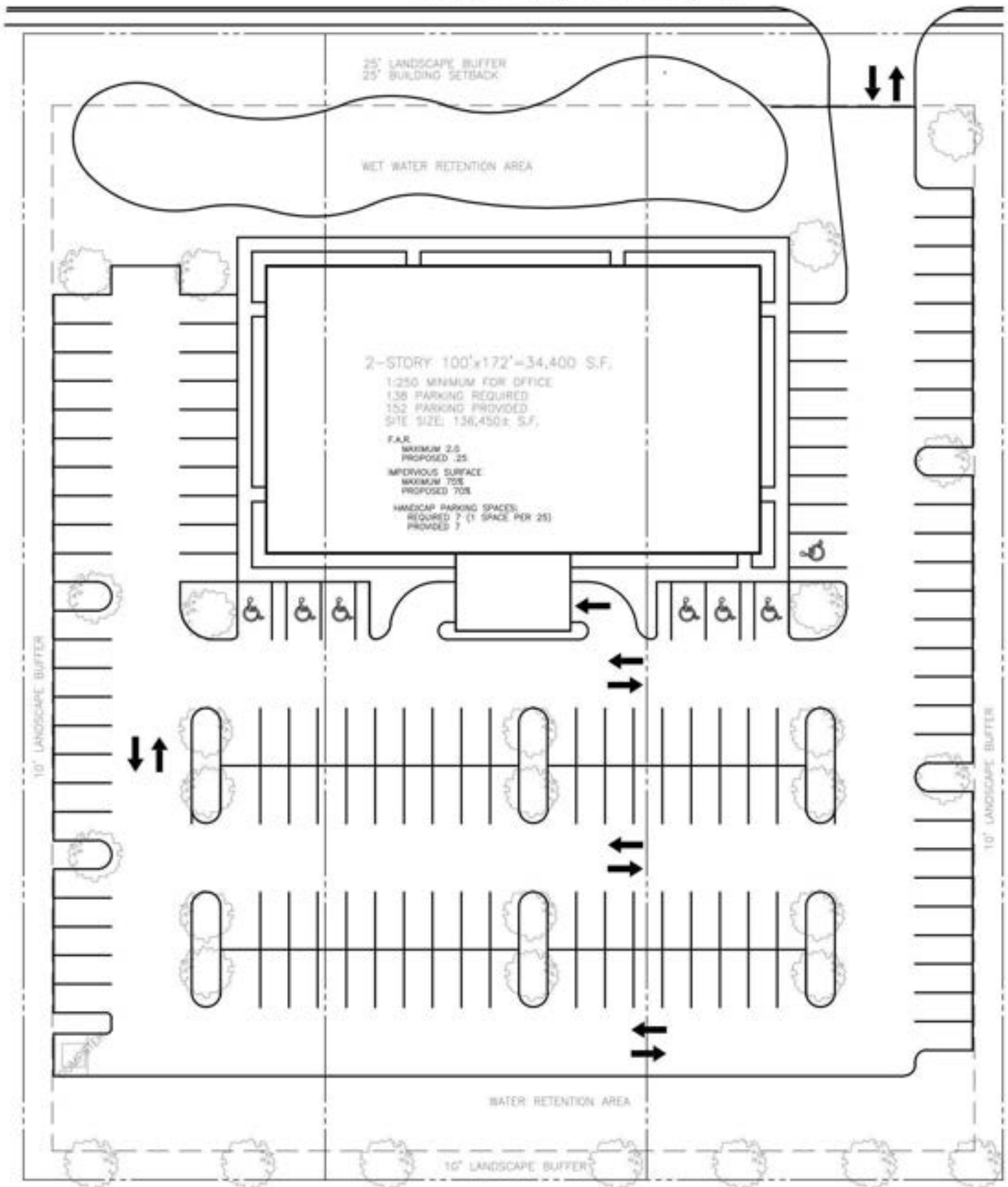
Where roadway segment or intersection deficiencies are identified, appropriate improvements will be identified for existing, future background, and future total build-out conditions. Following, the applicant and the development team will coordinate with the City, and other agencies where applicable, 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

WARM SPRINGS AVE.

APPROX. 440' FROM NEW DRIVEWAY TO BIGHAM TRAIL



SCHEME - A (3-ACRES)

IMPERVIOUS SURFACE RATIO = 75% ALLOWED

Sumter County 2023 CMP Database

SECTID (ID)	COUNTY STATION	FOOT STATION	DATA SOURCE	SPEED LIMIT	SECTID LENGTH (MI)	ROADNAME	FROM	TO	LANES (2023)	LANES SIGN	ADJUSTED LOS STANDARD	DAILY SERVICE VOLUME	2023 AADT	2023 DAILY VIC	2023 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR MILES VOLUME	2023 PEAK HOURS SEAW VOLUME	2023 PEAK HOUR VIC	2023 PEAK HOUR LOS	PEAK HOUR TWO WAY DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR TWO- WAY VOLUME	2023 PEAK HOUR TWO- WAY VIC	2023 PEAK HOUR TWO- WAY LOS	GROWTH RATE
3057110	36		SUMTER	45	1.02	WARM SPRINGS Ave	US 301/58 25	CR 513	4	4	0	33,570	11,449	0.34	C	1,665	376	472	0.28	C	1,024	848	C	0.28	1.50%
3057120	2020 52		SUMTER	55	1.74	WARM SPRINGS Ave	CR 513	CR 505	4	4	0	33,570	36,157	0.48	C	1,665	378	548	0.31	C	1,024	806	C	0.31	8.25%
3057130	35		SUMTER	55	2.00	WARM SPRINGS Ave	CR 502	SANDALWOOD DR	4	4	0	35,249	25,529	0.72	C	1,748	496	521	0.30	C	1,175	1,017	C	0.32	1.00%

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

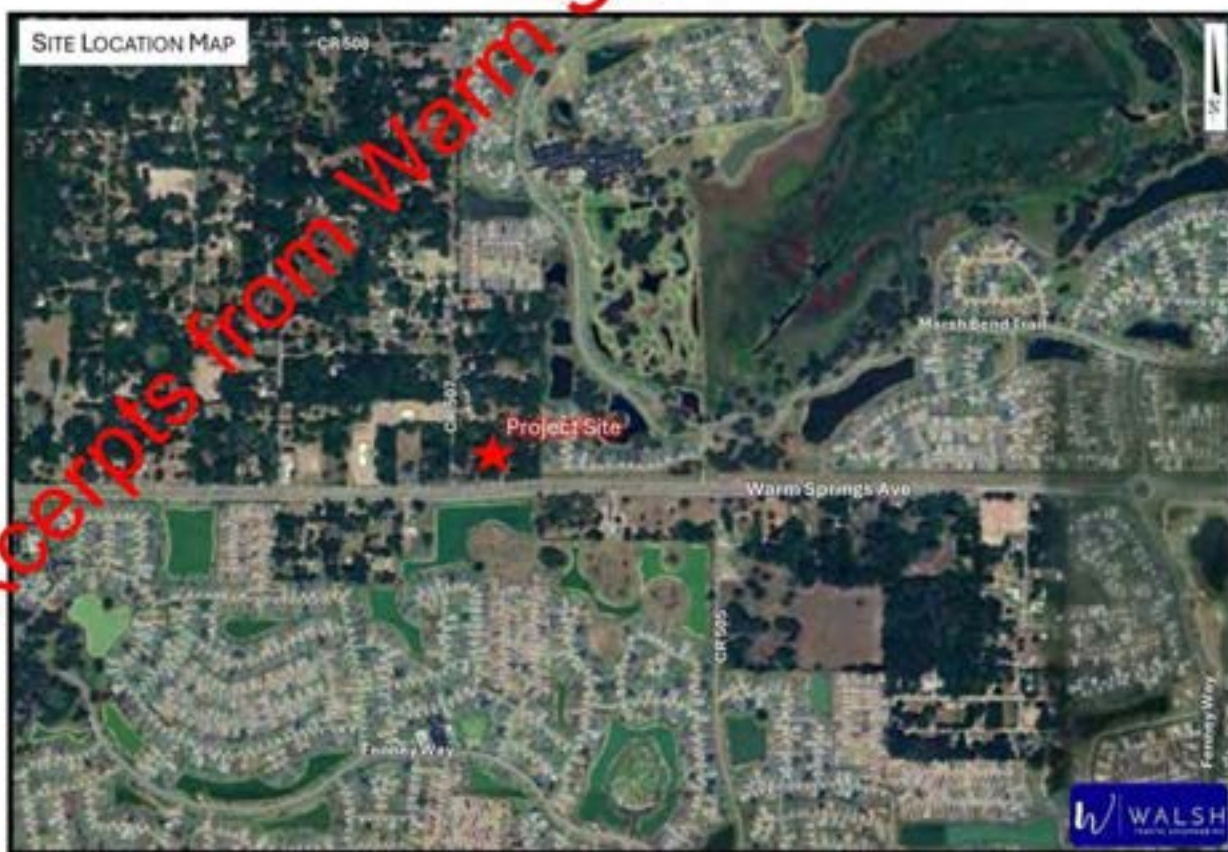
PHONE - 386.668.0062

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

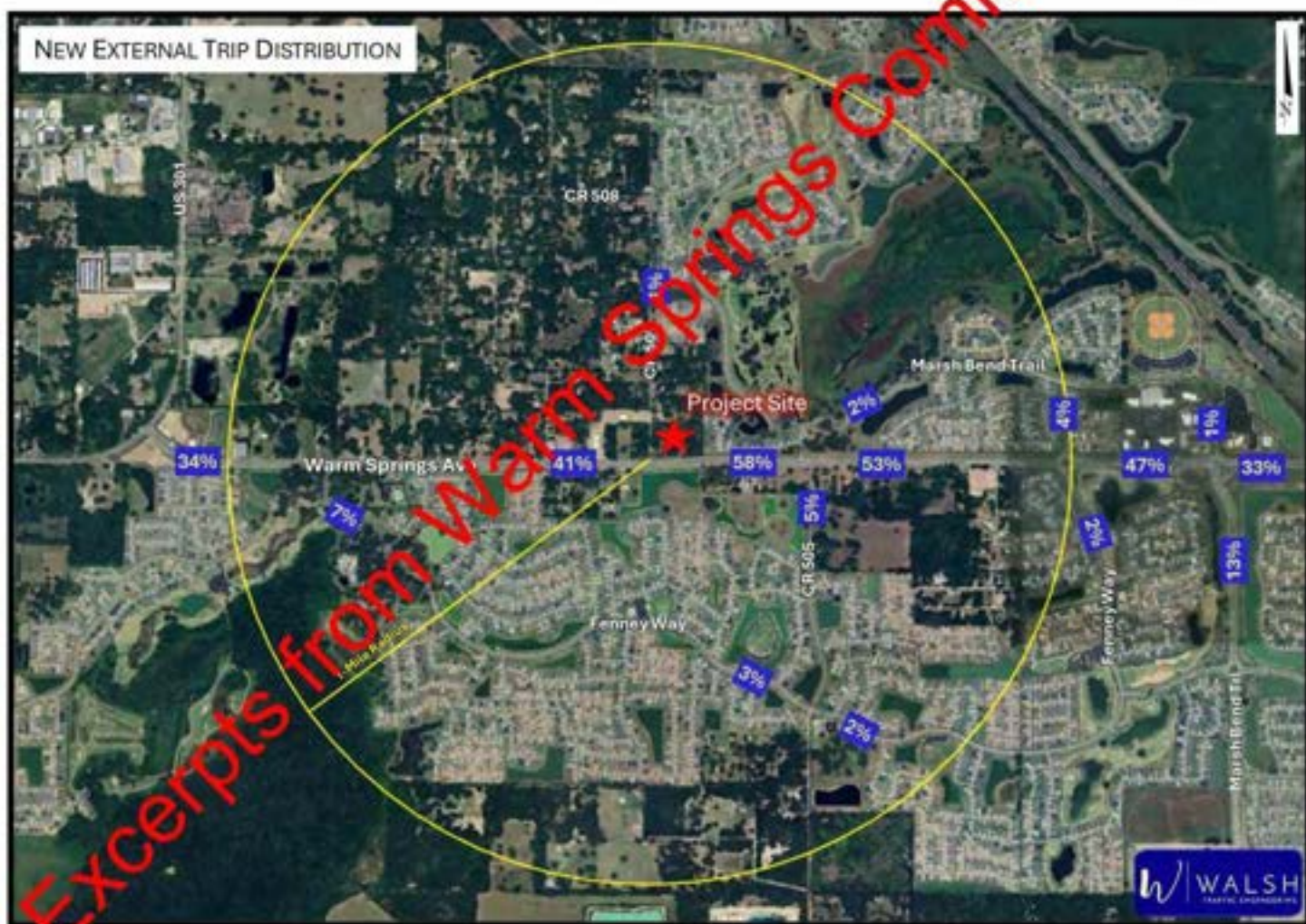


TRIP DISTRIBUTION

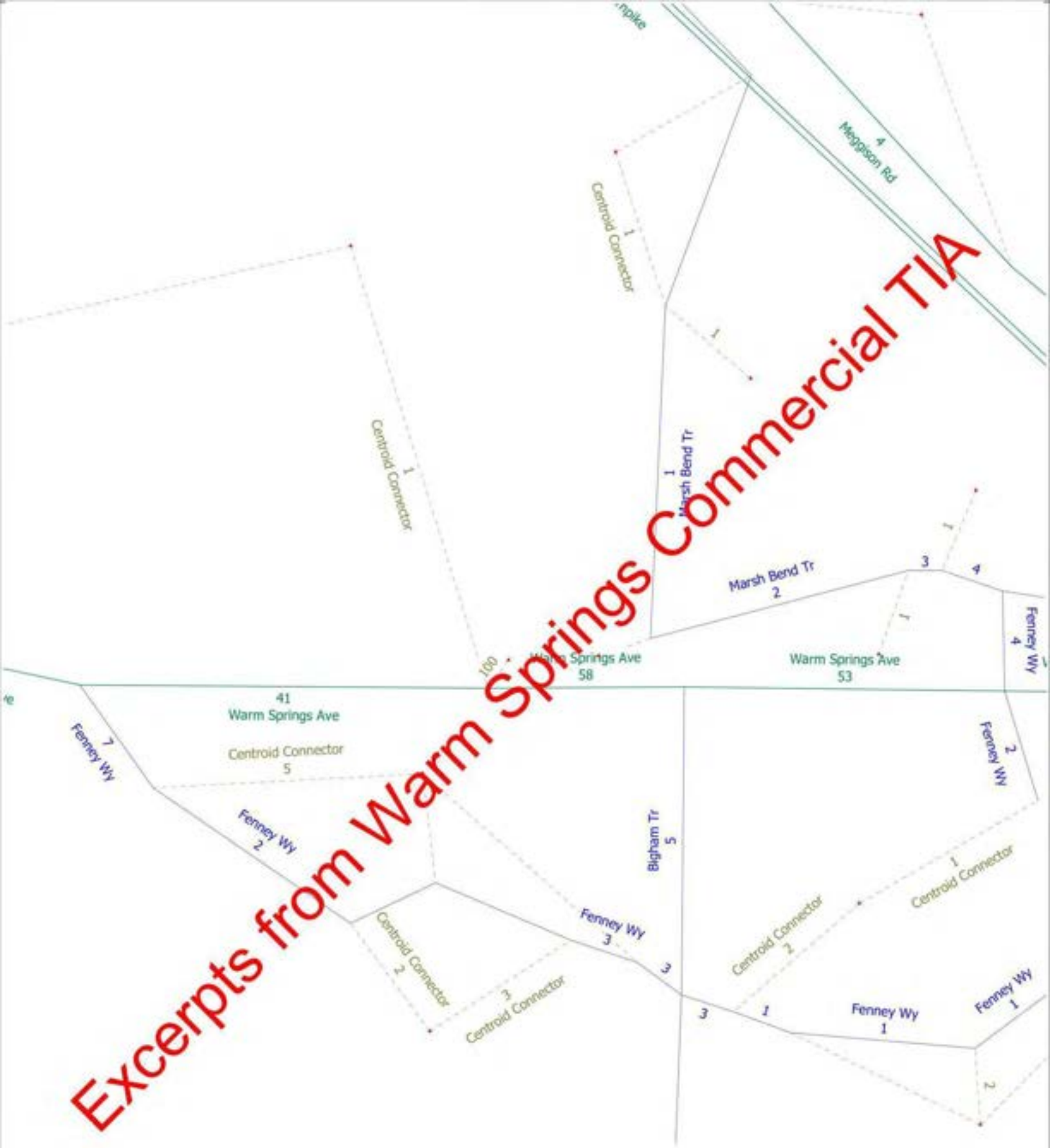
The trip distribution pattern defines the primary corridors that will be traveled by the new external traffic generated by the project. The approved trip distribution for the new external trips, as included in the approved methodology, was estimated based on the CFRPM version 7. The approved trip distribution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

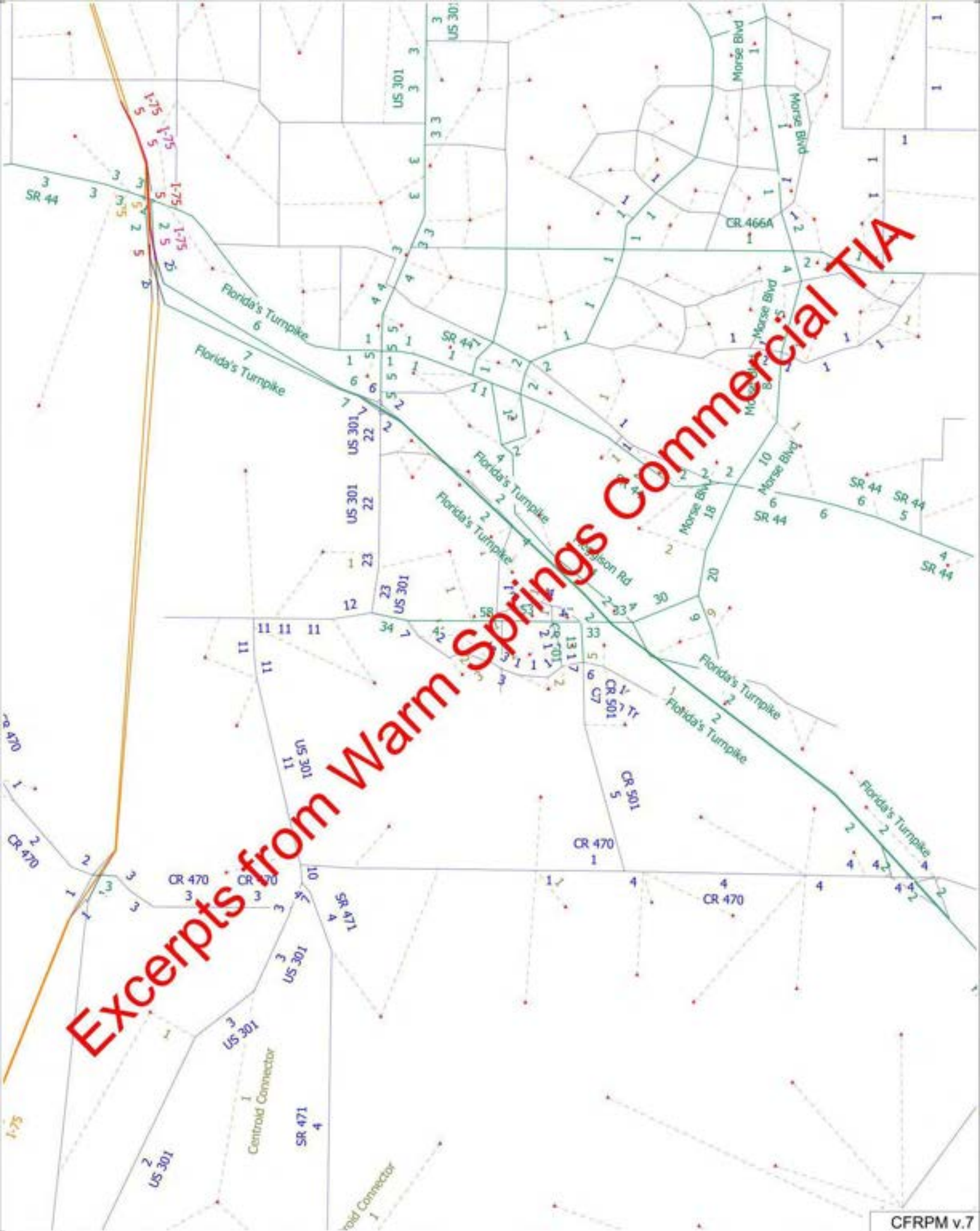
The new external AM and PM peak-hour project trips were then assigned to the study road ways and intersections based on the trip distribution. *Figure 7* and *Figure 8* show the AM and PM peak-hour new external trips, assigned to the study intersections.

Figure 6 - Trip Distribution (New External Trips)



Excerpts from Warm Springs Commercial TIA





Excerpts from Warm Springs Commercial TIA

Appendix C

Traffic Counts

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 505/Bigham Trl & Warm Springs Ave/CR 468
 City: Wildwood
 Control: 3-Way Stop(NB)

Project ID: 26-130513-003
 Date: 4/7/2025

Data - Total

NS/EW Streets:		CR 505/Bigham Trl				CR 505/Bigham Trl				Warm Springs Ave/CR 468				Warm Springs Ave/CR 468			
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
		NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ
	7:00 AM	6	0	7	0	0	0	0	0	0	167	0	0	2	59	0	0
	7:15 AM	8	0	10	0	0	0	0	0	0	178	0	0	2	60	0	0
	7:30 AM	4	0	16	0	0	0	0	0	0	152	0	0	4	76	0	1
	7:45 AM	2	0	13	0	0	0	0	0	0	137	5	0	6	87	0	0
	8:00 AM	4	0	12	0	0	0	0	0	0	123	6	1	6	69	0	0
	8:15 AM	6	0	16	0	0	0	0	0	0	125	4	1	7	77	0	0
	8:30 AM	5	0	12	0	0	0	0	0	0	124	3	0	7	97	0	0
	8:45 AM	9	0	27	0	0	0	0	0	0	129	4	0	8	85	0	0
TOTAL VOLUMES		NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ
APPROACH % %		44	0	113	0	0	0	0	0	0	1135	22	2	41	610	0	1
PEAK HR		28.03%	0.00%	71.97%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	97.93%	1.90%	0.17%	6.29%	93.56%	0.00%	0.15%
PEAK HR VOL		20	0	46	0	0	0	0	0	0	434	5	0	13	282	0	1
PEAK HR FACTOR		0.625	0.000	0.719	0.000	0.000	0.000	0.000	0.000	0.000	0.890	0.250	0.000	0.542	0.810	0.000	0.250
		0.825				0.897				0.796				0.930			
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
		NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ
	4:00 PM	2	0	14	0	0	0	0	0	0	129	8	1	22	116	0	1
	4:15 PM	7	0	15	0	0	0	0	0	0	110	5	0	18	135	0	0
	4:30 PM	2	0	9	0	0	0	0	0	0	131	5	0	20	116	0	1
	4:45 PM	4	0	15	0	0	0	0	0	0	93	7	0	22	118	0	0
	5:00 PM	0	0	15	0	0	0	0	0	0	130	3	0	23	130	0	0
	5:15 PM	2	0	18	0	0	0	0	0	0	110	3	1	27	129	0	0
	5:30 PM	1	0	13	0	0	0	0	0	0	98	3	0	10	90	0	0
	5:45 PM	4	0	16	0	0	0	0	0	0	64	3	0	9	96	0	1
TOTAL VOLUMES		NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ
APPROACH % %		22	0	115	0	0	0	0	0	0	865	37	2	151	930	0	3
PEAK HR		16.06%	0.00%	83.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	95.69%	4.09%	0.22%	13.93%	85.79%	0.00%	0.28%
PEAK HR VOL		8	0	37	0	0	0	0	0	0	464	18	1	92	493	0	1
PEAK HR FACTOR		0.500	0.000	0.792	0.000	0.000	0.000	0.000	0.000	0.000	0.885	0.643	0.250	0.852	0.948	0.000	0.250
		0.813				0.888				0.939				0.942			

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 505/Bigham Trl & Warm Springs Ave/CR 468
City: Wildwood
Control: 3-Way Stop/MB

Project ID: 26-136113-003
Date: 4/7/2026

Data - Cars

NS/EW Streets:		CR 505/Bigham Trl				CR 505/Bigham Trl				Warm Springs Ave/CR 468				Warm Springs Ave/CR 468			
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
	7:00 AM	6	0	7	0	0	0	0	0	0	159	0	0	2	55	0	0
	7:15 AM	8	0	10	0	0	0	0	0	0	170	0	0	2	58	0	0
	7:30 AM	4	0	16	0	0	0	0	0	0	139	0	0	4	74	0	1
	7:45 AM	2	0	13	0	0	0	0	0	0	117	5	0	6	82	0	0
	8:00 AM	4	0	12	0	0	0	0	0	0	111	6	1	6	63	0	0
	8:15 AM	6	0	15	0	0	0	0	0	0	112	4	1	6	66	0	0
	8:30 AM	5	0	12	0	0	0	0	0	0	109	3	0	7	91	0	0
	8:45 AM	8	0	27	0	0	0	0	0	0	117	4	0	8	78	0	0
TOTAL VOLUMES		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH % %		43	0	112	0	0	0	0	0	0	1034	23	2	40	567	0	1
PEAK HR		27.74%	0.00%	72.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	97.73%	2.08%	0.19%	6.58%	93.26%	0.00%	0.16%
PEAK HR VOL		20	0	46	0	0	0	0	0	0	345	5	0	13	269	0	1
PEAK HR FACTOR		0.625	0.000	0.719	0.000	0.000	0.000	0.000	0.000	0.000	0.860	0.250	0.000	0.542	0.820	0.000	0.250
		0.825								0.868				0.804			
		0.825								0.868				0.804			
		0.825								0.868				0.804			
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
	4:00 PM	2	0	14	0	0	0	0	0	0	123	8	1	22	113	0	1
	4:15 PM	7	0	15	0	0	0	0	0	0	106	5	0	18	129	0	0
	4:30 PM	2	0	9	0	0	0	0	0	0	130	5	0	20	114	0	1
	4:45 PM	4	0	15	0	0	0	0	0	0	92	7	0	22	107	0	0
	5:00 PM	0	0	15	0	0	0	0	0	0	127	3	0	22	120	0	0
	5:15 PM	2	0	18	0	0	0	0	0	0	106	3	1	27	127	0	0
	5:30 PM	1	0	13	0	0	0	0	0	0	97	3	0	10	87	0	0
	5:45 PM	4	0	16	0	0	0	0	0	0	64	3	0	9	94	0	1
TOTAL VOLUMES		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH % %		22	0	115	0	0	0	0	0	0	845	37	2	151	891	0	3
PEAK HR		16.06%	0.00%	83.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	95.59%	4.19%	0.23%	14.45%	85.26%	0.00%	0.29%
PEAK HR VOL		8	0	37	0	0	0	0	0	0	455	18	1	92	498	0	1
PEAK HR FACTOR		0.500	0.000	0.792	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.643	0.250	0.852	0.921	0.000	0.250
		0.813								0.878				0.911			
		0.813								0.878				0.911			
		0.813								0.878				0.911			

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 505/Bigham Trl & Warm Springs Ave/CR 468
 City: Wildwood
 Control: 3-Way Stop/MB

Project ID: 26-136513-003
 Date: 4/7/2025

Data - HT

NS/EW Streets:	CR 505/Bigham Trl				CR 505/Bigham Trl				Warm Springs Ave/CR 468				Warm Springs Ave/CR 468				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:15 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	2	0	0	10
7:30 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	2	0	0	15
7:45 AM	0	0	0	0	0	0	0	0	0	20	0	0	0	5	0	0	25
8:00 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	6	0	0	18
8:15 AM	0	0	1	0	0	0	0	0	0	13	0	0	1	11	0	0	26
8:30 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	6	0	0	21
8:45 AM	1	0	0	0	0	0	0	0	0	12	0	0	0	7	0	0	20
TOTAL VOLUMES	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH % %	1	0	1	0	0	0	0	0	0	101	0	0	1	43	0	0	147
	50.00%	0.00%	50.00%	0.00%					0.00%	100.00%	0.00%	0.00%	2.27%	97.73%	0.00%	0.00%	
PEAK HR	07:00 AM - 08:00 AM				0	0	0	0	0	49	0	0	0	13	0	0	62
PEAK HR VOL	0	0	0	0	0	0	0	0	0	0.613	0.000	0.000	0.000	0.650	0.000	0.000	0.620
PEAK HR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.613	0.000	0.000	0.000	0.650	0.000	0.000	0.620
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	9
4:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	0	10
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	11	0	0	12
5:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	10	0	0	13
5:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
TOTAL VOLUMES	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH % %	0	0	0	0	0	0	0	0	0	20	0	0	0	39	0	0	59
									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR	04:30 PM - 05:30 PM				0	0	0	0	0	9	0	0	0	25	0	0	34
PEAK HR VOL	0	0	0	0	0	0	0	0	0	0.563	0.000	0.000	0.000	0.568	0.000	0.000	0.634
PEAK HR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.000	0.000	0.568	0.000	0.000	0.634

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 505/Bigham Trl & Warm Springs Ave/CR 468
 City: Wildwood
 Control: 3-Way Stop/MB

Project ID: 26-136113-003
 Date: 4/7/2026

Data - Bikes

NS/EW Streets:	CR 505/Bigham Trl				CR 505/Bigham Trl				Warm Springs Ave/CR 468				Warm Springs Ave/CR 468			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ
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	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH % %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR	07:00 AM - 08:00 AM				0	0	0	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
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			
	NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ
4:00 PM	0	0	0	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
APPROACH % %	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0	0	0	0
PEAK HR	04:30 PM - 05:30 PM				0	0	0	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
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: CR 505/Bigum Trl & Warm Springs Ave/CR 468
City: Wildwood

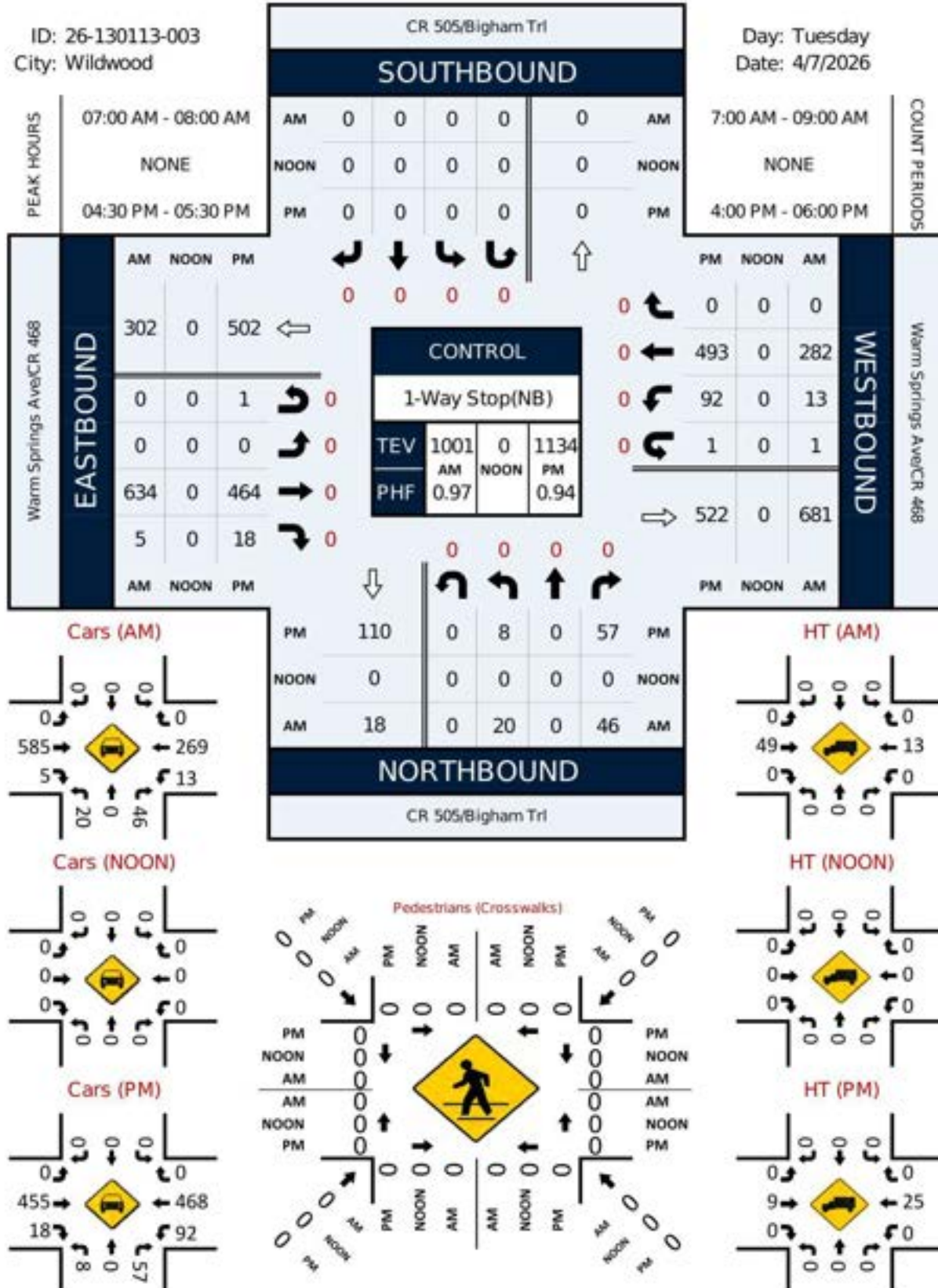
Project I D: 26-130113-003
Date: 4/7/2026

Data - Pedestrians (Crosswalks)

NS/ EW Streets:	CR 505/Bigum Trl		CR 505/Bigum Trl		Warm Springs Ave/CR 468		Warm Springs Ave/CR 468		
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	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	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 :	07:00 AM - 08:00 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

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 :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

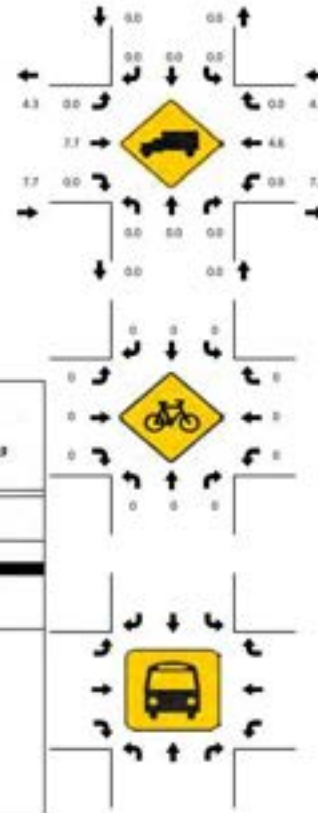
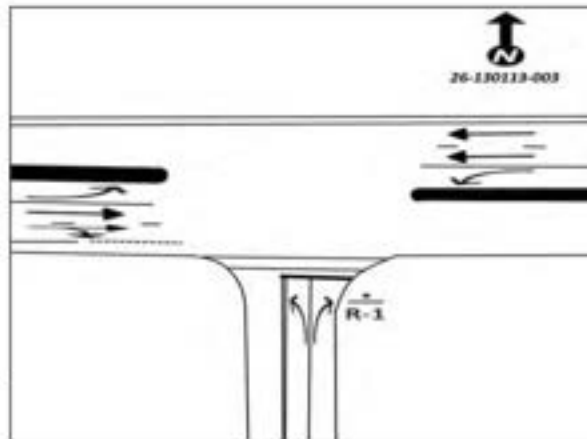
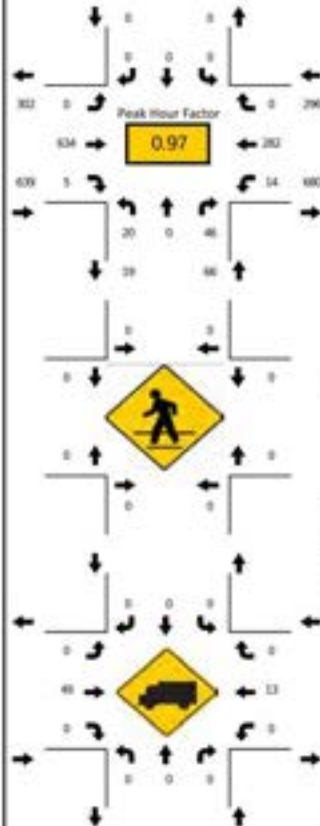
Day: Tuesday
Date: 4/7/2026



LOCATION: CR 505/Bigham Trl & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

PROJECT ID: 26-130113-003
DATE: Tue, Apr 07, 2026

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

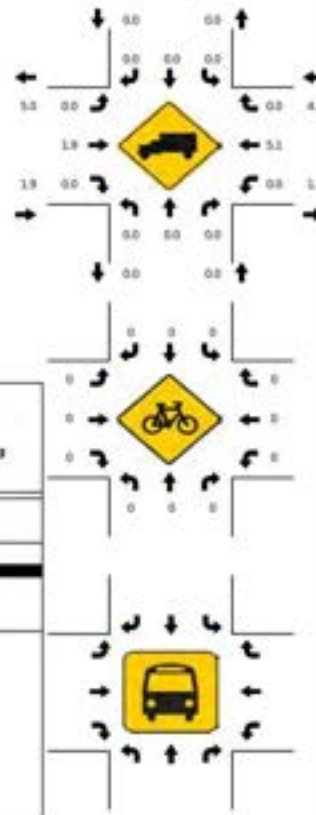
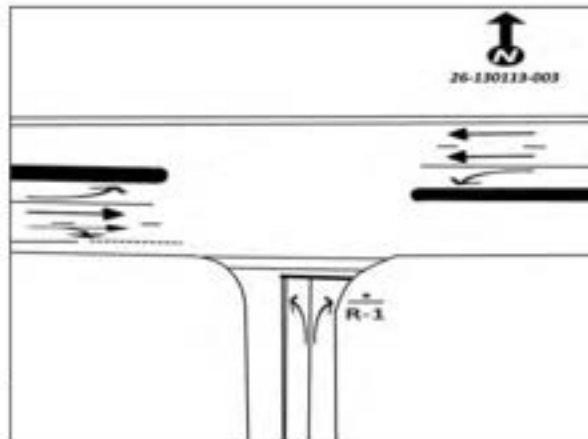
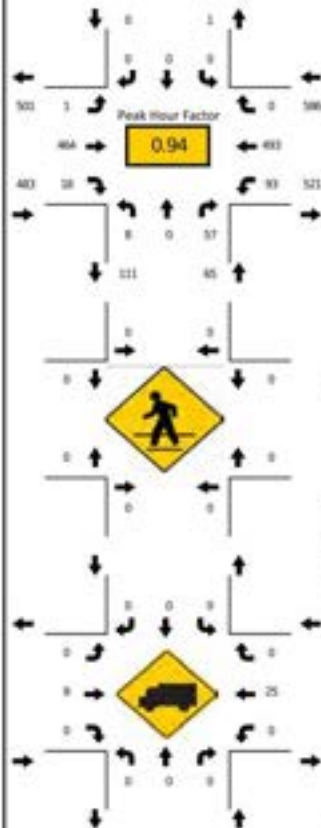


15-Min Count Period Beginning At	CR 505/Bigham Trl Northbound					CR 505/Bigham Trl Southbound					Warm Springs Ave/CR 468 Eastbound					Warm Springs Ave/CR 468 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	6	0	7	0		0	0	0	0		0	147	0	0		1	59	0	0		240	1001
7:15 AM	8	0	10	0		0	0	0	0		0	178	0	0		2	60	0	0		258	982
7:30 AM	4	0	16	0		0	0	0	0		0	152	0	0		4	76	0	1		253	960
7:45 AM	2	0	13	0		0	0	0	0		0	137	5	0		6	87	0	0		250	955
8:00 AM	4	0	12	0		0	0	0	0		0	123	6	1		6	69	0	0		221	967
8:15 AM	6	0	16	0		0	0	0	0		0	125	4	1		7	77	0	0		236	746
8:30 AM	5	0	12	0		0	0	0	0		0	124	3	0		7	97	0	0		248	510
8:45 AM	9	0	27	0		0	0	0	0		0	129	4	0		8	85	0	0		262	262
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	32	0	64	0		0	0	0	0		0	712	20	0		24	348	0	4		1204	
Heavy Trucks	0	0	0	0		0	0	0	0		0	80	0	0		0	20	0	0		100	
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: CR 505/Bigham Trl & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

PROJECT ID: 26-130113-003
DATE: Tue, Apr 07, 2026

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:00 PM - 05:15 PM



15-Min Count Period Beginning At	CR 505/Bigham Trl Northbound					CR 505/Bigham Trl Southbound					Warm Springs Ave/CR 468 Eastbound					Warm Springs Ave/CR 468 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	2	0	14	0	0	0	0	0	0	0	0	129	8	1	0	22	116	0	1	0	293	1126
4:15 PM	7	0	15	0	0	0	0	0	0	0	0	110	5	0	0	18	135	0	0	0	290	1134
4:30 PM	2	0	9	0	0	0	0	0	0	0	0	131	5	0	0	20	116	0	1	0	264	1134
4:45 PM	4	0	15	0	0	0	0	0	0	0	0	93	7	0	0	22	118	0	0	0	259	1065
5:00 PM	0	0	15	0	0	0	0	0	0	0	0	130	3	0	0	23	130	0	0	0	301	999
5:15 PM	2	0	18	0	0	0	0	0	0	0	0	110	3	1	0	27	129	0	0	0	290	696
5:30 PM	1	0	13	0	0	0	0	0	0	0	0	98	3	0	0	10	90	0	0	0	215	408
5:45 PM	4	0	16	0	0	0	0	0	0	0	0	64	3	0	0	9	96	0	1	0	193	193
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	16	0	72	0	0	0	0	0	0	0	0	524	28	4	0	108	520	0	4	0	1276	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	44	0	0	0	60	
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: Sumter County Rd 503 & Warm Springs Ave/OR 468
 City: Wildwood
 Control: 3-Way Stop/MB

Project ID: 26-136113-004
 Date: 4/7/2026

Data - Total

NS/EW Streets:		Sumter County Rd 503				Sumter County Rd 503				Warm Springs Ave/OR 468				Warm Springs Ave/OR 468			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	1	0	3	0	0	0	0	0	0	167	0	0	0	62	0	0	233
7:15 AM	2	0	6	0	0	0	0	0	0	189	0	0	0	57	0	0	254
7:30 AM	1	0	2	0	0	0	0	0	0	174	0	0	1	85	0	0	263
7:45 AM	0	0	1	0	0	0	0	0	0	145	3	1	1	93	0	0	244
8:00 AM	1	0	3	0	0	0	0	0	0	130	7	0	4	72	0	2	219
8:15 AM	0	0	2	0	0	0	0	0	0	132	1	0	2	80	0	0	217
8:30 AM	0	0	4	0	0	0	0	0	0	140	0	0	4	111	0	1	260
8:45 AM	2	0	4	0	0	0	0	0	0	157	3	0	2	91	0	0	259
TOTAL VOLUMES	7	0	25	0	0	0	0	0	0	1234	14	1	14	653	0	3	1949
APPROACH % %	21.88%	0.00%	78.13%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	98.80%	1.12%	0.08%	2.10%	97.46%	0.00%	0.43%	
PEAK HR	07:00 AM - 08:00 AM				0	0	0	0	0	675	3	1	2	297	0	0	994
PEAK HR VOL	4	0	12	0	0	0	0	0	0	0.893	0.250	0.250	0.500	0.798	0.000	0.000	0.945
PEAK HR FACTOR	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.899	0.250	0.250	0.500	0.798	0.000	0.000	0.945

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	3	0	0	0	0	0	0	138	2	1	3	144	0	0	291
4:15 PM	2	0	7	0	0	0	0	0	0	126	2	0	5	145	0	0	282
4:30 PM	1	0	4	0	0	0	0	0	0	137	0	0	2	143	0	0	287
4:45 PM	2	0	2	0	0	0	0	0	0	110	2	0	2	143	0	0	260
5:00 PM	2	0	3	0	0	0	0	0	0	138	0	0	1	146	0	2	282
5:15 PM	0	0	2	0	0	0	0	0	0	130	4	0	2	153	0	0	291
5:30 PM	1	0	0	0	0	0	0	0	0	111	0	1	6	93	0	0	212
5:45 PM	2	0	0	0	0	0	0	0	0	82	0	0	1	107	0	0	191
TOTAL VOLUMES	10	0	16	0	0	0	0	0	0	971	10	2	22	1073	0	2	2106
APPROACH % %	38.46%	0.00%	61.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	98.79%	1.02%	0.20%	2.03%	97.81%	0.00%	0.19%	
PEAK HR	04:30 PM - 05:30 PM				0	0	0	0	0	515	6	0	7	584	0	2	1130
PEAK HR VOL	5	0	11	0	0	0	0	0	0	0.933	0.375	0.000	0.875	0.994	0.000	0.250	0.967
PEAK HR FACTOR	0.625	0.000	0.668	0.000	0.000	0.000	0.000	0.000	0.000	0.944	0.375	0.000	0.875	0.994	0.000	0.250	0.967

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sumter County Rd 503 & Warm Springs Ave/OR 468
 City: Wildwood
 Control: 3-Way Stop(NB)

Project ID: 26-136113-004
 Date: 4/7/2026

Data - Cars

NS/EW Streets:	Sumter County Rd 503				Sumter County Rd 503				Warm Springs Ave/OR 468				Warm Springs Ave/OR 468			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	1	0	3	0	0	0	0	0	0	160	0	0	0	58	0	0
7:15 AM	2	0	6	0	0	0	0	0	0	181	0	0	0	55	0	0
7:30 AM	1	0	2	0	0	0	0	0	0	161	0	0	1	83	0	0
7:45 AM	0	0	1	0	0	0	0	0	0	124	3	1	1	88	0	0
8:00 AM	0	0	2	0	0	0	0	0	0	120	5	0	4	67	0	2
8:15 AM	0	0	2	0	0	0	0	0	0	120	1	0	2	66	0	0
8:30 AM	0	0	4	0	0	0	0	0	0	124	0	0	4	105	0	1
8:45 AM	2	0	4	0	0	0	0	0	0	144	3	0	2	85	0	0
TOTAL VOLUMES	NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ
APPROACH % %	6	0	24	0	0	0	0	0	0	1134	12	1	14	609	0	3
	20.00%	0.00%	80.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	98.87%	1.05%	0.09%	2.24%	97.28%	0.00%	0.48%
PEAK HR	07:00 AM - 08:00 AM				0	0	0	0	0	426	3	1	2	284	0	0
PEAK HR VOL	4	0	12	0	0	0	0	0	0	0.965	0.250	0.250	0.500	0.807	0.000	0.000
PEAK HR FACTOR	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.870	0.250	0.250	0.500	0.807	0.000	0.000
	0.500								0.870				0.807			
TOTAL																
932																
0.940																
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	3	0	0	0	0	0	0	133	2	1	3	140	0	0
4:15 PM	1	0	7	0	0	0	0	0	0	172	1	0	5	141	0	0
4:30 PM	1	0	4	0	0	0	0	0	0	136	0	0	2	140	0	0
4:45 PM	2	0	2	0	0	0	0	0	0	109	2	0	2	132	0	0
5:00 PM	2	0	3	0	0	0	0	0	0	135	0	0	1	136	0	2
5:15 PM	0	0	2	0	0	0	0	0	0	126	4	0	2	151	0	0
5:30 PM	1	0	0	0	0	0	0	0	0	110	0	1	4	90	0	0
5:45 PM	2	0	0	0	0	0	0	0	0	82	0	0	1	105	0	0
TOTAL VOLUMES	NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ
APPROACH % %	9	0	16	0	0	0	0	0	0	952	9	2	22	1037	0	2
	36.00%	0.00%	64.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	98.86%	0.97%	0.21%	2.07%	97.74%	0.00%	0.19%
PEAK HR	04:30 PM - 05:30 PM				0	0	0	0	0	506	6	0	7	561	0	2
PEAK HR VOL	5	0	11	0	0	0	0	0	0	0.930	0.375	0.000	0.875	0.929	0.000	0.250
PEAK HR FACTOR	0.625	0.000	0.668	0.000	0.000	0.000	0.000	0.000	0.000	0.941	0.375	0.000	0.875	0.929	0.000	0.250
	0.800								0.941				0.931			
TOTAL																
1098																
0.963																

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sumter County Rd 503 & Warm Springs Ave/OR 468
 City: Wildwood
 Control: 3-Way Stop(NB)

Project ID: 26-130513-004
 Date: 4/7/2025

Data - HT

NS/EW Streets:		Sumter County Rd 503				Sumter County Rd 503				Warm Springs Ave/OR 468				Warm Springs Ave/OR 468				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ	
	7:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	4	0	0	11
	7:15 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	2	0	0	10
	7:30 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	2	0	0	15
	7:45 AM	0	0	0	0	0	0	0	0	0	21	0	0	0	5	0	0	26
	8:00 AM	1	0	1	0	0	0	0	0	0	30	2	0	0	5	0	0	39
	8:15 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	0	24
	8:30 AM	0	0	0	0	0	0	0	0	0	36	0	0	0	6	0	0	42
	8:45 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	6	0	0	19
TOTAL VOLUMES		NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ	TOTAL
APPROACH % %		50.00%	0.00%	50.00%	0.00%	0	0	0	0	0.00%	98.04%	1.96%	0.00%	0.00%	100.00%	0.00%	0.00%	146
PEAK HR		07:00 AM - 08:00 AM				0				0				0				TOTAL
PEAK HR VOL		0	0	0	0	0	0	0	0	0	49	0	0	0	13	0	0	62
PEAK HR FACTOR		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.583	0.00%	0.00%	0.00%	0.650	0.00%	0.00%	0.586

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ	
	4:00 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	9
	4:15 PM	1	0	0	0	0	0	0	0	0	4	1	0	0	4	0	0	10
	4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
	4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	10	0	0	11
	5:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	11
	5:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
	5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
TOTAL VOLUMES		NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ	TOTAL
APPROACH % %		1	0	0	0	0	0	0	0	0	29	1	0	0	36	0	0	53
PEAK HR		04:30 PM - 05:00 PM				0				0				0				TOTAL
PEAK HR VOL		0	0	0	0	0	0	0	0	0	9	0	0	0	23	0	0	32
PEAK HR FACTOR		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.563	0.00%	0.00%	0.00%	0.575	0.00%	0.00%	0.527

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sumter County Rd 503 & Warm Springs Ave/OR 468
 City: Wildwood
 Control: 3-Way Stop/MB

Project ID: 26-136513-004
 Date: 4/7/2026

Data - Bikes

NS/EW Streets:		Sumter County Rd 503				Sumter County Rd 503				Warm Springs Ave/OR 468				Warm Springs Ave/OR 468			
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
		NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ
	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	0	0	0	0	0	0	0	0	0	0	0	0
	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		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH % %		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR		07:00 AM - 08:00 AM				0	0	0	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
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			
		NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ
	4:00 PM	0	0	0	0	0	0	0	0	0	1	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		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
APPROACH % %		0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0	0	0	0
PEAK HR		04:30 PM - 05:30 PM				0	0	0	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
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: Sumter County Rd 503 & Warm Springs Ave/CR 468
City: Wildwood

Project I D: 26-130113-004
Date: 4/7/2026

Data - Pedestrians (Crosswalks)

NS/ EW Streets:	Sumter County Rd 503	Sumter County Rd 503	Warm Springs Ave/CR 468	Warm Springs Ave/CR 468	
AM	NORTH LEG		SOUTH LEG		TOTAL
	EB	WB	EB	WB	
	7:00 AM	0	0	0	0
	7:15 AM	0	0	0	0
	7:30 AM	0	0	0	0
	7:45 AM	0	0	0	0
	8:00 AM	0	0	0	0
	8:15 AM	0	0	0	0
	8:30 AM	0	0	0	0
	8:45 AM	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	TOTAL
APPROACH %'s :	0	0	0	0	0
PEAK HR :	07:00 AM - 08:00 AM				TOTAL
PEAK HR VOL :	0	0	0	0	0
PEAK HR FACTOR :					

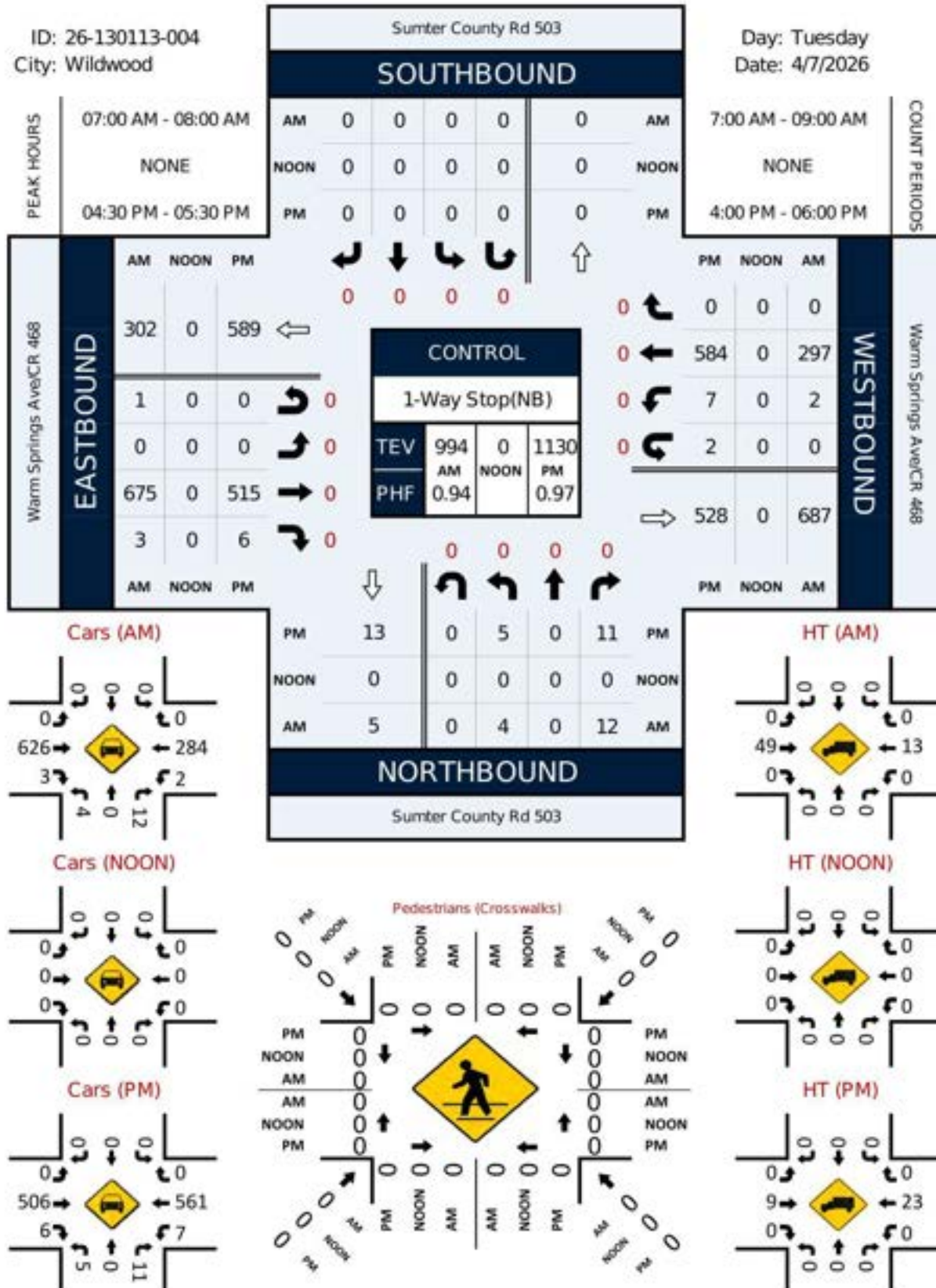
PM	NORTH LEG		SOUTH LEG		TOTAL
	EB	WB	EB	WB	
	4:00 PM	0	0	0	0
	4:15 PM	0	0	0	0
	4:30 PM	0	0	0	0
	4:45 PM	0	0	0	0
	5:00 PM	0	0	0	0
	5:15 PM	0	0	0	0
	5:30 PM	0	0	0	0
	5:45 PM	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	TOTAL
APPROACH %'s :	0	0	0	0	0
PEAK HR :	04:30 PM - 05:30 PM				TOTAL
PEAK HR VOL :	0	0	0	0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

Sumter County Rd 503 & Warm Springs Ave/CR 468

Peak Hour Turning Movement Count

ID: 26-130113-004
City: Wildwood

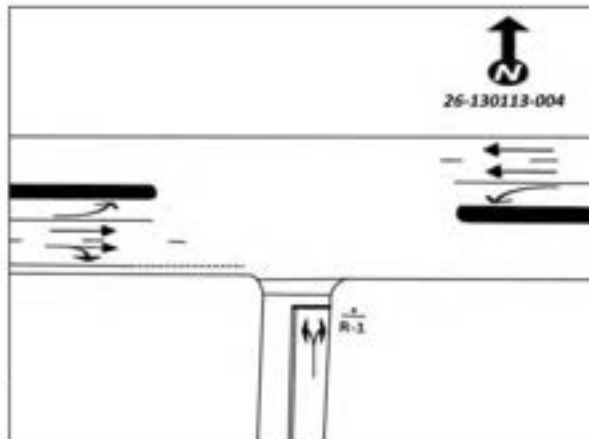
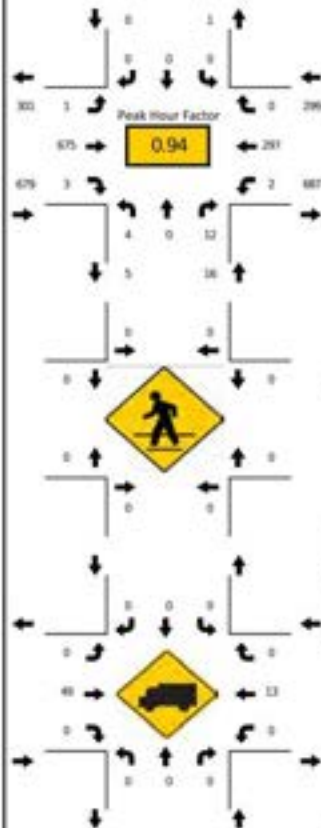
Day: Tuesday
Date: 4/7/2026



LOCATION: Sumter County Rd 503 & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

PROJECT ID: 26-130113-004
DATE: Tue, Apr 07, 2026

Peak-Hour: 07:00 AM - 08:00 AM
Peak 15-Minute: 07:30 AM - 07:45 AM

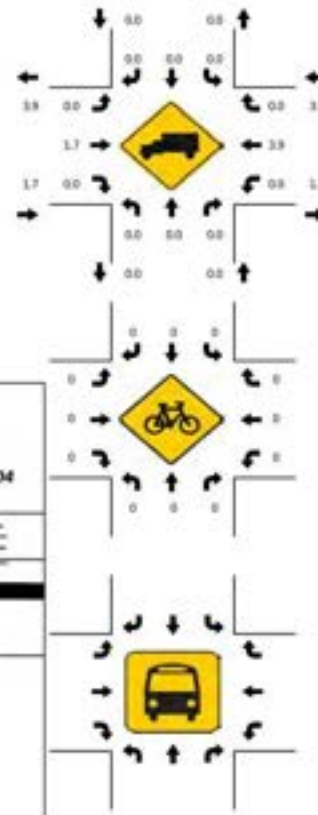
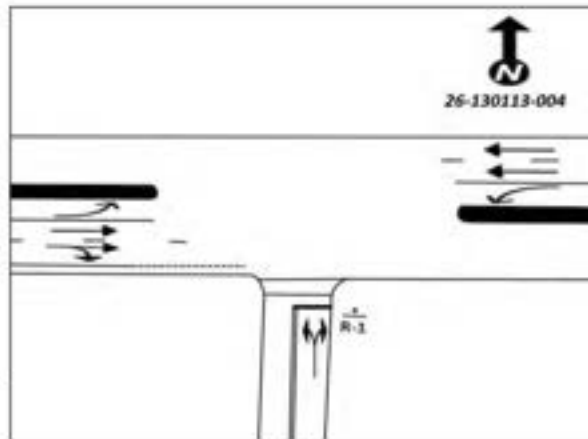
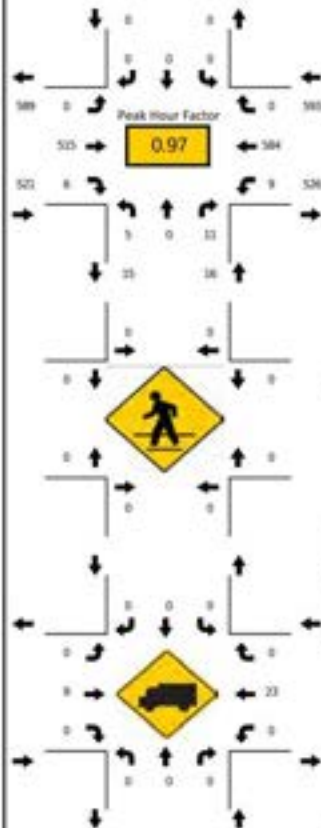


15-Min Count Period	Sumter County Rd 503 Northbound					Sumter County Rd 503 Southbound					Warm Springs Ave/CR 468 Eastbound					Warm Springs Ave/CR 468 Westbound					Total	Hourly Total
Beginning At	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	1	0	3	0	0	0	0	0	0	0	0	187	0	0	0	0	62	0	0	0	233	994
7:15 AM	2	0	6	0	0	0	0	0	0	0	0	189	0	0	0	0	57	0	0	0	254	980
7:30 AM	1	0	2	0	0	0	0	0	0	0	0	174	0	0	0	1	85	0	0	0	263	943
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	145	3	1	0	1	93	0	0	0	244	940
8:00 AM	1	0	3	0	0	0	0	0	0	0	0	130	7	0	0	4	72	0	2	0	219	955
8:15 AM	0	0	2	0	0	0	0	0	0	0	0	132	1	0	0	2	80	0	0	0	217	736
8:30 AM	0	0	4	0	0	0	0	0	0	0	0	140	0	0	0	4	111	0	1	0	260	529
8:45 AM	2	0	4	0	0	0	0	0	0	0	0	157	3	0	0	2	95	0	0	0	259	259
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	8	0	24	0	0	0	0	0	0	0	0	756	12	4	0	4	372	0	0	0	1180	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	84	0	0	0	0	20	0	0	0	104	
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	

LOCATION: Sumter County Rd 503 & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

PROJECT ID: 26-130113-004
DATE: Tue, Apr 07, 2026

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:00 PM - 05:15 PM



15-Min Count Period Beginning At	Sumter County Rd 503 Northbound					Sumter County Rd 503 Southbound					Warm Springs Ave/CR 468 Eastbound					Warm Springs Ave/CR 468 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	3	0	0	0	0	0	0	0	0	138	2	1	0	3	144	0	0	0	291	1120
4:15 PM	2	0	2	0	0	0	0	0	0	0	0	126	2	0	0	5	145	0	0	0	282	1121
4:30 PM	1	0	4	0	0	0	0	0	0	0	0	137	0	0	0	2	143	0	0	0	287	1130
4:45 PM	2	0	2	0	0	0	0	0	0	0	0	110	2	0	0	2	142	0	0	0	260	1055
5:00 PM	2	0	3	0	0	0	0	0	0	0	0	138	0	0	0	1	146	0	2	0	292	986
5:15 PM	0	0	2	0	0	0	0	0	0	0	0	130	4	0	0	2	153	0	0	0	291	894
5:30 PM	1	0	0	0	0	0	0	0	0	0	0	111	0	1	0	6	93	0	0	0	212	403
5:45 PM	2	0	0	0	0	0	0	0	0	0	0	81	0	0	0	1	107	0	0	0	191	191
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	8	0	16	0	0	0	0	0	0	0	0	552	16	0	0	8	612	0	8	0	1220	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	40	0	0	0	56	
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: Fenney Wy & CR 468/Warm Springs Ave
City: Wildwood
Control: 4-Way Yield

Project ID: 26-130281-001
Date: 5/5/2026

Data - Total

NS/EW Streets:		Fenney Wy				Fenney Wy				CR 468/Warm Springs Ave				CR 468/Warm Springs Ave			
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
	7:00 AM	3	0	7	0	7	2	0	0	0	204	1	0	3	56	2	1
	7:15 AM	1	1	17	0	7	0	1	0	1	194	1	0	14	69	0	13
	7:30 AM	1	0	28	0	7	1	0	0	3	188	0	0	6	75	0	2
	7:45 AM	1	3	16	0	3	1	5	0	1	180	0	0	12	91	3	1
	8:00 AM	2	1	26	0	7	2	2	0	1	134	0	1	5	91	2	2
	8:15 AM	4	3	13	0	6	3	5	0	2	150	5	0	4	87	0	2
	8:30 AM	5	1	18	0	10	1	7	0	4	134	2	0	9	102	1	3
	8:45 AM	9	2	20	0	5	3	3	0	8	149	4	0	13	111	5	4
TOTAL VOLUMES		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH %		26	13	149	0	49	13	23	0	20	1333	13	1	66	683	13	29
APPROACH %		14.29%	6.54%	79.67%	0.00%	57.65%	15.29%	27.06%	0.00%	1.46%	97.51%	0.95%	0.67%	8.35%	86.46%	1.62%	1.54%
PEAK HR		07:00 AM - 08:00 AM				19	4	6	0	5	766	2	0	20	292	5	17
PEAK HR VOL		6	4	68	0	19	4	6	0	5	766	2	0	20	292	5	17
PEAK HR FACTOR		0.500	0.333	0.607	0.000	0.679	0.500	0.300	0.000	0.417	0.939	0.500	0.000	0.625	0.802	0.417	0.327
		0.672				0.806				0.943				0.815			
TOTAL																	
TOTAL																	
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
	4:00 PM	3	6	16	0	5	3	4	0	4	128	4	0	22	133	3	3
	4:15 PM	3	1	18	0	5	0	1	0	4	126	8	0	20	162	5	3
	4:30 PM	5	5	18	0	4	0	3	0	3	134	6	2	17	149	10	6
	4:45 PM	1	1	16	0	5	1	1	0	3	118	6	1	25	154	7	1
	5:00 PM	4	1	19	0	6	1	6	0	3	143	1	0	19	155	9	3
	5:15 PM	3	2	20	0	5	2	2	0	2	117	2	0	18	149	5	4
	5:30 PM	2	2	7	0	7	0	3	0	1	114	4	0	14	127	4	2
	5:45 PM	1	3	11	0	5	6	5	0	2	93	0	0	10	115	6	3
TOTAL VOLUMES		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH %		22	21	135	0	42	13	25	0	23	973	31	3	145	1344	44	25
APPROACH %		13.10%	12.50%	74.40%	0.00%	52.50%	16.25%	31.25%	0.00%	2.14%	94.56%	3.03%	0.29%	10.68%	84.24%	3.24%	1.84%
PEAK HR		04:15 PM - 05:15 PM				20	2	11	0	13	521	21	3	81	620	26	13
PEAK HR VOL		13	8	71	0	20	2	11	0	13	521	21	3	81	620	26	13
PEAK HR FACTOR		0.650	0.400	0.934	0.000	0.833	0.500	0.458	0.000	0.813	0.911	0.656	0.375	0.890	0.957	0.650	0.542
		0.821				0.635				0.949				0.974			
TOTAL																	
TOTAL																	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fenney Wy & CR 468/Warm Springs Ave
City: Wildwood
Control: 4-Way Yield

Project ID: 26-130281-001
Date: 5/5/2026

Data - Cars

NS/EW Streets:		Fenney Wy				Fenney Wy				CR 468/Warm Springs Ave				CR 468/Warm Springs Ave			
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
	7:00 AM	3	0	7	0	2	2	0	0	0	283	1	0	3	48	2	1
	7:15 AM	1	1	17	0	7	0	1	0	1	174	1	0	14	62	0	13
	7:30 AM	1	0	28	0	7	1	0	0	3	166	0	0	6	71	0	2
	7:45 AM	1	3	16	0	3	0	5	0	1	162	0	0	12	86	3	1
	8:00 AM	2	1	25	0	7	2	2	0	1	122	0	0	4	88	1	2
	8:15 AM	4	3	13	0	6	3	5	0	2	143	5	0	4	76	0	2
	8:30 AM	5	1	18	0	10	1	7	0	4	122	2	0	9	93	1	3
	8:45 AM	9	2	19	0	5	3	2	0	8	132	4	0	12	106	5	4
TOTAL VOLUMES		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH % %		26	13	143	0	49	12	22	0	20	1204	13	0	64	630	12	28
		14.44%	6.11%	79.44%	0.00%	59.04%	14.44%	26.52%	0.00%	1.62%	97.37%	1.05%	0.00%	8.72%	85.83%	1.63%	3.81%
PEAK HR		07:00 AM - 08:00 AM				19	3	6	0	5	485	2	0	20	267	5	17
PEAK HR VOL		6	4	68	0	19	3	6	0	5	485	2	0	20	267	5	17
PEAK HR FACTOR		0.500	0.333	0.607	0.000	0.679	0.375	0.300	0.000	0.417	0.936	0.500	0.000	0.625	0.776	0.417	0.327
		0.672				0.875				0.960				0.794			
TOTAL																	
TOTAL																	
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
	4:00 PM	3	6	16	0	5	3	4	0	4	127	4	0	21	126	3	3
	4:15 PM	2	1	18	0	4	0	1	0	4	122	8	0	20	155	5	2
	4:30 PM	5	5	18	0	4	0	3	0	2	128	6	1	17	137	10	6
	4:45 PM	1	1	16	0	5	1	1	0	3	113	6	1	25	144	2	1
	5:00 PM	3	1	19	0	6	1	5	0	3	141	1	0	19	141	9	3
	5:15 PM	3	2	20	0	5	2	2	0	2	114	2	0	18	135	5	4
	5:30 PM	2	2	7	0	7	0	3	0	1	113	4	0	14	123	4	2
	5:45 PM	1	3	11	0	5	6	5	0	2	90	0	0	10	110	6	3
TOTAL VOLUMES		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH % %		20	21	135	0	41	13	24	0	21	948	31	2	144	1071	44	24
		12.05%	12.65%	75.30%	0.00%	52.56%	35.67%	30.77%	0.00%	2.10%	94.61%	3.09%	0.20%	11.22%	83.48%	3.43%	1.87%
PEAK HR		04:15 PM - 05:15 PM				19	2	10	0	12	504	21	2	81	577	26	12
PEAK HR VOL		11	8	71	0	19	2	10	0	12	504	21	2	81	577	26	12
PEAK HR FACTOR		0.550	0.400	0.934	0.000	0.792	0.500	0.500	0.000	0.750	0.894	0.656	0.500	0.693	0.931	0.650	0.500
		0.804				0.646				0.929				0.956			
TOTAL																	
TOTAL																	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fenney Wy & CR 468/Warm Springs Ave
City: Wildwood
Control: 4-Way Yield

Project ID: 26-130181-001
Date: 5/5/2026

Data - HT

NS/EW Streets:	Fenney Wy				Fenney Wy				CR 468/Warm Springs Ave				CR 468/Warm Springs Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ	
7:00 AM	0	0	0	0	0	0	0	0	0	21	0	0	0	8	0	0	29
7:15 AM	0	0	0	0	0	0	0	0	0	20	0	0	0	7	0	0	27
7:30 AM	0	0	0	0	0	0	0	0	0	22	0	0	0	5	0	0	27
7:45 AM	0	0	0	0	0	1	0	0	0	18	0	0	0	5	0	0	24
8:00 AM	0	0	1	0	0	0	0	0	0	12	0	1	1	3	1	0	19
8:15 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	11	0	0	18
8:30 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	9	0	0	21
8:45 AM	0	0	1	0	0	0	1	0	0	17	0	0	1	5	0	0	25
TOTAL VOLUMES	NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ	TOTAL
APPROACH % %	0.00%	0.00%	330.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	94.23%	0.00%	0.77%	3.57%	94.64%	1.79%	0.00%	390
PEAK HR	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL	0	0	0	0	0	1	0	0	0	85	0	0	0	25	0	0	307
PEAK HR FACTOR	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.920	0.000	0.000	0.000	0.781	0.000	0.000	0.922
					0.250				0.920				0.781				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0	0	9
4:15 PM	1	0	0	0	1	0	0	0	0	4	0	0	0	7	0	1	14
4:30 PM	0	0	0	0	0	0	0	0	1	6	0	1	0	13	0	0	20
4:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	10	0	0	15
5:00 PM	1	0	0	0	0	0	1	0	0	2	0	0	0	14	0	0	18
5:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	14	0	0	17
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	0	8
TOTAL VOLUMES	NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ	TOTAL
APPROACH % %	330.00%	0.00%	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	3.70%	92.59%	0.00%	3.70%	1.33%	97.33%	0.00%	1.33%	396
PEAK HR	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL	2	0	0	0	1	0	1	0	1	17	0	1	0	43	0	1	67
PEAK HR FACTOR	0.500	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.708	0.000	0.250	0.000	0.768	0.000	0.250	0.688
	0.500				0.500				0.594				0.768				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fenney Wy & CR 468/Warm Springs Ave
City: Wildwood
Control: 4-Way Yield

Project ID: 26-130181-001
Date: 5/5/2026

Data - Bikes

NS/EW Streets:		Fenney Wy				Fenney Wy				CR 468/Warm Springs Ave				CR 468/Warm Springs Ave				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ	
	7:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
	7:15 AM	0	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	0
	7:45 AM	0	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	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	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	27	0	0	0	27
TOTAL VOLUMES		0	2	0	0	0	2	0	0	0	0	0	0	27	0	0	0	31
APPROACH % %		0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR		07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL		0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR		0.000	0.250	0.000	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				0.250												
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ	
	4:00 PM	0	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	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	1	0	0	0	0	0	0	1
	5:00 PM	0	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	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		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH % %		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR		04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
										0.250								

National Data & Surveying Services
Intersection Turning Movement Count

Location: Fenney Wy & CR 468/Warm Springs Ave
City: Wildwood

Project I D: 26-130181-001
Date: 5/5/2026

Data - Pedestrians (Crosswalks)

NS/ EW Streets:	Fenney Wy		Fenney Wy		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	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH % 's :	0	1	0	0	0	0	0	0	1
PEAK HR :	07:00 AM - 08:00 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

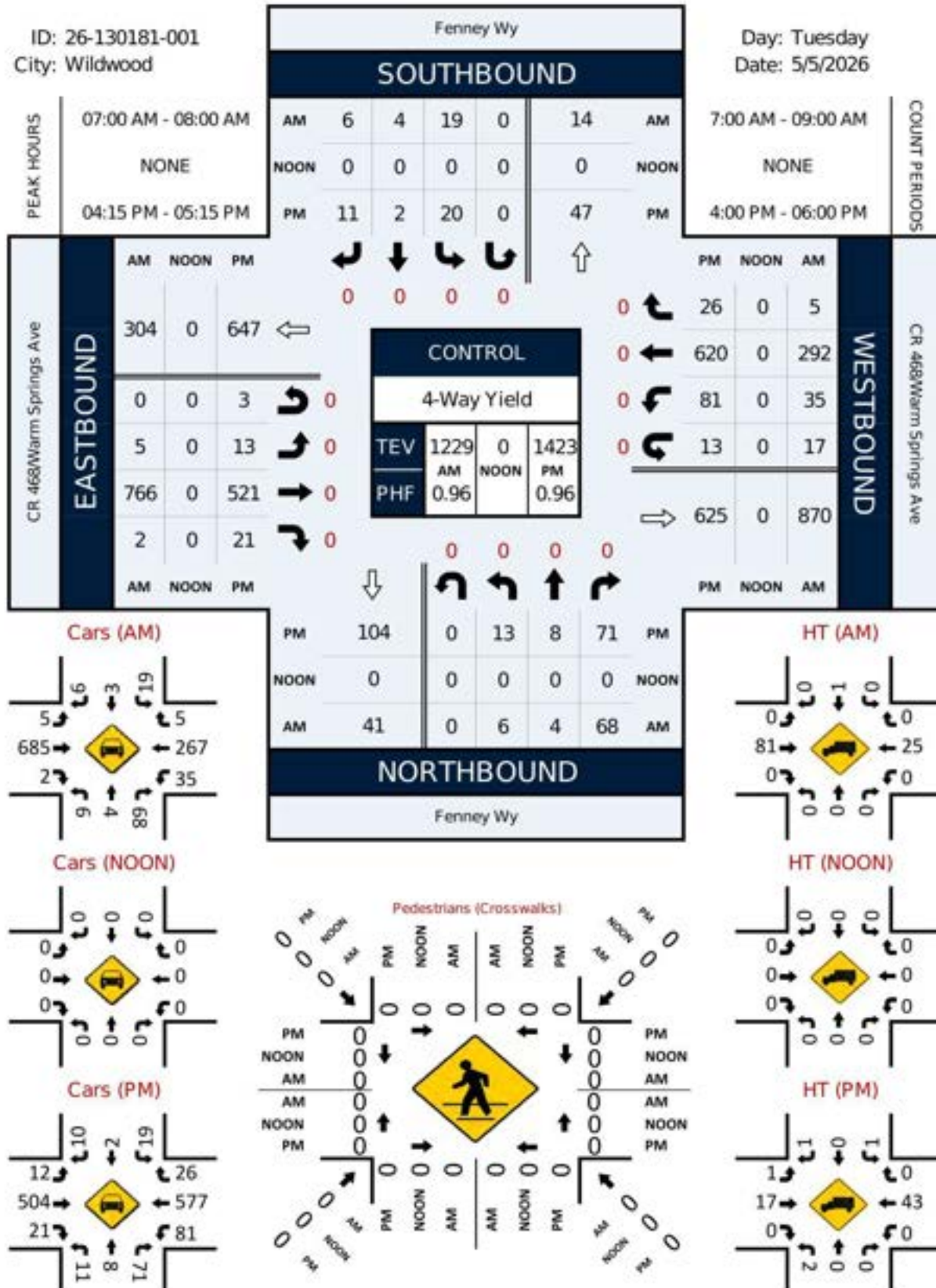
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :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

Fenney Wy & CR 468/Warm Springs Ave

Peak Hour Turning Movement Count

ID: 26-130181-001
City: Wildwood

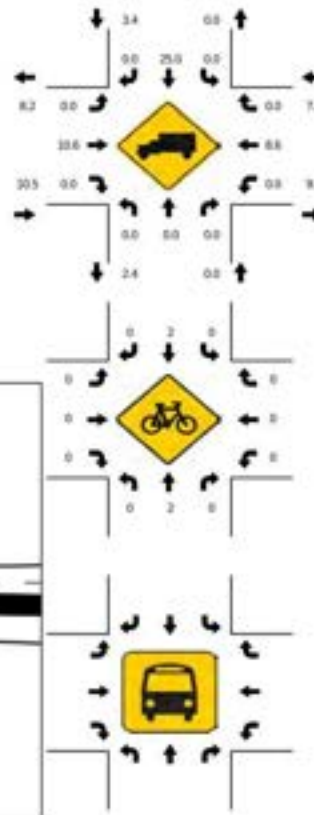
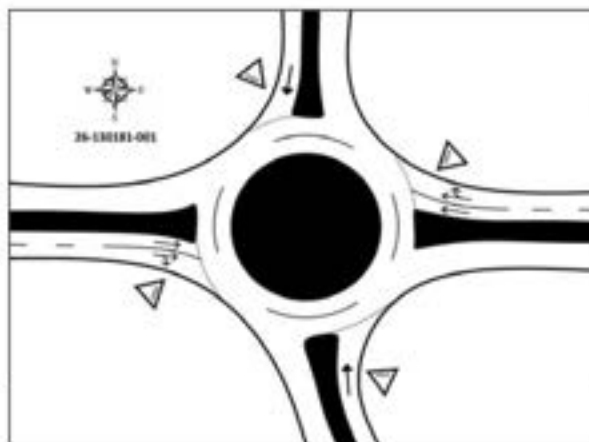
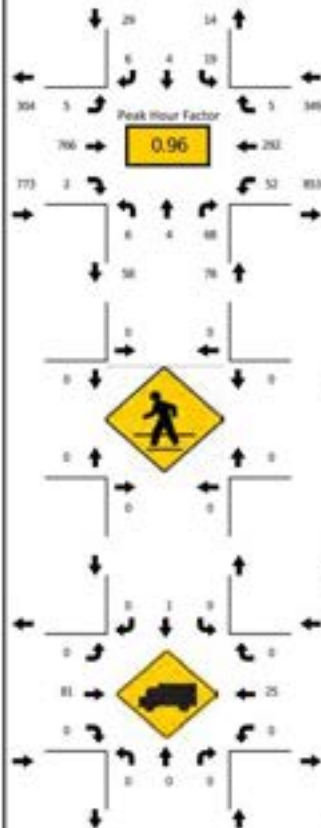
Day: Tuesday
Date: 5/5/2026



LOCATION: Fenney Wy & CR 468/Warm Springs Ave
CITY/STATE: Wildwood, FL

PROJECT ID: 26-130181-001
DATE: Tue, May 05, 2026

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

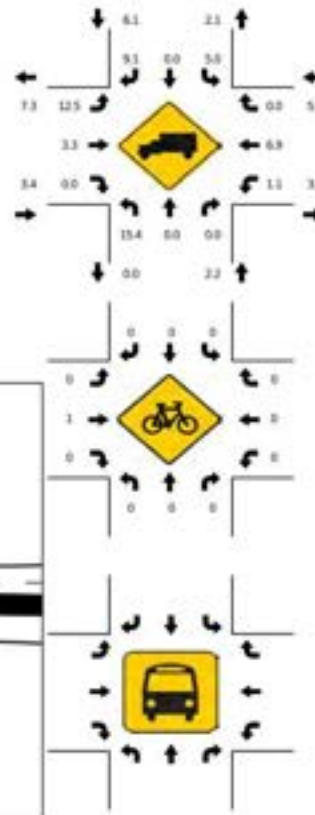
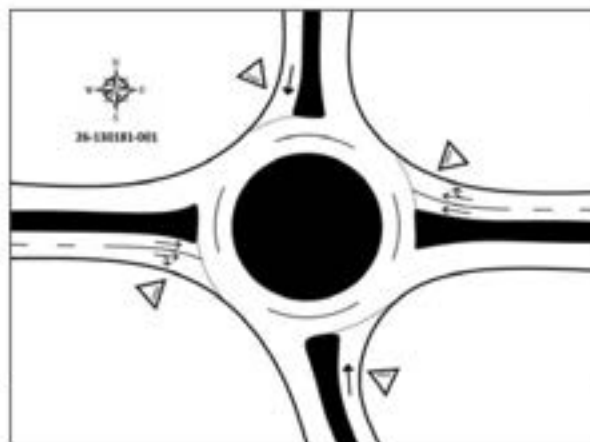
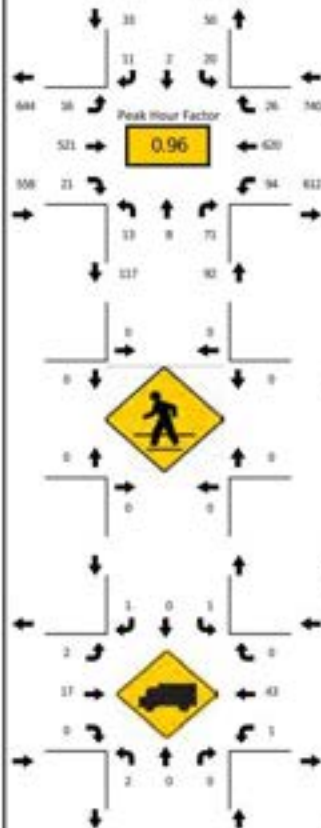


15-Min Count Period Beginning At	Fenney Wy Northbound					Fenney Wy Southbound					CR 468/Warm Springs Ave Eastbound					CR 468/Warm Springs Ave Westbound					Total	Hourly Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*			
7:00 AM	3	0	7	0		2	2	0	0		0	204	1	0		3	56	2	1		281	1229	
7:15 AM	1	1	17	0		7	0	1	0		1	194	1	0		14	69	0	13		319	1224	
7:30 AM	1	0	28	0		7	1	0	0		3	188	0	0		6	76	0	2		312	1191	
7:45 AM	1	3	16	0		3	1	5	0		1	180	0	0		12	91	3	1		317	1176	
8:00 AM	2	1	26	0		7	2	2	0		1	134	0	1		5	91	2	2		276	1195	
8:15 AM	4	3	13	0		8	3	5	0		2	150	5	0		4	87	0	2		286	919	
8:30 AM	5	1	18	0		10	1	7	0		4	134	2	0		9	102	1	3		297	633	
8:45 AM	9	2	20	0		5	3	3	0		8	149	4	0		13	111	5	4		336	336	
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	12	12	112	0		28	8	20	0		12	816	4	0		56	364	12	52		1508		
Heavy Trucks	0	0	0	0		0	4	0	0		0	88	0	0		0	32	0	0		124		
Pedestrians	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0		
Bicycles	0	8	0	0		0	8	0	0		0	0	0	0		0	0	0	0		16		
Buses																						0	
Stopped Buses																						0	

LOCATION: Fenney Wy & CR 468/Warm Springs Ave
CITY/STATE: Wildwood, FL

PROJECT ID: 26-130181-001
DATE: Tue, May 05, 2026

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



15-Min Count Period Beginning At	Fenney Wy Northbound					Fenney Wy 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	3	6	16	0		5	3	4	0		4	128	4	0		22	133	3	3		334	1387	
4:15 PM	3	1	18	0		5	0	1	0		4	126	8	0		20	162	5	3		356	1423	
4:30 PM	5	5	18	0		4	0	3	0		3	134	6	2		17	149	10	6		362	1398	
4:45 PM	1	1	16	0		5	1	1	0		3	118	6	1		25	154	2	1		335	1323	
5:00 PM	4	1	19	0		6	1	6	0		3	143	1	0		19	155	9	3		370	1248	
5:15 PM	3	2	20	0		5	2	2	0		2	117	2	0		18	149	5	4		331	876	
5:30 PM	2	2	7	0		7	0	3	0		1	114	4	0		14	127	4	2		287	547	
5:45 PM	1	3	11	0		5	6	5	0		2	93	0	0		10	115	6	3		260	260	
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	20	20	76	0		24	4	24	0		16	572	32	8		100	648	40	24		1608		
Heavy Trucks	4	0	0	0		4	0	4	0		4	24	0	4		0	56	0	4		96		
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	4	0	0		0	0	0	0		4		
Buses																						0	
Stopped Buses																						0	

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 505/Marsh Bend Trail & Warm Springs Ave/CR 468
City: Wildwood
Control: Signalized

Project ID: 26-130513-005
Date: 4/7/2025

Data - Total

NS/EW Streets:	CR 505/Marsh Bend Trail				CR 505/Marsh Bend Trail				Warm Springs Ave/CR 468				Warm Springs Ave/CR 468					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	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	
	39	14	77	0	19	35	3	0	1	42	93	0	182	30	20	0	565	
	7:00 AM				41	16	138	0	11	45	1	0	1	62	175	0	752	
	7:15 AM				60	31	182	0	26	38	1	0	3	80	92	0	710	
	7:30 AM				44	32	168	0	43	40	3	0	5	58	71	0	626	
	7:45 AM				47	16	128	0	33	37	1	0	2	64	61	0	529	
	8:00 AM				32	22	93	0	38	28	2	0	5	87	58	0	535	
	8:15 AM				52	32	108	0	42	29	3	0	6	85	38	1	596	
	8:30 AM				46	22	87	0	40	19	4	0	7	97	58	0	586	
	8:45 AM																	
TOTAL VOLUMES	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %	23.61%	12.13%	64.20%	0.00%	46.58%	50.09%	3.33%	0.00%	2.49%	47.22%	50.21%	0.08%	53.89%	28.76%	17.28%	0.07%	4789	
PEAK HR	04:00 AM - 06:00 AM																TOTAL	
PEAK HR VOL	184	93	565	0	99	158	8	0	10	241	391	0	566	168	109	1	2593	
PEAK HR FACTOR	0.763	0.727	0.736	0.000	0.536	0.828	0.667	0.000	0.500	0.753	0.724	0.000	0.737	0.875	0.861	0.250	0.910	
	0.771				0.770				0.825				0.838					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	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	TOTAL	
	63	30	146	0	48	45	4	0	1	80	43	2	353	91	44	0	721	
	4:00 PM				71	52	143	0	63	55	3	0	1	104	75	55	0	734
	4:15 PM				64	47	123	0	56	60	2	0	1	73	39	1	140	783
	4:30 PM				58	39	154	0	64	63	2	0	0	72	34	0	755	
	4:45 PM				55	58	146	0	56	72	7	0	1	79	44	0	793	
	5:00 PM				67	67	146	0	56	53	3	0	3	69	45	0	806	
	5:15 PM				59	27	130	0	52	64	1	0	0	76	37	1	641	
	5:30 PM				48	24	75	2	32	61	4	0	3	46	32	0	540	
	5:45 PM																	
TOTAL VOLUMES	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %	25.61%	18.34%	56.12%	0.11%	46.11%	51.08%	2.82%	0.00%	1.34%	62.43%	35.79%	0.45%	46.31%	32.06%	21.58%	0.05%	5710	
PEAK HR	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL	344	211	569	0	232	248	14	0	8	293	162	1	527	350	236	1	3094	
PEAK HR FACTOR	0.910	0.787	0.904	0.000	0.906	0.861	0.500	0.000	0.500	0.927	0.900	0.250	0.809	0.833	0.881	0.250	0.960	
	0.904				0.925				0.927				0.838					

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 505/Marsh Bend Trail & Warm Springs Ave/CR 468
 City: Wildwood
 Control: Signalized

Project ID: 26-130513-005
 Date: 4/7/2025

Data - Cars

NS/EW Streets:		CR 505/Marsh Bend Trail				CR 505/Marsh Bend Trail				Warm Springs Ave/CR 468				Warm Springs Ave/CR 468			
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
	7:00 AM	38	14	77	0	19	33	3	0	1	37	89	0	190	27	20	0
	7:15 AM	39	16	137	0	11	42	1	0	1	60	131	0	180	42	25	0
	7:30 AM	58	31	162	0	26	36	1	0	3	77	94	0	117	46	28	0
	7:45 AM	43	32	167	0	42	38	3	0	5	55	57	0	67	45	34	1
	8:00 AM	42	15	126	0	32	35	1	0	2	59	55	0	49	58	17	0
	8:15 AM	30	22	92	0	38	27	2	0	4	83	52	0	63	62	35	0
	8:30 AM	51	32	157	0	41	27	3	0	6	75	31	1	48	66	37	0
	8:45 AM	42	22	83	0	40	19	4	0	7	88	51	0	74	62	56	0
TOTAL VOLUMES		343	184	971	0	249	257	18	0	29	534	550	1	788	406	254	1
APPROACH %		22.90%	12.28%	64.82%	0.00%	17.52%	16.05%	1.44%	0.00%	2.60%	47.94%	49.37%	0.03%	54.31%	28.12%	17.51%	0.07%
PEAK HR		07:00 AM - 08:00 AM				08:00 AM - 09:00 AM				09:00 AM - 10:00 AM				10:00 AM - 11:00 AM			
PEAK HR VOL		178	93	563	0	98	149	8	0	10	229	361	0	554	160	107	1
PEAK HR FACTOR		0.767	0.727	0.773	0.000	0.583	0.887	0.667	0.000	0.500	0.744	0.689	0.000	0.729	0.870	0.787	0.250
		0.769				0.788				0.781				0.832			
TOTAL		2513				2513				2513				2513			
TOTAL		2513				2513				2513				2513			
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
	4:00 PM	60	30	146	0	48	45	4	0	2	80	40	2	352	89	44	0
	4:15 PM	68	52	143	0	63	54	3	0	1	61	40	0	341	75	55	0
	4:30 PM	42	47	120	0	56	60	2	0	0	73	39	1	341	104	67	1
	4:45 PM	50	38	151	0	64	62	1	0	0	71	34	0	328	84	54	0
	5:00 PM	51	58	146	0	56	72	7	0	3	78	44	0	339	74	56	0
	5:15 PM	45	67	144	0	56	53	3	0	3	65	44	0	356	80	59	0
	5:30 PM	58	27	129	0	52	64	1	0	0	75	37	1	87	58	49	0
	5:45 PM	46	24	75	2	32	65	4	0	3	46	32	0	352	45	46	0
TOTAL VOLUMES		460	343	1054	2	427	471	25	0	13	549	325	4	905	429	430	1
APPROACH %		24.74%	18.45%	56.70%	0.11%	16.26%	15.09%	2.72%	0.00%	1.36%	42.39%	35.80%	0.45%	46.36%	31.83%	21.76%	0.05%
PEAK HR		04:30 PM - 05:30 PM				05:30 PM - 06:30 PM				06:30 PM - 07:30 PM				07:30 PM - 08:30 PM			
PEAK HR VOL		228	210	561	0	232	247	13	0	6	287	161	1	524	342	236	1
PEAK HR FACTOR		0.877	0.794	0.525	0.000	0.906	0.858	0.464	0.000	0.500	0.920	0.915	0.250	0.840	0.822	0.681	0.250
		0.905				0.901				0.900				0.835			
TOTAL		3049				3049				3049				3049			
TOTAL		3049				3049				3049				3049			

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 505/Marsh Bend Trail & Warm Springs Ave/CR 468
 City: Wildwood
 Control: Signalized

Project ID: 26-136513-005
 Date: 4/7/2025

Data - HT

NS/EW Streets:	CR 505/Marsh Bend Trail				CR 505/Marsh Bend Trail				Warm Springs Ave/CR 468				Warm Springs Ave/CR 468			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ
7:00 AM	1	0	0	0	0	2	0	0	0	5	4	0	2	3	0	0
7:15 AM	2	0	1	0	0	3	0	0	0	1	4	0	3	1	2	0
7:30 AM	2	0	0	0	0	2	0	0	0	3	8	0	5	1	0	0
7:45 AM	1	0	1	0	1	2	0	0	0	3	14	0	2	3	0	0
8:00 AM	5	1	0	0	1	2	0	0	0	5	6	0	4	1	3	0
8:15 AM	2	0	1	0	0	1	0	0	1	4	6	0	1	9	0	0
8:30 AM	1	0	1	0	1	2	0	0	0	6	7	0	5	6	2	0
8:45 AM	4	0	4	0	0	0	0	0	0	9	7	0	7	4	1	0
TOTAL VOLUMES	18	1	8	0	3	14	0	0	1	36	56	0	29	28	8	0
APPROACH %	66.67%	3.70%	29.63%	0.00%	17.65%	82.35%	0.00%	0.00%	1.08%	38.71%	60.22%	0.00%	44.62%	43.98%	12.31%	0.00%
PEAK HR	07:00 AM - 08:00 AM				1	9	0	0	0	12	30	0	12	8	2	0
PEAK HR VOL	6	0	2	0	0.250	0.750	0.000	0.000	0.000	0.600	0.536	0.000	0.600	0.667	0.250	0.000
PEAK HR FACTOR	0.750	0.000	0.300	0.000	0.250	0.750	0.000	0.000	0.000	0.600	0.536	0.000	0.600	0.667	0.250	0.000
	0.667				0.833				0.628				0.957			
TOTAL																
82																
0.759																
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ
4:00 PM	3	0	0	0	0	0	0	0	0	0	3	0	1	2	0	0
4:15 PM	3	0	0	0	0	1	0	0	0	4	2	0	3	0	0	0
4:30 PM	2	0	3	0	0	0	0	0	0	0	0	0	1	1	0	0
4:45 PM	8	1	3	0	0	1	1	0	0	1	0	0	0	3	0	0
5:00 PM	4	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0
5:15 PM	2	0	2	0	0	0	0	0	0	4	1	0	1	1	0	0
5:30 PM	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
5:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES	25	1	9	0	0	2	1	0	0	15	6	0	7	10	0	0
APPROACH %	71.43%	2.86%	25.71%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	64.71%	35.29%	0.00%	41.18%	58.82%	0.00%	0.00%
PEAK HR	04:30 PM - 05:30 PM				0	1	1	0	0	6	1	0	3	8	0	0
PEAK HR VOL	36	1	8	0	0.000	0.250	0.250	0.000	0.000	0.375	0.250	0.000	0.750	0.667	0.000	0.000
PEAK HR FACTOR	0.500	0.250	0.667	0.000	0.000	0.250	0.250	0.000	0.000	0.375	0.250	0.000	0.750	0.667	0.000	0.000
	0.521				0.250				0.350				0.688			
TOTAL																
45																
0.625																

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 505/Marsh Bend Trail & Warm Springs Ave/CR 468
 City: Wildwood
 Control: Signalized

Project ID: 26-136113-005
 Date: 4/7/2025

Data - Bikes

NS/EW Streets:	CR 505/Marsh Bend Trail				CR 505/Marsh Bend Trail				Warm Springs Ave/CR 468				Warm Springs Ave/CR 468			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ
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	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR	07:00 AM - 08:00 AM				0	0	0	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
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			
	NL	NT	NR	NJ	SL	ST	SR	SJ	EL	ET	ER	EJ	WL	WT	WR	WJ
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	1	0	0	0	1	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	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
APPROACH %	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0
PEAK HR	04:30 PM - 05:30 PM				0	0	0	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
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: CR 501/Marsh Bend Trail & Warm Springs Ave/CR 468
City: Wildwood

Project I D: 26-130113-005
Date: 4/7/2026

Data - Pedestrians (Crosswalks)

NS/ EW Streets:	CR 501/Marsh Bend Trail	CR 501/Marsh Bend Trail	Warm Springs Ave/CR 468	Warm Springs Ave/CR 468					
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 :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH % 's :	0	0	0	0	0	0	0	0	0
PEAK HR :	07:00 AM - 08:00 AM		0	0	0	0	0	0	TOTAL
PEAK HR VOL :	0	0							
PEAK HR FACTOR :									

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	
	4:15 PM	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	
	5:45 PM	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 :	04:30 PM - 05:30 PM		0	0	0	0	0	0	TOTAL
PEAK HR VOL :	0	0							
PEAK HR FACTOR :									

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

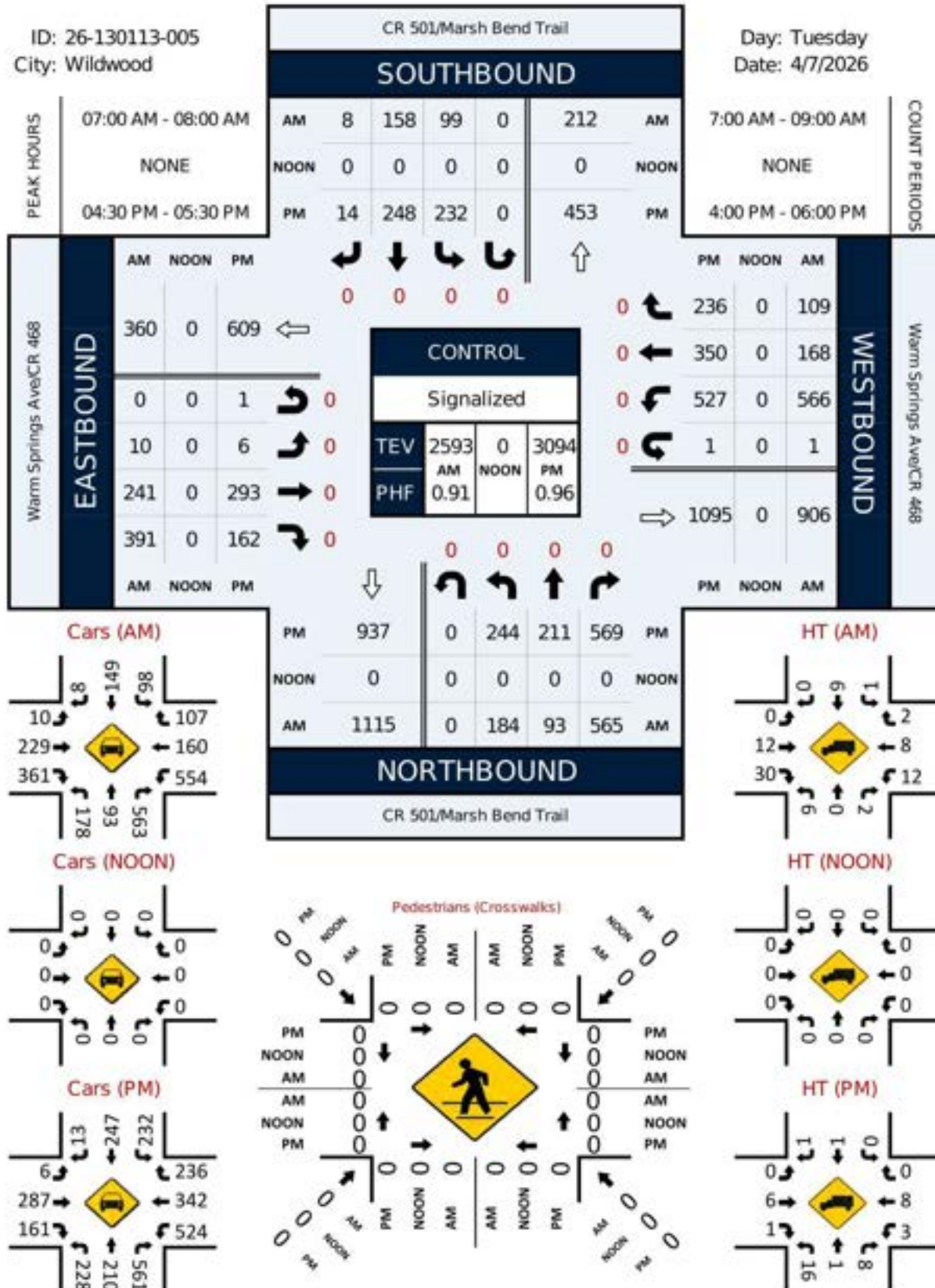
Peak Hour Turning Movement Count

ID: 26-130113-005

City: Wildwood

Day: Tuesday

Date: 4/7/2026



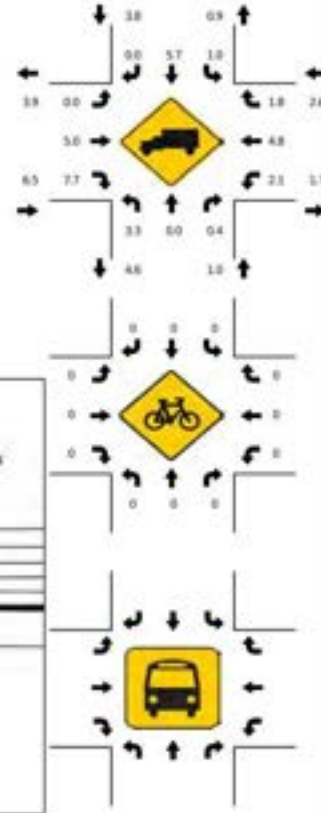
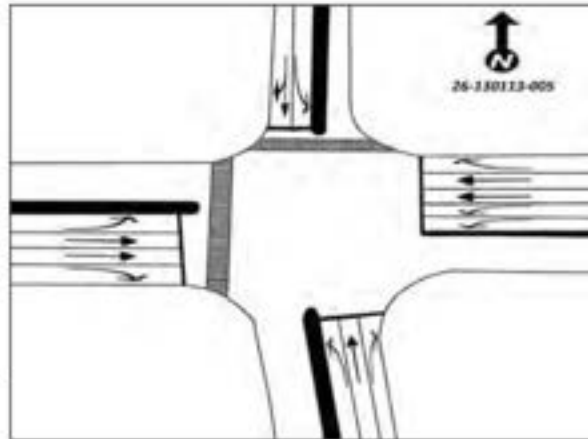
LOCATION: CR 501/Marsh Bend Trail & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

PROJECT ID: 26-130113-005
DATE: Tue, Apr 07, 2026

Peak-Hour: 07:00 AM - 08:00 AM
Peak 15-Minute: 07:30 AM - 07:45 AM



National Data & Surveying Services

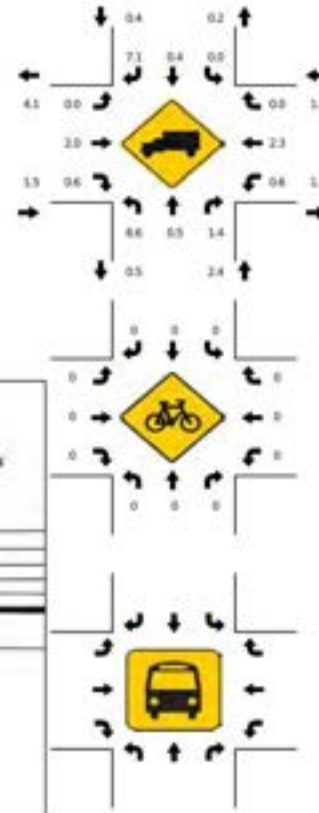
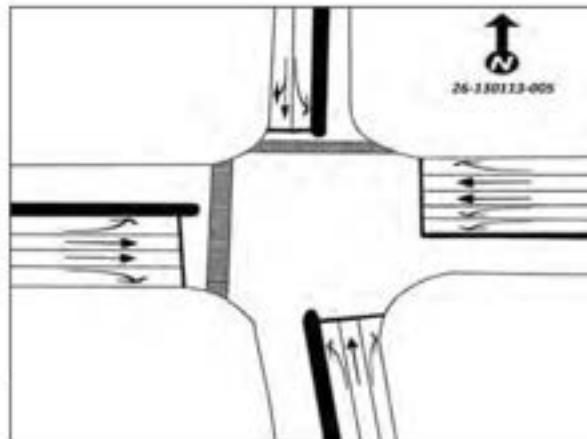
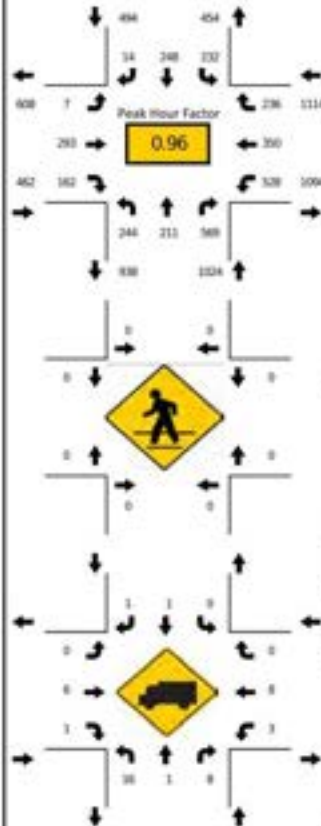


15-Min Count Period	CR 501/Marsh Bend Trail Northbound					CR 501/Marsh Bend Trail Southbound					Warm Springs Ave/CR 468 Eastbound					Warm Springs Ave/CR 468 Westbound					Total	Hourly Total
Beginning At	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	39	14	77	0		19	35	3	0		1	42	93	0		192	30	20	0		505	2593
7:15 AM	41	16	138	0		11	45	1	0		1	61	135	0		183	43	27	0		702	2547
7:30 AM	60	31	182	0		26	38	1	0		3	80	92	0		122	47	28	0		710	2380
7:45 AM	44	32	168	0		43	40	3	0		5	58	71	0		69	48	34	1		616	2226
8:00 AM	47	16	126	0		33	37	1	0		2	64	61	0		53	59	20	0		519	2196
8:15 AM	32	22	93	0		38	28	2	0		5	87	58	0		64	71	35	0		535	1677
8:30 AM	52	32	108	0		42	29	3	0		6	81	38	1		53	72	39	0		556	1142
8:45 AM	46	22	87	0		40	19	4	0		7	97	58	0		81	66	59	0		586	586
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	240	128	728	0		172	180	12	0		20	320	540	0		768	192	136	4		3440	
Heavy Trucks	8	0	4	0		4	12	0	0		0	20	56	0		20	12	8	0		144	
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: CR 501/Marsh Bend Trail & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

PROJECT ID: 26-130113-005
DATE: Tue, Apr 07, 2026

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



15-Min Count Period Beginning At	CR 501/Marsh Bend Trail Northbound					CR 501/Marsh Bend Trail Southbound					Warm Springs Ave/CR 468 Eastbound					Warm Springs Ave/CR 468 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	63	30	146	0		48	45	4	0		2	80	43	2		103	91	44	0		701	2930
4:15 PM	71	52	143	0		63	55	3	0		1	65	47	0		104	75	55	0		734	3022
4:30 PM	64	47	123	0		56	60	2	0		0	73	39	1		102	105	67	1		740	3094
4:45 PM	58	39	154	0		64	63	2	0		0	72	34	0		128	87	54	0		735	2995
5:00 PM	55	58	146	0		56	72	7	0		3	79	44	0		140	77	56	0		793	2780
5:15 PM	67	67	146	0		56	53	3	0		3	69	45	0		157	81	59	0		806	1987
5:30 PM	59	27	130	0		52	64	1	0		0	76	37	1		87	58	49	0		641	1181
5:45 PM	48	24	75	2		32	61	4	0		3	46	32	0		102	65	46	0		540	540
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	268	258	636	0		256	288	28	0		12	316	180	4		628	420	268	4		3556	
Heavy Trucks	32	4	12	0		0	4	4	0		0	16	4	0		4	12	0	0		92	
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																						
Stopped Buses																						

2025 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1800 SUMTER COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2025 - 01/04/2025	0.97	1.02
2	01/05/2025 - 01/11/2025	1.02	1.07
3	01/12/2025 - 01/18/2025	1.07	1.13
4	01/19/2025 - 01/25/2025	1.05	1.11
5	01/26/2025 - 02/01/2025	1.03	1.08
6	02/02/2025 - 02/08/2025	1.02	1.07
* 7	02/09/2025 - 02/15/2025	1.00	1.05
* 8	02/16/2025 - 02/22/2025	0.98	1.03
* 9	02/23/2025 - 03/01/2025	0.96	1.01
*10	03/02/2025 - 03/08/2025	0.94	0.99
*11	03/09/2025 - 03/15/2025	0.92	0.97
*12	03/16/2025 - 03/22/2025	0.92	0.97
*13	03/23/2025 - 03/29/2025	0.93	0.98
*14	03/30/2025 - 04/05/2025	0.94	0.99
*15	04/06/2025 - 04/12/2025	0.94	0.99
*16	04/13/2025 - 04/19/2025	0.95	1.00
*17	04/20/2025 - 04/26/2025	0.96	1.01
*18	04/27/2025 - 05/03/2025	0.98	1.03
*19	05/04/2025 - 05/10/2025	0.99	1.04
20	05/11/2025 - 05/17/2025	1.01	1.06
21	05/18/2025 - 05/24/2025	1.00	1.05
22	05/25/2025 - 05/31/2025	1.00	1.05
23	06/01/2025 - 06/07/2025	1.00	1.05
24	06/08/2025 - 06/14/2025	0.99	1.04
25	06/15/2025 - 06/21/2025	0.99	1.04
26	06/22/2025 - 06/28/2025	0.99	1.04
27	06/29/2025 - 07/05/2025	1.00	1.05
28	07/06/2025 - 07/12/2025	1.00	1.05
29	07/13/2025 - 07/19/2025	1.01	1.06
30	07/20/2025 - 07/26/2025	1.03	1.08
31	07/27/2025 - 08/02/2025	1.05	1.11
32	08/03/2025 - 08/09/2025	1.07	1.13
33	08/10/2025 - 08/16/2025	1.09	1.15
34	08/17/2025 - 08/23/2025	1.10	1.16
35	08/24/2025 - 08/30/2025	1.11	1.17
36	08/31/2025 - 09/06/2025	1.11	1.17
37	09/07/2025 - 09/13/2025	1.12	1.18
38	09/14/2025 - 09/20/2025	1.13	1.19
39	09/21/2025 - 09/27/2025	1.11	1.17
40	09/28/2025 - 10/04/2025	1.09	1.15
41	10/05/2025 - 10/11/2025	1.06	1.12
42	10/12/2025 - 10/18/2025	1.04	1.09
43	10/19/2025 - 10/25/2025	1.01	1.06
44	10/26/2025 - 11/01/2025	0.99	1.04
45	11/02/2025 - 11/08/2025	0.96	1.01
46	11/09/2025 - 11/15/2025	0.93	0.98
47	11/16/2025 - 11/22/2025	0.94	0.99
48	11/23/2025 - 11/29/2025	0.95	1.00
49	11/30/2025 - 12/06/2025	0.95	1.00
50	12/07/2025 - 12/13/2025	0.96	1.01
51	12/14/2025 - 12/20/2025	0.97	1.02
52	12/21/2025 - 12/27/2025	1.02	1.07
53	12/28/2025 - 12/31/2025	1.07	1.13

* PEAK SEASON

09-FEB-2026 17:18:55

830UPD

5_1800_PKSEASON.TXT

Appendix D

Existing Conditions Synchro Printouts

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱↰		↰	↱↰			↱↰				
Traffic Vol, veh/h	0	634	5	14	282	0	20	0	46	0	0	0
Future Vol, veh/h	0	634	5	14	282	0	20	0	46	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	8	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	0	654	5	14	291	0	21	0	47	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	291	0	0	659	0	0	830	976	329	-	-	-
Stage 1	-	-	-	-	-	-	656	656	-	-	-	-
Stage 2	-	-	-	-	-	-	174	320	-	-	-	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	-	-	-
Pot Cap-1 Maneuver	1283	-	-	939	-	0	266	253	672	0	0	0
Stage 1	-	-	-	-	-	0	425	465	-	0	0	0
Stage 2	-	-	-	-	-	0	816	656	-	0	0	0
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	1283	-	-	939	-	-	262	249	672	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	354	355	-	-	-	-
Stage 1	-	-	-	-	-	-	425	465	-	-	-	-
Stage 2	-	-	-	-	-	-	804	646	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.42			12.82					
HCM LOS							B			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT						
Capacity (veh/h)	528	1283	-	-	939	-						
HCM Lane V/C Ratio	0.129	-	-	-	0.015	-						
HCM Ctrl Dly (s/v)	12.8	0	-	-	8.9	-						
HCM Lane LOS	B	A	-	-	A	-						
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-						

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱↰		↰	↱↰			↱				
Traffic Vol, veh/h	1	675	3	2	297	0	4	0	12	0	0	0
Future Vol, veh/h	1	675	3	2	297	0	4	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	290	-	-	290	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	7	0	0	4	0	0	0	0	2	2	2
Mvmt Flow	1	711	3	2	313	0	4	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	313	0	0	714	0	0	875	1031	357	-	-	-
Stage 1	-	-	-	-	-	-	714	714	-	-	-	-
Stage 2	-	-	-	-	-	-	161	317	-	-	-	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	-	-	-
Pot Cap-1 Maneuver	1259	-	-	896	-	0	247	235	645	0	0	0
Stage 1	-	-	-	-	-	0	393	438	-	0	0	0
Stage 2	-	-	-	-	-	0	831	658	-	0	0	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1259	-	-	896	-	-	246	234	645	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	331	339	-	-	-	-
Stage 1	-	-	-	-	-	-	393	438	-	-	-	-
Stage 2	-	-	-	-	-	-	829	656	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.01			0.06			12.13					
HCM LOS							B					

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT
Capacity (veh/h)	522	1259	-	-	896	-
HCM Lane V/C Ratio	0.032	0.001	-	-	0.002	-
HCM Ctrl Dly (s/v)	12.1	7.9	-	-	9	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-

Intersection						
Intersection Delay, s/veh	5.7					
Intersection LOS	A					
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	2		2		2	2
Adj Approach Flow, veh/h	805		363		81	30
Demand Flow Rate, veh/h	893		390		81	31
Vehicles Circulating, veh/h	79		15		911	391
Vehicles Exiting, veh/h	343		977		61	14
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	6.4		4.0		6.9	3.9
Approach LOS	A		A		A	A
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.469	0.531	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	420	473	183	207	81	31
Cap Entry Lane, veh/h	1255	1328	1331	1402	655	1019
Entry HV Adj Factor	0.901	0.902	0.931	0.929	1.000	0.968
Flow Entry, veh/h	378	427	170	192	81	30
Cap Entry, veh/h	1131	1198	1240	1302	655	986
V/C Ratio	0.335	0.356	0.137	0.148	0.124	0.030
Control Delay, s/veh	6.4	6.4	4.1	4.0	6.9	3.9
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	2	0	1	0	0

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	10	241	391	567	168	109	184	93	565	99	158
Future Volume (vph)	10	241	391	567	168	109	184	93	565	99	158
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	21.5	21.5	25.9	51.9	51.9	42.3	26.4	26.4	28.7	18.7
Actuated g/C Ratio	0.07	0.19	0.19	0.23	0.47	0.47	0.38	0.24	0.24	0.26	0.17
w/c Ratio	0.09	0.40	0.70	0.77	0.11	0.15	0.47	0.23	0.73	0.29	0.61
Control Delay (s/veh)	59.1	43.6	12.7	47.7	19.1	4.6	27.9	37.0	8.7	26.2	53.9
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 (s/veh)	59.1	43.6	12.7	47.7	19.1	4.6	27.9	37.0	8.7	26.2	53.9
LOS	E	D	B	D	B	A	C	D	A	C	D
Approach Delay (s/veh)		25.0			36.4			16.0			43.6
Approach LOS		C			D			B			D

Intersection Summary

Cycle Length: 196

Actuated Cycle Length: 110.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum w/c Ratio: 0.77

Intersection Signal Delay (s/veh): 27.7

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

#15 Ø1 36.5 s	#15 Ø2 86.5 s	#15 Ø3 36.5 s	#15 Ø4 36.5 s
#15 Ø5 56.5 s	#15 Ø6 66.5 s	#15 Ø7 36.5 s	#15 Ø8 36.5 s

HCM 7th Signalized Intersection Summary
15: Marsh Bend Trl & Warm Springs Ave

05/18/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	241	391	567	168	109	184	93	565	99	158	8
Future Volume (veh/h)	10	241	391	567	168	109	184	93	565	99	158	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1826	1781	1870	1826	1870	1856	1870	1870	1870	1811	1870
Adj Flow Rate, veh/h	11	265	430	623	185	120	202	102	621	109	174	9
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	5	8	2	5	2	3	2	2	2	6	2
Cap, veh/h	31	1081	471	712	1736	793	349	418	354	300	306	16
Arrive On Green	0.02	0.31	0.31	0.21	0.50	0.50	0.11	0.22	0.22	0.06	0.18	0.18
Sat Flow, veh/h	1781	3469	1510	3456	3469	1585	1767	1870	1585	1781	1707	88
Grp Volume(v), veh/h	11	265	430	623	185	120	202	102	621	109	0	183
Grp Sat Flow(s),veh/h/ln	1781	1735	1510	1728	1735	1585	1767	1870	1585	1781	0	1795
Q Serve(g_s), s	0.8	7.6	36.8	23.4	3.8	5.5	12.1	6.0	30.0	6.6	0.0	12.5
Cycle Q Clear(g_c), s	0.8	7.6	36.8	23.4	3.8	5.5	12.1	6.0	30.0	6.6	0.0	12.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	31	1081	471	712	1736	793	349	418	354	300	0	322
V/C Ratio(X)	0.35	0.25	0.91	0.87	0.11	0.15	0.58	0.24	1.75	0.36	0.00	0.57
Avail Cap(c_a), veh/h	398	1551	675	1287	2068	945	552	418	354	582	0	401
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	65.2	34.4	44.5	51.6	17.7	18.1	38.1	42.8	52.1	40.8	0.0	50.3
Incr Delay (d2), s/veh	6.6	0.1	13.1	3.6	0.0	0.1	1.5	0.3	350.1	0.7	0.0	1.6
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	0.8	5.7	21.8	15.5	2.7	3.7	9.2	5.1	72.4	5.4	0.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.8	34.5	57.5	55.2	17.7	18.2	39.6	43.1	402.2	41.5	0.0	51.9
LnGrp LOS	E	C	E	E	B	B	D	D	F	D		D
Approach Vol, veh/h	706			928			925			292		
Approach Delay, s/veh	49.1			42.9			283.4			48.0		
Approach LOS	D			D			F			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	73.6	15.2	36.5	34.2	48.3	21.1	30.6				
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	2.8	7.5	8.6	32.0	25.4	38.8	14.1	14.5				
Green Ext Time (p_c), s	0.0	1.5	0.3	0.0	2.2	3.0	0.5	0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	123.0											
HCM 7th LOS	F											

Existing Conditions - AM Peak Hour
Committed Geom/Traffic Control

Page 5

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱↰		↰	↱↰			↱↰				
Traffic Vol, veh/h	1	464	18	93	493	0	8	0	57	0	0	0
Future Vol, veh/h	1	464	18	93	493	0	8	0	57	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	1	494	19	99	524	0	9	0	61	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	524	0	0	513	0	0	965	1228	256	-	-	-
Stage 1	-	-	-	-	-	-	505	505	-	-	-	-
Stage 2	-	-	-	-	-	-	460	722	-	-	-	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	-	-	-
Pot Cap-1 Maneuver	1052	-	-	1063	-	0	212	180	749	0	0	0
Stage 1	-	-	-	-	-	0	523	543	-	0	0	0
Stage 2	-	-	-	-	-	0	556	434	-	0	0	0
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	1052	-	-	1063	-	-	192	163	749	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	322	279	-	-	-	-
Stage 1	-	-	-	-	-	-	522	543	-	-	-	-
Stage 2	-	-	-	-	-	-	504	394	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.02			1.39			11.27					
HCM LOS							B			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT						
Capacity (veh/h)	644	1052	-	-	1063	-						
HCM Lane V/C Ratio	0.107	0.001	-	-	0.093	-						
HCM Ctrl Dly (s/v)	11.3	8.4	-	-	8.7	-						
HCM Lane LOS	B	A	-	-	A	-						
HCM 95th %tile Q(veh)	0.4	0	-	-	0.3	-						

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱↰		↰	↱↰			↱↰				
Traffic Vol, veh/h	0	515	6	9	584	0	5	0	11	0	0	0
Future Vol, veh/h	0	515	6	9	584	0	5	0	11	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	290	-	-	290	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	0	4	0	0	0	0	2	2	2
Mvmt Flow	0	531	6	9	602	0	5	0	11	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	602	0	0	537	0	0	854	1155	269	-	-	-
Stage 1	-	-	-	-	-	-	534	534	-	-	-	-
Stage 2	-	-	-	-	-	-	320	621	-	-	-	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	-	-	-
Pot Cap-1 Maneuver	985	-	-	1041	-	0	256	199	736	0	0	0
Stage 1	-	-	-	-	-	0	503	528	-	0	0	0
Stage 2	-	-	-	-	-	0	672	483	-	0	0	0
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	985	-	-	1041	-	-	253	197	736	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	373	319	-	-	-	-
Stage 1	-	-	-	-	-	-	503	528	-	-	-	-
Stage 2	-	-	-	-	-	-	666	478	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.13			11.57					
HCM LOS							B			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT						
Capacity (veh/h)	564	985	-	-	1041	-						
HCM Lane V/C Ratio	0.029	-	-	-	0.009	-						
HCM Ctrl Dly (s/v)	11.6	0	-	-	8.5	-						
HCM Lane LOS	B	A	-	-	A	-						
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-						

Intersection						
Intersection Delay, s/veh	5.4					
Intersection LOS	A					
Approach	EB		WB		NB	
Entry Lanes	2		2		1	
Conflicting Circle Lanes	2		2		2	
Adj Approach Flow, veh/h	582		771		96	
Demand Flow Rate, veh/h	600		817		98	
Vehicles Circulating, veh/h	123		43		600	
Vehicles Exiting, veh/h	719		655		123	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	5.1		5.7		5.4	
Approach LOS	A		A		A	
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	282	318	384	433	98	36
Cap Entry Lane, veh/h	1205	1279	1297	1369	853	716
Entry HV Adj Factor	0.970	0.970	0.943	0.943	0.980	0.944
Flow Entry, veh/h	273	308	362	409	96	34
Cap Entry, veh/h	1169	1240	1224	1292	835	676
V/C Ratio	0.234	0.249	0.296	0.316	0.115	0.050
Control Delay, s/veh	5.2	5.1	5.7	5.7	5.4	5.9
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	0	0

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	7	293	192	528	350	236	244	211	569	232	248
Future Volume (vph)	7	293	192	528	350	236	244	211	569	232	248
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)	7.1	20.8	20.8	26.3	51.2	51.2	59.4	36.5	36.5	44.9	28.5
Actuated g/C Ratio	0.06	0.16	0.16	0.21	0.41	0.41	0.47	0.29	0.29	0.36	0.23
v/c Ratio	0.07	0.53	0.47	0.78	0.26	0.31	0.56	0.41	0.70	0.50	0.66
Control Delay (s/veh)	63.7	53.7	10.5	56.0	26.9	4.6	26.5	40.8	9.8	26.0	54.7
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 (s/veh)	63.7	53.7	10.5	56.0	26.9	4.6	26.5	40.8	9.8	26.0	54.7
LOS	E	D	B	E	C	A	C	D	A	C	D
Approach Delay (s/veh)		36.9			36.0			20.2			41.2
Approach LOS		D			D			C			D

Intersection Summary

Cycle Length: 196

Actuated Cycle Length: 126.2

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 31.8

Intersection LOS: C

Intersection Capacity Utilization 81.0%

ICU Level of Service D

Analysis Period (min) 15

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

#15 Ø1 36.5 s	#15 Ø2 86.5 s	#15 Ø3 36.5 s	#15 Ø4 36.5 s
#15 Ø5 56.5 s	#15 Ø6 66.5 s	#15 Ø7 36.5 s	#15 Ø8 36.5 s

HCM 7th Signalized Intersection Summary
15: Marsh Bend Trl & Warm Springs Ave

05/18/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	293	192	528	350	236	244	211	569	232	248	14
Future Volume (veh/h)	7	293	192	528	350	236	244	211	569	232	248	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1796	1870	1870	1870	1870	1796
Adj Flow Rate, veh/h	7	308	202	556	368	248	257	222	599	244	261	15
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	2	2	2	2	2	7	2	2	2	2	7
Cap, veh/h	22	643	287	661	1279	570	430	507	430	397	458	26
Arrive On Green	0.01	0.18	0.18	0.19	0.36	0.36	0.13	0.27	0.27	0.12	0.26	0.26
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1711	1870	1585	1781	1752	101
Grp Volume(v), veh/h	7	308	202	556	368	248	257	222	599	244	0	276
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1711	1870	1585	1781	0	1852
Q Serve(g_s), s	0.4	8.6	13.2	17.2	8.2	13.1	11.9	10.9	30.0	10.8	0.0	14.3
Cycle Q Clear(g_c), s	0.4	8.6	13.2	17.2	8.2	13.1	11.9	10.9	30.0	10.8	0.0	14.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	22	643	287	661	1279	570	430	507	430	397	0	485
V/C Ratio(X)	0.32	0.48	0.70	0.84	0.29	0.43	0.60	0.44	1.39	0.61	0.00	0.57
Avail Cap(c_a), veh/h	483	1928	860	1562	2570	1146	669	507	430	664	0	502
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	54.2	40.6	42.5	43.1	25.3	26.9	25.2	33.3	40.3	25.1	0.0	35.4
Incr Delay (d2), s/veh	8.2	0.6	3.2	3.0	0.1	0.5	1.3	0.6	190.8	1.5	0.0	1.4
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	0.4	6.6	9.2	11.8	6.0	8.7	8.5	8.6	52.1	8.3	0.0	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.4	41.2	45.7	46.1	25.4	27.4	26.5	33.9	231.1	26.6	0.0	36.9
LnGrp LOS	E	D	D	D	C	C	C	C	F	C		D
Approach Vol, veh/h	517			1172			1078			520		
Approach Delay, s/veh	43.2			35.6			141.7			32.1		
Approach LOS	D			D			F			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	46.3	20.0	36.5	27.7	26.5	21.0	35.4				
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	30.0	80.0	30.0	30.0	50.0	60.0	30.0	30.0				
Max Q Clear Time (g_c+I1), s	2.4	15.1	12.8	32.0	19.2	15.2	13.9	16.3				
Green Ext Time (p_c), s	0.0	3.2	0.6	0.0	2.0	2.6	0.7	1.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	71.1											
HCM 7th LOS	E											

Existing Conditions - PM Peak Hour
Committed Geom/Traffic Control

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EAGLE EPAC TIMING SHEET

COORDINATION SETTINGS

CONTROLLER SETTINGS

Mvmt.	Timing Function	Min	Green	Max	Green	Yellow	All	Walk	F.D.W.	Recall	Det.	Dial 1	Dial	Dial
		Initial	Passage	I	II	Clear	Red					AVC	2/AM	3/PM
1		7	3.0	30	30	4.0	2.5				Lock	Split Sec	Split Sec	Split Sec
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			
												Off Set		

50 52
INTERSECTION:
Warm Springs & CR 501

DATE: June 2019

Appendix E

Turning Movement Worksheets

Warm Springs Avenue at CR 505 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	634	5	1	13	282	0	0	20	0	46	0	0	0	0
Date of Count	4/7/2026				SF=0.94 (Use 1.00)				1.00							
Adjusted Count	0	0	634	5	1	13	282	0	0	20	0	46	0	0	0	0

	West Leg		East Leg		South Leg		North Leg	
Existing Approach & Departure Volumes	EB: 639		EB: 681		NB: 66		NB: 0	
	WB: 302		WB: 296		SB: 18		SB: 0	
Directional Factors Based on Existing Counts	EB: 0.68		EB: 0.70		NB: 0.79		NB: #DIV/0!	
	WB: 0.32		WB: 0.30		SB: 0.21		SB: #DIV/0!	

Future Background

Year 2028

Annual Growth Rate	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Simple Volume Growth	0	0	117	1	0	2	52	0	0	1	0	2	0	0	0	0
Applied Bckgmd Growth	0	0	117	1	0	2	52	0	0	1	0	2	0	0	0	0
Total Bckgmd Pk-Hr Vols	0	0	751	6	1	15	334	0	0	21	0	48	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 Volume	0.0%	0.0%	38.0%	0.0%	58.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%
	0	0	32	0	49	0	0	0	0	0	0	3	0	0	0	0
New Ext Outbound Volume	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	32	0	49	1	9	0	0	0	0	3	0	0	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	783	6	50	16	343	0	0	21	0	51	0	0	0	0

Warm Springs Avenue at CR 505 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	0	464	18	1	92	493	0	0	8	0	57	0	0	0	0
Date of Count	4/7/2026				SF=0.94 (Use 1.00)				1.00							
Adjusted Count	1	0	464	18	1	92	493	0	0	8	0	57	0	0	0	0

	West Leg		East Leg		South Leg		North Leg	
Existing Approach & Departure Volumes	EB: 483		EB: 522		NB: 65		NB: 0	
	WB: 502		WB: 586		SB: 110		SB: 0	
Directional Factors Based on Existing Counts	EB: 0.49		EB: 0.47		NB: 0.37		NB: #DIV/0!	
	WB: 0.51		WB: 0.53		SB: 0.63		SB: #DIV/0!	

Future Background

Year 2028

Annual Growth Rate	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Simple Volume Growth	0	0	86	3	0	17	91	0	0	0	0	2	0	0	0	0
Applied Bckgmd Growth	0	0	86	3	0	17	91	0	0	0	0	2	0	0	0	0
Total Bckgmd Pk-Hr Vols	1	0	550	21	1	109	584	0	0	8	0	59	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 Volume	0.0%	0.0%	38.0%	0.0%	58.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%
	0	0	14	0	21	0	0	0	0	0	0	1	0	0	0	0
New Ext Outbound Volume	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	3	32	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	14	0	21	3	32	0	0	0	0	1	0	0	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	1	0	564	21	22	112	616	0	0	8	0	60	0	0	0	0

Warm Springs Avenue at 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	681	0	0	0	296	0	0	0	0	0	0	0	0	0
Date of Count	4/7/2026				SF=0.94 (Use 1.00)				1.00							
Adjusted Count	0	0	681	0	0	0	296	0	0	0	0	0	0	0	0	0

	West Leg		East Leg		South Leg		North Leg	
Existing Approach & Departure Volumes	EB: 681		EB: 681		NB: 0		NB: 0	
	WB: 296		WB: 296		SB: 0		SB: 0	
Directional Factors Based on Existing Counts	EB: 0.70		EB: 0.70		NB: #DIV/0!		NB: #DIV/0!	
	WB: 0.30		WB: 0.30		SB: #DIV/0!		SB: #DIV/0!	

Future Background

Year 2028

Annual Growth Rate	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Simple Volume Growth	0	0	126	0	0	0	55	0	0	0	0	0	0	0	0	0
Applied Bckgmd Growth	0	0	126	0	0	0	55	0	0	0	0	0	0	0	0	0
Total Bckgmd Pk-Hr Vols	0	0	807	0	0	0	351	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 Volume	0.0%	0.0%	0.0%	100.0%	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	85	0	0	49	0	0	0	0	0	0	0	0	0
New Ext Outbound Volume	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	42.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	10	0	0	0	0	24	0	0	0	0
Total Project Trips	0	0	0	85	0	0	59	0	0	0	0	24	0	0	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	807	85	0	0	410	0	0	0	0	24	0	0	0	0

Warm Springs Avenue at 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	522	0	0	0	586	0	0	0	0	0	0	0	0	0
Date of Count	4/7/2026				SF=0.94 (Use 1.00)				1.00							
Adjusted Count	0	0	522	0	0	0	586	0	0	0	0	0	0	0	0	0

	West Leg		East Leg		South Leg		North Leg	
Existing Approach & Departure Volumes	EB: 522		EB: 522		NB: 0		NB: 0	
	WB: 586		WB: 586		SB: 0		SB: 0	
Directional Factors Based on Existing Counts	EB: 0.47		EB: 0.47		NB: #DIV/0!		NB: #DIV/0!	
	WB: 0.53		WB: 0.53		SB: #DIV/0!		SB: #DIV/0!	

Future Background

Year 2028

Annual Growth Rate	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Simple Volume Growth	0	0	97	0	0	0	108	0	0	0	0	0	0	0	0	0
Applied Bckgmd Growth	0	0	97	0	0	0	108	0	0	0	0	0	0	0	0	0
Total Bckgmd Pk-Hr Vols	0	0	619	0	0	0	694	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 Volume	0.0%	0.0%	0.0%	100.0%	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	36	0	0	21	0	0	0	0	0	0	0	0	0
New Ext Outbound Volume	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	42.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	35	0	0	0	0	84	0	0	0	0
Total Project Trips	0	0	0	36	0	0	56	0	0	0	0	84	0	0	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	619	36	0	0	750	0	0	0	84	84	0	0	0	0

Warm Springs Avenue at CR 503 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	1	0	675	3	0	2	297	0	0	4	0	12	0	0	0	0
Date of Count	4/7/2026				SF=0.94 (Use 1.00)				1.00							
Adjusted Count	1	0	675	3	0	2	297	0	0	4	0	12	0	0	0	0

	West Leg		East Leg		South Leg		North Leg	
Existing Approach & Departure Volumes	EB: 679		EB: 687		NB: 16		NB: 0	
	WB: 302		WB: 299		SB: 5		SB: 0	
Directional Factors Based on Existing Counts	EB: 0.69		EB: 0.70		NB: 0.76		NB: #DIV/0!	
	WB: 0.31		WB: 0.30		SB: 0.24		SB: #DIV/0!	

Future Background Year 2028

Annual Growth Rate	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Simple Volume Growth	0	0	125	1	0	0	55	0	0	0	0	0	0	0	0	0
Applied Bckgmd Growth	0	0	125	1	0	0	55	0	0	0	0	0	0	0	0	0
Total Bckgmd Pk-Hr Vols	1	0	800	4	0	2	352	0	0	4	0	12	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 Volume	0.0%	0.0%	0.0%	0.0%	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	49	0	0	0	0	0	0	0	0	0
New Ext Outbound Volume	42.0%	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%	0.0%
	10	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	10	0	14	0	0	0	49	0	0	0	0	0	0	0	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	11	0	814	4	0	2	401	0	0	4	0	12	0	0	0	0

Warm Springs Avenue at CR 503 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	515	6	2	7	584	0	0	5	0	11	0	0	0	0
Date of Count	4/7/2026				SF=0.94 (Use 1.00)				1.00							
Adjusted Count	0	0	515	6	2	7	584	0	0	5	0	11	0	0	0	0

	West Leg		East Leg		South Leg		North Leg	
Existing Approach & Departure Volumes	EB: 521		EB: 528		NB: 16		NB: 0	
	WB: 589		WB: 593		SB: 13		SB: 0	
Directional Factors Based on Existing Counts	EB: 0.47		EB: 0.47		NB: 0.55		NB: #DIV/0!	
	WB: 0.53		WB: 0.53		SB: 0.45		SB: #DIV/0!	

Future Background

Year 2028

Annual Growth Rate	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Simple Volume Growth	0	0	95	1	0	1	108	0	0	0	0	0	0	0	0	0
Applied Bckgmd Growth	0	0	95	1	0	1	108	0	0	0	0	0	0	0	0	0
Total Bckgmd Pk-Hr Vols	0	0	610	7	2	8	692	0	0	5	0	11	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 Volume	0.0%	0.0%	0.0%	0.0%	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	21	0	0	0	0	0	0	0	0	0
New Ext Outbound Volume	42.0%	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%	0.0%
	35	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	35	0	49	0	0	0	21	0	0	0	0	0	0	0	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	35	0	659	7	2	8	713	0	0	5	0	11	0	0	0	0

Warm Springs Avenue at Fenney Way 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	5	766	2	17	35	292	5	0	6	4	68	0	19	4	6
Date of Count	5/5/2026				SF=0.99 (Use 1.00)				1.00							
Adjusted Count	0	5	766	2	17	35	292	5	0	6	4	68	0	19	4	6

	West Leg		East Leg		South Leg		North Leg	
Existing Approach & Departure Volumes	EB: 773		EB: 870		NB: 78		NB: 14	
	WB: 304		WB: 349		SB: 41		SB: 29	
Directional Factors Based on Existing Counts	EB: 0.72		EB: 0.71		NB: 0.66		NB: 0.33	
	WB: 0.28		WB: 0.29		SB: 0.34		SB: 0.67	

Future Background

Year 2028

Annual Growth Rate	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Simple Volume Growth	0	1	142	0	3	6	54	1	0	0	0	3	0	1	0	0
Applied Bckgmd Growth	0	1	142	0	3	6	54	1	0	0	0	3	0	1	0	0
Total Bckgmd Pk-Hr Vols	0	6	908	2	20	41	346	6	0	6	4	71	0	20	4	6

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 Volume	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	56.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	48	0	0	2	0	0	0	0	0	0
New Ext Outbound Volume	0.0%	0.0%	56.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	13	0	0	0	48	0	0	2	0	0	0	0	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	6	921	2	20	41	394	6	0	8	4	71	0	20	4	6

Warm Springs Avenue at Fenney Way 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	3	13	521	21	13	81	620	26	0	13	8	71	0	20	2	11
Date of Count	5/5/2026				SF=0.99 (Use 1.00)				1.00							
Adjusted Count	3	13	521	21	13	81	620	26	0	13	8	71	0	20	2	11

	West Leg		East Leg		South Leg		North Leg	
Existing Approach & Departure Volumes	EB: 558		EB: 625		NB: 92		NB: 47	
	WB: 647		WB: 740		SB: 104		SB: 33	
Directional Factors Based on Existing Counts	EB: 0.46		EB: 0.46		NB: 0.47		NB: 0.59	
	WB: 0.54		WB: 0.54		SB: 0.53		SB: 0.41	

Future Background Year 2028

Annual Growth Rate	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	9.25%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Simple Volume Growth	1	2	96	4	2	15	115	5	0	1	0	3	0	1	0	0
Applied Bckgmd Growth	1	2	96	4	2	15	115	5	0	1	0	3	0	1	0	0
Total Bckgmd Pk-Hr Vols	4	15	617	25	15	96	735	31	0	14	8	74	0	21	2	11

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 Volume	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	56.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	20	0	0	1	0	0	0	0	0	0
New Ext Outbound Volume	0.0%	0.0%	56.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	47	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	47	2	0	0	20	0	0	1	0	0	0	0	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	4	15	664	27	15	96	755	31	0	15	8	74	0	21	2	11

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	10	241	391	1	566	168	109	0	184	93	565	0	99	158	8
Date of Count	4/7/2026				SF=0.94 (Use 1.00)				1.00							
Adjusted Count	0	10	241	391	1	566	168	109	0	184	93	565	0	99	158	8

	West Leg		East Leg		South Leg		North Leg	
Existing Approach & Departure Volumes	EB: 642		EB: 906		NB: 842		NB: 212	
	WB: 360		WB: 844		SB: 1,115		SB: 265	
Directional Factors Based on Existing Counts	EB: 0.64		EB: 0.52		NB: 0.43		NB: 0.44	
	WB: 0.36		WB: 0.48		SB: 0.57		SB: 0.56	

Future Background Year 2028

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	45	72	0	23	7	4	0	40	20	122	0	7	11	1
Applied Bckgmd Growth	0	2	45	72	0	23	7	4	0	40	20	122	0	7	11	1
Total Bckgmd Pk-Hr Vols	0	12	286	463	1	589	175	113	0	224	113	687	0	106	169	9

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 Volume	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	43.0%	0.0%	0.0%	13.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	37	0	0	11	0	0	0	0	0	0
New Ext Outbound Volume	0.0%	0.0%	43.0%	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%
	0	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	10	3	0	0	37	0	0	11	0	0	0	0	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	12	296	466	1	589	212	113	0	235	113	687	0	106	169	9

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	6	293	162	1	527	350	236	0	244	211	569	0	232	248	14
Date of Count	4/7/2026				SF=0.94 (Use 1.00)				1.00							
Adjusted Count	1	6	293	162	1	527	350	236	0	244	211	569	0	232	248	14

	West Leg		East Leg		South Leg		North Leg	
Existing Approach & Departure Volumes	EB: 462		EB: 1,095		NB: 1,024		NB: 453	
	WB: 609		WB: 1,114		SB: 937		SB: 494	
Directional Factors Based on Existing Counts	EB: 0.43		EB: 0.50		NB: 0.52		NB: 0.48	
	WB: 0.57		WB: 0.50		SB: 0.48		SB: 0.52	

Future Background Year 2028

Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	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	0	12	6	0	21	14	9	0	53	46	123	0	16	17	1
Applied Bckgmd Growth	0	0	12	6	0	21	14	9	0	53	46	123	0	16	17	1
Total Bckgmd Pk-Hr Vols	1	6	305	168	1	548	364	245	0	297	257	692	0	248	265	15

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 Volume	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	43.0%	0.0%	0.0%	13.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	15	0	0	5	0	0	0	0	0	0
New Ext Outbound Volume	0.0%	0.0%	43.0%	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%
	0	0	36	11	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	36	11	0	0	15	0	0	5	0	0	0	0	0	0

Appendix F

Future Background Conditions (2028) Synchro Printouts

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↗↘		↵	↗↘			↕				
Traffic Vol, veh/h	0	751	6	16	334	0	21	0	48	0	0	0
Future Vol, veh/h	0	751	6	16	334	0	21	0	48	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	8	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	0	774	6	16	344	0	22	0	49	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	344	0	0	780	0	0	982	1155	390	-	-	-
Stage 1	-	-	-	-	-	-	777	777	-	-	-	-
Stage 2	-	-	-	-	-	-	205	377	-	-	-	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	-	-	-
Pot Cap-1 Maneuver	1226	-	-	846	-	0	206	199	614	0	0	0
Stage 1	-	-	-	-	-	0	360	410	-	0	0	0
Stage 2	-	-	-	-	-	0	783	619	-	0	0	0
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	1226	-	-	846	-	-	202	195	614	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	297	307	-	-	-	-
Stage 1	-	-	-	-	-	-	360	410	-	-	-	-
Stage 2	-	-	-	-	-	-	768	607	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.43			14.16					
HCM LOS							B			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT						
Capacity (veh/h)	464	1226	-	-	846	-						
HCM Lane V/C Ratio	0.153	-	-	-	0.019	-						
HCM Ctrl Dly (s/v)	14.2	0	-	-	9.3	-						
HCM Lane LOS	B	A	-	-	A	-						
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-						

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗		↘	↗			↕				
Traffic Vol, veh/h	1	800	4	2	352	0	4	0	12	0	0	0
Future Vol, veh/h	1	800	4	2	352	0	4	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	290	-	-	290	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	7	0	0	4	0	0	0	0	2	2	2
Mvmt Flow	1	842	4	2	371	0	4	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	371	0	0	846	0	0	1036	1221	423	-	-	-
Stage 1	-	-	-	-	-	-	846	846	-	-	-	-
Stage 2	-	-	-	-	-	-	189	375	-	-	-	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	-	-	-
Pot Cap-1 Maneuver	1199	-	-	799	-	0	189	181	585	0	0	0
Stage 1	-	-	-	-	-	0	327	381	-	0	0	0
Stage 2	-	-	-	-	-	0	800	621	-	0	0	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1199	-	-	799	-	-	188	181	585	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	275	290	-	-	-	-
Stage 1	-	-	-	-	-	-	327	381	-	-	-	-
Stage 2	-	-	-	-	-	-	798	619	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.01	0.05	13.19	
HCM LOS			B	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT
Capacity (veh/h)	456	1199	-	-	799	-
HCM Lane V/C Ratio	0.037	0.001	-	-	0.003	-
HCM Ctrl Dly (s/v)	13.2	8	-	-	9.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-

Intersection						
Intersection Delay, s/veh	6.4					
Intersection LOS	A					
Approach	EB		WB		NB	
Entry Lanes	2		2		1	
Conflicting Circle Lanes	2		2		2	
Adj Approach Flow, veh/h	948		430		84	
Demand Flow Rate, veh/h	1051		462		84	
Vehicles Circulating, veh/h	90		16		1070	
Vehicles Exiting, veh/h	404		1138		71	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	7.3		4.3		8.1	
Approach LOS	A		A		A	
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	494	557	217	245	84	32
Cap Entry Lane, veh/h	1243	1316	1330	1401	572	959
Entry HV Adj Factor	0.902	0.902	0.931	0.929	1.000	0.969
Flow Entry, veh/h	445	502	202	228	84	31
Cap Entry, veh/h	1120	1186	1238	1302	572	929
V/C Ratio	0.398	0.423	0.163	0.175	0.147	0.033
Control Delay, s/veh	7.3	7.4	4.3	4.2	8.1	4.2
LOS	A	A	A	A	A	A
95th %tile Queue, veh	2	2	1	1	1	0

Timings

15: Marsh Bend Trl & Warm Springs Ave

05/18/2026

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↖↖	↖	↖↖	↖↖	↖	↖	↑	↖	↖	↖
Traffic Volume (vph)	12	286	463	590	175	113	224	113	687	106	169
Future Volume (vph)	12	286	463	590	175	113	224	113	687	106	169
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	26.7	26.7	30.4	59.1	59.1	51.9	34.3	34.3	36.1	24.9
Actuated g/C Ratio	0.06	0.21	0.21	0.23	0.46	0.46	0.40	0.26	0.26	0.28	0.19
w/c Ratio	0.13	0.44	0.82	0.81	0.12	0.16	0.56	0.25	0.86	0.29	0.57
Control Delay (s/veh)	72.7	48.3	24.0	56.5	22.1	4.5	35.0	43.7	20.3	31.4	59.7
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 (s/veh)	72.7	48.3	24.0	56.5	22.1	4.5	35.0	43.7	20.3	31.4	59.7
LOS	E	D	C	E	C	A	C	D	C	C	E
Approach Delay (s/veh)		33.9			43.0			26.1			49.2
Approach LOS		C			D			C			D

Intersection Summary

Cycle Length: 196

Actuated Cycle Length: 129.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay (s/veh): 35.4

Intersection LOS: D

Intersection Capacity Utilization 81.3%

ICU Level of Service D

Analysis Period (min) 15

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

#15 Ø1	#15 Ø2	#15 Ø3	#15 Ø4
36.5 s	86.5 s	36.5 s	36.5 s
#15 Ø5	#15 Ø6	#15 Ø7	#15 Ø8
56.5 s	66.5 s	36.5 s	36.5 s

Background Conditions - AM Peak Hour
Committed Geom/Traffic Control

Page 4

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 						 	
Traffic Volume (veh/h)	12	286	463	590	175	113	224	113	687	106	169	9
Future Volume (veh/h)	12	286	463	590	175	113	224	113	687	106	169	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1826	1781	1870	1826	1870	1856	1870	1870	1870	1811	1870
Adj Flow Rate, veh/h	13	314	509	648	192	124	246	124	755	116	186	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	5	8	2	5	2	3	2	2	2	6	2
Cap, veh/h	35	1235	537	726	1896	866	312	365	309	254	225	12
Arrive On Green	0.02	0.36	0.36	0.21	0.55	0.55	0.13	0.20	0.20	0.07	0.13	0.13
Sat Flow, veh/h	1781	3469	1510	3456	3469	1585	1767	1870	1585	1781	1703	92
Grp Volume(v), veh/h	13	314	509	648	192	124	246	124	755	116	0	196
Grp Sat Flow(s),veh/h/ln	1781	1735	1510	1728	1735	1585	1767	1870	1585	1781	0	1795
Q Serve(g_s), s	1.1	9.9	50.4	28.0	4.1	5.9	18.0	8.8	30.0	8.6	0.0	16.4
Cycle Q Clear(g_c), s	1.1	9.9	50.4	28.0	4.1	5.9	18.0	8.8	30.0	8.6	0.0	16.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	35	1235	537	726	1896	866	312	365	309	254	0	237
V/C Ratio(X)	0.38	0.25	0.95	0.89	0.10	0.14	0.79	0.34	2.44	0.46	0.00	0.83
Avail Cap(c_a), veh/h	347	1353	589	1124	1896	866	422	365	309	478	0	350
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	74.5	35.1	48.1	59.1	16.7	17.1	48.0	53.4	61.9	52.4	0.0	65.1
Incr Delay (d2), s/veh	6.6	0.1	23.6	6.2	0.0	0.1	7.0	0.5	658.5	1.3	0.0	10.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	7.5	30.2	18.5	2.9	4.0	13.3	7.6	107.8	7.1	0.0	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.1	35.2	71.8	65.2	16.8	17.2	54.9	53.9	720.4	53.7	0.0	75.1
LnGrp LOS	F	D	E	E	B	B	D	D	F	D		E
Approach Vol, veh/h	836			964			1125			312		
Approach Delay, s/veh	58.2			49.4			501.4			67.1		
Approach LOS	E			D			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	90.6	17.2	36.5	38.8	61.3	27.0	26.8				
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	3.1	7.9	10.6	32.0	30.0	52.4	20.0	18.4				
Green Ext Time (p_c), s	0.0	1.6	0.3	0.0	2.3	2.4	0.5	0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	210.5											
HCM 7th LOS	F											

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱↰		↰	↱↰			↱↰				
Traffic Vol, veh/h	1	550	21	110	584	0	8	0	59	0	0	0
Future Vol, veh/h	1	550	21	110	584	0	8	0	59	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	1	585	22	117	621	0	9	0	63	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	621	0	0	607	0	0	1143	1454	304	-	-	-
Stage 1	-	-	-	-	-	-	598	598	-	-	-	-
Stage 2	-	-	-	-	-	-	545	855	-	-	-	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	-	-	-
Pot Cap-1 Maneuver	969	-	-	981	-	0	157	131	698	0	0	0
Stage 1	-	-	-	-	-	0	460	494	-	0	0	0
Stage 2	-	-	-	-	-	0	496	377	-	0	0	0
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	969	-	-	981	-	-	139	116	698	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	267	231	-	-	-	-
Stage 1	-	-	-	-	-	-	460	493	-	-	-	-
Stage 2	-	-	-	-	-	-	436	332	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.02			1.45			12					
HCM LOS							B			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT						
Capacity (veh/h)	586	969	-	-	981	-						
HCM Lane V/C Ratio	0.122	0.001	-	-	0.119	-						
HCM Ctrl Dly (s/v)	12	8.7	-	-	9.2	-						
HCM Lane LOS	B	A	-	-	A	-						
HCM 95th %tile Q(veh)	0.4	0	-	-	0.4	-						

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱↰		↰	↱↰			↱↰				
Traffic Vol, veh/h	0	610	7	10	692	0	5	0	11	0	0	0
Future Vol, veh/h	0	610	7	10	692	0	5	0	11	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	290	-	-	290	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	0	4	0	0	0	0	2	2	2
Mvmt Flow	0	629	7	10	713	0	5	0	11	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	713	0	0	636	0	0	1010	1366	318	-	-	-
Stage 1	-	-	-	-	-	-	632	632	-	-	-	-
Stage 2	-	-	-	-	-	-	377	734	-	-	-	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	-	-	-
Pot Cap-1 Maneuver	896	-	-	957	-	0	197	148	684	0	0	0
Stage 1	-	-	-	-	-	0	440	477	-	0	0	0
Stage 2	-	-	-	-	-	0	622	429	-	0	0	0
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	896	-	-	957	-	-	195	147	684	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	319	272	-	-	-	-
Stage 1	-	-	-	-	-	-	440	477	-	-	-	-
Stage 2	-	-	-	-	-	-	615	424	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.13			12.39					
HCM LOS							B			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT						
Capacity (veh/h)	504	896	-	-	957	-						
HCM Lane V/C Ratio	0.033	-	-	-	0.011	-						
HCM Ctrl Dly (s/v)	12.4	0	-	-	8.8	-						
HCM Lane LOS	B	A	-	-	A	-						
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-						

Intersection						
Intersection Delay, s/veh	6.1					
Intersection LOS	A					
Approach	EB		WB		NB	
Entry Lanes	2		2		1	
Conflicting Circle Lanes	2		2		2	
Adj Approach Flow, veh/h	689		914		100	
Demand Flow Rate, veh/h	711		969		102	
Vehicles Circulating, veh/h	142		48		708	
Vehicles Exiting, veh/h	849		762		145	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	5.7		6.3		6.1	
Approach LOS	A		A		A	
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	334	377	455	514	102	37
Cap Entry Lane, veh/h	1185	1259	1292	1363	778	631
Entry HV Adj Factor	0.969	0.968	0.944	0.943	0.980	0.946
Flow Entry, veh/h	324	365	430	485	100	35
Cap Entry, veh/h	1148	1219	1220	1285	763	597
V/C Ratio	0.282	0.300	0.352	0.377	0.131	0.059
Control Delay, s/veh	5.8	5.7	6.3	6.4	6.1	6.7
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	2	2	0	0

Timings

15: Marsh Bend Trl & Warm Springs Ave

05/18/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	7	305	168	549	364	245	297	257	692	248	265
Future Volume (vph)	7	305	168	549	364	245	297	257	692	248	265
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)	7.1	21.0	21.0	27.7	52.7	52.7	65.0	38.4	38.4	51.7	30.1
Actuated g/C Ratio	0.05	0.16	0.16	0.21	0.39	0.39	0.48	0.28	0.28	0.38	0.22
w/c Ratio	0.08	0.58	0.45	0.82	0.28	0.33	0.65	0.51	0.87	0.52	0.72
Control Delay (s/veh)	65.7	58.2	10.9	61.5	29.2	4.5	30.8	47.5	24.7	26.3	60.2
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 (s/veh)	65.7	58.2	10.9	61.5	29.2	4.5	30.8	47.5	24.7	26.3	60.2
LOS	E	E	B	E	C	A	C	D	C	C	E
Approach Delay (s/veh)		41.7			39.3			30.9			44.3
Approach LOS		D			D			C			D

Intersection Summary

Cycle Length: 196

Actuated Cycle Length: 134.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum w/c Ratio: 0.87

Intersection Signal Delay (s/veh): 37.3

Intersection LOS: D

Intersection Capacity Utilization 89.5%

ICU Level of Service E

Analysis Period (min) 15

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

#15 	#15 	#15 	#15 
Ø1	Ø2	Ø3	Ø4
36.5 s	86.5 s	36.5 s	36.5 s
#15 	#15 	#15 	#15 
Ø5	Ø6	Ø7	Ø8
56.5 s	66.5 s	36.5 s	36.5 s

Background Conditions - PM Peak Hour
Committed Geom/Traffic Control

Page 4

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	305	168	549	364	245	297	257	692	248	265	15
Future Volume (veh/h)	7	305	168	549	364	245	297	257	692	248	265	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1796	1870	1870	1870	1870	1796
Adj Flow Rate, veh/h	7	321	177	578	383	258	313	271	728	261	279	16
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	2	2	2	2	2	7	2	2	2	2	7
Cap, veh/h	22	627	280	682	1285	573	433	495	420	377	415	24
Arrive On Green	0.01	0.18	0.18	0.20	0.36	0.36	0.16	0.26	0.26	0.13	0.24	0.24
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1711	1870	1585	1781	1752	100
Grp Volume(v), veh/h	7	321	177	578	383	258	313	271	728	261	0	295
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1711	1870	1585	1781	0	1852
Q Serve(g_s), s	0.4	9.3	11.7	18.3	8.7	14.1	15.3	14.1	30.0	12.3	0.0	16.4
Cycle Q Clear(g_c), s	0.4	9.3	11.7	18.3	8.7	14.1	15.3	14.1	30.0	12.3	0.0	16.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	22	627	280	682	1285	573	433	495	420	377	0	439
V/C Ratio(X)	0.32	0.51	0.63	0.85	0.30	0.45	0.72	0.55	1.73	0.69	0.00	0.67
Avail Cap(c_a), veh/h	472	1882	839	1525	2509	1119	613	495	420	614	0	490
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	55.5	42.2	43.2	43.8	25.9	27.6	26.9	35.8	41.6	27.4	0.0	39.2
Incr Delay (d2), s/veh	8.3	0.6	2.4	3.0	0.1	0.6	2.5	1.3	340.3	2.3	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	0.4	7.2	8.4	12.4	6.4	9.2	10.5	10.7	80.2	9.2	0.0	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.7	42.9	45.6	46.9	26.0	28.1	29.4	37.1	382.0	29.7	0.0	42.3
LnGrp LOS	E	D	D	D	C	C	C	D	F	C		D
Approach Vol, veh/h	505			1219			1312			556		
Approach Delay, s/veh	44.1			36.3			226.6			36.4		
Approach LOS	D			D			F			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	47.5	21.4	36.5	28.9	26.5	24.6	33.4				
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	30.0	80.0	30.0	30.0	50.0	60.0	30.0	30.0				
Max Q Clear Time (g_c+I1), s	2.4	16.1	14.3	32.0	20.3	13.7	17.3	18.4				
Green Ext Time (p_c), s	0.0	3.4	0.7	0.0	2.1	2.6	0.8	1.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	106.9											
HCM 7th LOS	F											

Appendix G

Future Buildout Conditions (2028) Synchro Printouts

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱↰		↰	↱↰			↱↰				
Traffic Vol, veh/h	0	783	6	66	343	0	21	0	51	0	0	0
Future Vol, veh/h	0	783	6	66	343	0	21	0	51	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	8	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	0	807	6	68	354	0	22	0	53	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	354	0	0	813	0	0	1123	1300	407	-	-	-
Stage 1	-	-	-	-	-	-	810	810	-	-	-	-
Stage 2	-	-	-	-	-	-	313	490	-	-	-	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	-	-	-
Pot Cap-1 Maneuver	1216	-	-	822	-	0	163	163	599	0	0	0
Stage 1	-	-	-	-	-	0	344	396	-	0	0	0
Stage 2	-	-	-	-	-	0	678	552	-	0	0	0
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	1216	-	-	822	-	-	149	149	599	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	262	269	-	-	-	-
Stage 1	-	-	-	-	-	-	344	396	-	-	-	-
Stage 2	-	-	-	-	-	-	622	507	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			1.58			14.95					
HCM LOS							B			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT						
Capacity (veh/h)	436	1216	-	-	822	-						
HCM Lane V/C Ratio	0.17	-	-	-	0.083	-						
HCM Ctrl Dly (s/v)	14.9	0	-	-	9.8	-						
HCM Lane LOS	B	A	-	-	A	-						
HCM 95th %tile Q(veh)	0.6	0	-	-	0.3	-						

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Vol, veh/h	807	85	0	410	0	24
Future Vol, veh/h	807	85	0	410	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	7	2	2	4	2	2
Mvmt Flow	832	88	0	423	0	25
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	416
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	586
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	586
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Ctrl Dly, s/v	0	0	11.42			
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	586	-	-	-		
HCM Lane V/C Ratio	0.042	-	-	-		
HCM Ctrl Dly (s/v)	11.4	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	-		

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱↰		↰	↱↰			↱↰				
Traffic Vol, veh/h	11	814	4	2	401	0	4	0	12	0	0	0
Future Vol, veh/h	11	814	4	2	401	0	4	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	290	-	-	290	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	7	0	0	4	0	0	0	0	2	2	2
Mvmt Flow	12	857	4	2	422	0	4	0	13	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	422	0	0	861	0	0	1097	1308	431	-	-	-
Stage 1	-	-	-	-	-	-	882	882	-	-	-	-
Stage 2	-	-	-	-	-	-	215	426	-	-	-	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	-	-	-
Pot Cap-1 Maneuver	1148	-	-	789	-	0	170	161	578	0	0	0
Stage 1	-	-	-	-	-	0	312	367	-	0	0	0
Stage 2	-	-	-	-	-	0	773	589	-	0	0	0
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	1148	-	-	789	-	-	168	159	578	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	257	270	-	-	-	-
Stage 1	-	-	-	-	-	-	308	363	-	-	-	-
Stage 2	-	-	-	-	-	-	771	588	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.11			0.05			13.5					
HCM LOS							B			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT						
Capacity (veh/h)	441	1148	-	-	789	-						
HCM Lane V/C Ratio	0.038	0.01	-	-	0.003	-						
HCM Ctrl Dly (s/v)	13.5	8.2	-	-	9.6	-						
HCM Lane LOS	B	A	-	-	A	-						
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-						

Intersection						
Intersection Delay, s/veh	6.5					
Intersection LOS	A					
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	2		2		2	2
Adj Approach Flow, veh/h	967		480		86	31
Demand Flow Rate, veh/h	1072		517		86	32
Vehicles Circulating, veh/h	90		18		1091	519
Vehicles Exiting, veh/h	461		1159		71	16
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	7.4		4.5		8.3	4.4
Approach LOS	A		A		A	A
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	504	568	243	274	86	32
Cap Entry Lane, veh/h	1243	1316	1328	1399	562	913
Entry HV Adj Factor	0.901	0.902	0.929	0.929	1.000	0.969
Flow Entry, veh/h	454	512	226	254	86	31
Cap Entry, veh/h	1120	1186	1233	1299	562	885
V/C Ratio	0.406	0.432	0.183	0.196	0.153	0.035
Control Delay, s/veh	7.4	7.5	4.5	4.4	8.3	4.4
LOS	A	A	A	A	A	A
95th %tile Queue, veh	2	2	1	1	1	0

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	12	296	466	590	212	113	235	113	687	106	169
Future Volume (vph)	12	296	466	590	212	113	235	113	687	106	169
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	27.2	27.2	30.7	60.0	60.0	52.7	34.8	34.8	35.9	24.7
Actuated g/C Ratio	0.06	0.21	0.21	0.23	0.46	0.46	0.40	0.27	0.27	0.27	0.19
w/c Ratio	0.13	0.46	0.82	0.81	0.15	0.16	0.58	0.25	0.86	0.30	0.58
Control Delay (s/veh)	73.8	48.8	24.4	57.2	22.4	4.5	36.0	44.2	21.0	32.0	61.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.8	48.8	24.4	57.2	22.4	4.5	36.0	44.2	21.0	32.0	61.3
LOS	E	D	C	E	C	A	D	D	C	C	E
Approach Delay (s/veh)		34.5			42.6			26.9			50.4
Approach LOS		C			D			C			D

Intersection Summary

Cycle Length: 196

Actuated Cycle Length: 131.1

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay (s/veh): 35.9

Intersection LOS: D

Intersection Capacity Utilization 81.3%

ICU Level of Service D

Analysis Period (min) 15

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

#15 	#15 	#15 	#15 
Ø1	Ø2	Ø3	Ø4
36.5 s	86.5 s	36.5 s	36.5 s
#15 	#15 	#15 	#15 
Ø5	Ø6	Ø7	Ø8
56.5 s	66.5 s	36.5 s	36.5 s

HCM 7th Signalized Intersection Summary
15: Marsh Bend Trl & Warm Springs Ave

05/18/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 						 	
Traffic Volume (veh/h)	12	296	466	590	212	113	235	113	687	106	169	9
Future Volume (veh/h)	12	296	466	590	212	113	235	113	687	106	169	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1826	1781	1870	1826	1870	1856	1870	1870	1870	1811	1870
Adj Flow Rate, veh/h	13	325	512	648	233	124	258	124	755	116	186	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	5	8	2	5	2	3	2	2	2	6	2
Cap, veh/h	34	1240	540	725	1901	869	314	364	308	250	213	11
Arrive On Green	0.02	0.36	0.36	0.21	0.55	0.55	0.14	0.19	0.19	0.07	0.13	0.13
Sat Flow, veh/h	1781	3469	1510	3456	3469	1585	1767	1870	1585	1781	1703	92
Grp Volume(v), veh/h	13	325	512	648	233	124	258	124	755	116	0	196
Grp Sat Flow(s),veh/h/ln	1781	1735	1510	1728	1735	1585	1767	1870	1585	1781	0	1795
Q Serve(g_s), s	1.1	10.3	51.0	28.2	5.0	5.9	19.1	8.9	30.1	8.7	0.0	16.6
Cycle Q Clear(g_c), s	1.1	10.3	51.0	28.2	5.0	5.9	19.1	8.9	30.1	8.7	0.0	16.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	34	1240	540	725	1901	869	314	364	308	250	0	224
V/C Ratio(X)	0.38	0.26	0.95	0.89	0.12	0.14	0.82	0.34	2.45	0.46	0.00	0.87
Avail Cap(c_a), veh/h	345	1345	585	1116	1901	869	410	364	308	471	0	348
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	75.0	35.3	48.3	59.5	17.0	17.2	48.7	53.8	62.3	53.6	0.0	66.5
Incr Delay (d2), s/veh	6.7	0.1	24.2	6.3	0.0	0.1	9.8	0.6	661.7	1.3	0.0	14.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	7.7	30.6	18.6	3.6	4.0	14.3	7.6	108.0	7.2	0.0	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.6	35.4	72.6	65.8	17.0	17.2	58.5	54.3	724.1	54.9	0.0	80.5
LnGrp LOS	F	D	E	E	B	B	E	D	F	D		F
Approach Vol, veh/h	850			1005			1137			312		
Approach Delay, s/veh	58.5			48.5			500.0			71.0		
Approach LOS	E			D			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	91.3	17.4	36.6	39.0	61.8	28.1	25.9				
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	3.1	7.9	10.7	32.1	30.2	53.0	21.1	18.6				
Green Ext Time (p_c), s	0.0	1.8	0.3	0.0	2.3	2.3	0.5	0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	208.6											
HCM 7th LOS	F											

Buildout Conditions - AM Peak Hour
Committed Geom/Traffic Control

Page 6

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱↰		↰	↱↰			↱				
Traffic Vol, veh/h	1	564	21	134	616	0	8	0	60	0	0	0
Future Vol, veh/h	1	564	21	134	616	0	8	0	60	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	1	600	22	143	655	0	9	0	64	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	655	0	0	622	0	0	1226	1554	311	-	-	-
Stage 1	-	-	-	-	-	-	613	613	-	-	-	-
Stage 2	-	-	-	-	-	-	613	940	-	-	-	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	-	-	-
Pot Cap-1 Maneuver	941	-	-	968	-	0	137	114	691	0	0	0
Stage 1	-	-	-	-	-	0	451	486	-	0	0	0
Stage 2	-	-	-	-	-	0	452	345	-	0	0	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	941	-	-	968	-	-	117	97	691	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	242	208	-	-	-	-
Stage 1	-	-	-	-	-	-	451	486	-	-	-	-
Stage 2	-	-	-	-	-	-	385	294	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.02			1.67			12.28					
HCM LOS							B			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT						
Capacity (veh/h)	567	941	-	-	968	-						
HCM Lane V/C Ratio	0.128	0.001	-	-	0.147	-						
HCM Ctrl Dly (s/v)	12.3	8.8	-	-	9.4	-						
HCM Lane LOS	B	A	-	-	A	-						
HCM 95th %tile Q(veh)	0.4	0	-	-	0.5	-						

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Vol, veh/h	619	36	0	750	0	84
Future Vol, veh/h	619	36	0	750	0	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	4	2	2
Mvmt Flow	659	38	0	798	0	89
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	329
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	666
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	666
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0		11.24		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	666	-	-	-		
HCM Lane V/C Ratio	0.134	-	-	-		
HCM Ctrl Dly (s/v)	11.2	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0.5	-	-	-		

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱↰		↰	↱↰			↱↰				
Traffic Vol, veh/h	35	659	7	10	713	0	5	0	11	0	0	0
Future Vol, veh/h	35	659	7	10	713	0	5	0	11	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	290	-	-	290	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	0	4	0	0	0	0	2	2	2
Mvmt Flow	36	679	7	10	735	0	5	0	11	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	735	0	0	687	0	0	1143	1511	343	-	-	-
Stage 1	-	-	-	-	-	-	755	755	-	-	-	-
Stage 2	-	-	-	-	-	-	388	756	-	-	-	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	-	-	-
Pot Cap-1 Maneuver	879	-	-	917	-	0	157	121	659	0	0	0
Stage 1	-	-	-	-	-	0	371	419	-	0	0	0
Stage 2	-	-	-	-	-	0	613	419	-	0	0	0
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	879	-	-	917	-	-	149	115	659	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	263	230	-	-	-	-
Stage 1	-	-	-	-	-	-	356	402	-	-	-	-
Stage 2	-	-	-	-	-	-	606	415	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.46			0.12			13.35					
HCM LOS							B			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT						
Capacity (veh/h)	448	879	-	-	917	-						
HCM Lane V/C Ratio	0.037	0.041	-	-	0.011	-						
HCM Ctrl Dly (s/v)	13.3	9.3	-	-	9	-						
HCM Lane LOS	B	A	-	-	A	-						
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-						

Intersection						
Intersection Delay, s/veh	6.3					
Intersection LOS	A					
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	2		2		2	2
Adj Approach Flow, veh/h	740		934		101	35
Demand Flow Rate, veh/h	764		990		103	37
Vehicles Circulating, veh/h	142		49		759	976
Vehicles Exiting, veh/h	871		813		147	63
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	6.0		6.4		6.4	6.8
Approach LOS	A		A		A	A
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	1350	1420	1350	1420	1420	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	359	405	465	525	103	37
Cap Entry Lane, veh/h	1185	1259	1290	1362	745	619
Entry HV Adj Factor	0.969	0.969	0.944	0.943	0.981	0.946
Flow Entry, veh/h	348	392	439	495	101	35
Cap Entry, veh/h	1148	1219	1218	1284	730	586
V/C Ratio	0.303	0.322	0.360	0.385	0.138	0.060
Control Delay, s/veh	6.0	6.0	6.4	6.5	6.4	6.8
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	2	2	0	0

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	7	341	179	549	379	245	302	257	692	248	265
Future Volume (vph)	7	341	179	549	379	245	302	257	692	248	265
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)	7.1	21.8	21.8	28.0	53.7	53.7	65.0	38.4	38.4	51.9	30.1
Actuated g/C Ratio	0.05	0.16	0.16	0.21	0.39	0.39	0.48	0.28	0.28	0.38	0.22
w/c Ratio	0.08	0.63	0.46	0.82	0.29	0.33	0.66	0.52	0.89	0.52	0.72
Control Delay (s/veh)	66.9	59.4	10.6	61.9	29.1	4.5	32.3	48.4	27.9	27.0	61.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	66.9	59.4	10.6	61.9	29.1	4.5	32.3	48.4	27.9	27.0	61.3
LOS	E	E	B	E	C	A	C	D	C	C	E
Approach Delay (s/veh)		43.0			39.3			33.2			45.2
Approach LOS		D			D			C			D

Intersection Summary

Cycle Length: 196

Actuated Cycle Length: 136

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay (s/veh): 38.6

Intersection LOS: D

Intersection Capacity Utilization 89.5%

ICU Level of Service E

Analysis Period (min) 15

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

#15 	#15 	#15 	#15 
Ø1	Ø2	Ø3	Ø4
36.5 s	86.5 s	36.5 s	36.5 s
#15 	#15 	#15 	#15 
Ø5	Ø6	Ø7	Ø8
56.5 s	66.5 s	36.5 s	36.5 s

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	341	179	549	379	245	302	257	692	248	265	15
Future Volume (veh/h)	7	341	179	549	379	245	302	257	692	248	265	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1796	1870	1870	1870	1870	1796
Adj Flow Rate, veh/h	7	359	188	578	399	258	318	271	728	261	279	16
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	2	2	2	2	2	7	2	2	2	2	7
Cap, veh/h	22	627	280	682	1285	573	434	495	420	378	411	24
Arrive On Green	0.01	0.18	0.18	0.20	0.36	0.36	0.16	0.26	0.26	0.13	0.23	0.23
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1711	1870	1585	1781	1752	100
Grp Volume(v), veh/h	7	359	188	578	399	258	318	271	728	261	0	295
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1711	1870	1585	1781	0	1852
Q Serve(g_s), s	0.4	10.5	12.6	18.3	9.2	14.1	15.6	14.1	30.0	12.3	0.0	16.4
Cycle Q Clear(g_c), s	0.4	10.5	12.6	18.3	9.2	14.1	15.6	14.1	30.0	12.3	0.0	16.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	22	627	280	682	1285	573	434	495	420	378	0	435
V/C Ratio(X)	0.32	0.57	0.67	0.85	0.31	0.45	0.73	0.55	1.74	0.69	0.00	0.68
Avail Cap(c_a), veh/h	471	1881	839	1524	2508	1119	610	495	420	614	0	490
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	55.5	42.8	43.6	43.8	26.0	27.6	27.0	35.8	41.7	27.6	0.0	39.5
Incr Delay (d2), s/veh	8.3	0.8	2.8	3.0	0.1	0.6	2.8	1.3	340.7	2.3	0.0	3.2
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	0.4	8.0	8.8	12.4	6.7	9.2	10.7	10.7	80.2	9.3	0.0	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.8	43.6	46.4	46.9	26.2	28.1	29.8	37.1	382.4	29.8	0.0	42.7
LnGrp LOS	E	D	D	D	C	C	C	D	F	C		D
Approach Vol, veh/h	554			1235			1317			556		
Approach Delay, s/veh	44.8			36.3			226.2			36.6		
Approach LOS	D			D			F			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	47.5	21.5	36.5	28.9	26.5	24.9	33.1				
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	30.0	80.0	30.0	30.0	50.0	60.0	30.0	30.0				
Max Q Clear Time (g_c+I1), s	2.4	16.1	14.3	32.0	20.3	14.6	17.6	18.4				
Green Ext Time (p_c), s	0.0	3.5	0.7	0.0	2.1	2.9	0.8	1.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	105.9											
HCM 7th LOS	F											

Warm Springs Avenue at Marsh Bend Trail Improvements Analyses

Timings

15: Marsh Bend Trl & Warm Springs Ave

05/18/2026

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↖↖	↖	↖↖	↖↖	↖	↖	↑	↖	↖	↖
Traffic Volume (vph)	12	286	463	590	175	113	224	113	687	106	169
Future Volume (vph)	12	286	463	590	175	113	224	113	687	106	169
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	42.5	44.5	51.0	80.0	80.0	44.5	55.0	51.0	21.5	32.0
Total Split (%)	7.9%	25.0%	26.2%	30.0%	47.1%	47.1%	26.2%	32.4%	30.0%	12.6%	18.8%
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	21.4	52.9	32.8	56.4	56.4	51.7	34.4	73.9	31.0	20.3
Actuated g/C Ratio	0.06	0.17	0.42	0.26	0.45	0.45	0.41	0.27	0.59	0.25	0.16
w/c Ratio	0.13	0.54	0.74	0.73	0.13	0.16	0.52	0.24	0.73	0.33	0.68
Control Delay (s/veh)	69.7	55.2	32.1	49.0	24.3	2.9	30.2	38.1	16.0	29.0	65.7
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 (s/veh)	69.7	55.2	32.1	49.0	24.3	2.9	30.2	38.1	16.0	29.0	65.7
LOS	E	E	C	D	C	A	C	D	B	C	E
Approach Delay (s/veh)		41.3			38.1			21.5			52.0
Approach LOS		D			D			C			D

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 126.1

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum w/c Ratio: 0.74

Intersection Signal Delay (s/veh): 34.5

Intersection LOS: C

Intersection Capacity Utilization 81.3%

ICU Level of Service D

Analysis Period (min) 15

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

#15 Ø1 13.5 s	#15 Ø2 80 s	#15 Ø3 21.5 s	#15 Ø4 55 s
#15 Ø5 51 s	#15 Ø6 42.5 s	#15 Ø7 44.5 s	#15 Ø8 32 s

Background Conditions - AM Peak Hour (with overlaps)

Committed Geom/Overlap NB/EB rights

Page 1

HCM 7th Signalized Intersection Summary
15: Marsh Bend Trl & Warm Springs Ave

05/18/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	286	463	590	175	113	224	113	687	106	169	9
Future Volume (veh/h)	12	286	463	590	175	113	224	113	687	106	169	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1826	1781	1870	1826	1870	1856	1870	1870	1870	1811	1870
Adj Flow Rate, veh/h	13	314	509	648	192	124	246	124	755	116	186	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	5	8	2	5	2	3	2	2	2	6	2
Cap, veh/h	35	825	534	724	1484	678	458	599	840	323	452	24
Arrive On Green	0.02	0.24	0.24	0.21	0.43	0.43	0.12	0.32	0.32	0.06	0.27	0.27
Sat Flow, veh/h	1781	3469	1510	3456	3469	1585	1767	1870	1585	1781	1703	92
Grp Volume(v), veh/h	13	314	509	648	192	124	246	124	755	116	0	196
Grp Sat Flow(s),veh/h/ln	1781	1735	1510	1728	1735	1585	1767	1870	1585	1781	0	1795
Q Serve(g_s), s	1.1	11.5	36.0	27.6	5.1	7.4	14.8	7.3	48.5	7.1	0.0	13.6
Cycle Q Clear(g_c), s	1.1	11.5	36.0	27.6	5.1	7.4	14.8	7.3	48.5	7.1	0.0	13.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	35	825	534	724	1484	678	458	599	840	323	0	476
V/C Ratio(X)	0.37	0.38	0.95	0.90	0.13	0.18	0.54	0.21	0.90	0.36	0.00	0.41
Avail Cap(c_a), veh/h	82	825	534	1016	1685	770	698	599	840	392	0	476
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	73.3	48.3	47.7	58.2	26.2	26.9	33.3	37.4	31.9	36.8	0.0	45.9
Incr Delay (d2), s/veh	6.6	0.3	27.7	7.9	0.0	0.1	1.0	0.2	12.6	0.7	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	8.6	30.6	18.4	3.8	5.2	10.7	6.1	35.8	5.8	0.0	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.9	48.6	75.5	66.1	26.3	27.0	34.3	37.6	44.5	37.5	0.0	46.4
LnGrp LOS	E	D	E	E	C	C	C	D	D	D		D
Approach Vol, veh/h	836			964			1125			312		
Approach Delay, s/veh	65.5			53.1			41.5			43.1		
Approach LOS	E			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	71.3	15.7	55.0	38.2	42.5	24.0	46.7				
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	73.5	15.0	48.5	44.5	36.0	38.0	25.5				
Max Q Clear Time (g_c+I1), s	3.1	9.4	9.1	50.5	29.6	38.0	16.8	15.6				
Green Ext Time (p_c), s	0.0	1.6	0.1	0.0	2.1	0.0	0.7	0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	51.3											
HCM 7th LOS	D											

Background Conditions - AM Peak Hour (with overlaps)
Committed Geom/Overlap NB/EB rights

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Timings

15: Marsh Bend Trl & Warm Springs Ave

05/18/2026

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↖↖	↖	↖↖	↖↖	↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	7	305	168	549	364	245	297	257	692	248	265
Future Volume (vph)	7	305	168	549	364	245	297	257	692	248	265
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	32.0	39.0	57.0	75.5	75.5	39.0	50.0	57.0	31.0	42.0
Total Split (%)	7.9%	18.8%	22.9%	33.5%	44.4%	44.4%	22.9%	29.4%	33.5%	18.2%	24.7%
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)	7.3	21.6	53.4	30.4	56.6	56.6	56.8	33.2	70.3	43.1	25.6
Actuated g/C Ratio	0.06	0.17	0.41	0.23	0.44	0.44	0.44	0.26	0.54	0.33	0.20
w/c Ratio	0.07	0.54	0.24	0.72	0.25	0.31	0.76	0.57	0.78	0.62	0.81
Control Delay (s/veh)	71.9	57.2	9.9	52.0	25.7	4.3	40.1	48.9	23.7	32.3	68.9
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 (s/veh)	71.9	57.2	9.9	52.0	25.7	4.3	40.1	48.9	23.7	32.3	68.9
LOS	E	E	A	D	C	A	D	D	C	C	E
Approach Delay (s/veh)		40.8			33.6			32.8			51.7
Approach LOS		D			C			C			D

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 129.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 37.2

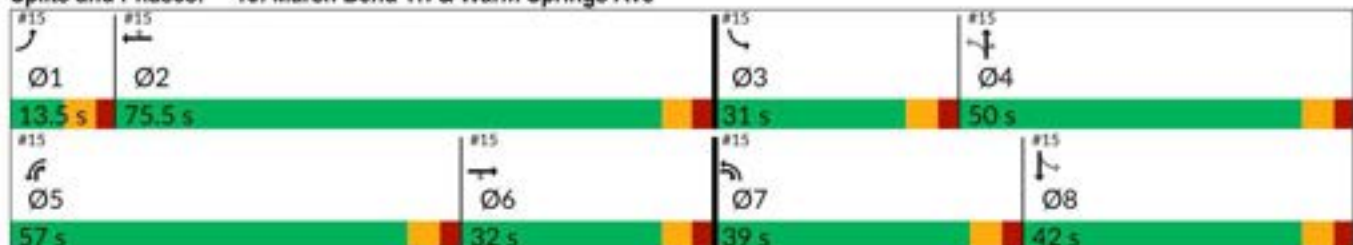
Intersection LOS: D

Intersection Capacity Utilization 89.5%

ICU Level of Service E

Analysis Period (min) 15

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



Background Conditions - PM Peak Hour (with overlaps)

Committed Geom/Overlap NB/EB rights

Page 1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	305	168	549	364	245	297	257	692	248	265	15
Future Volume (veh/h)	7	305	168	549	364	245	297	257	692	248	265	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1796	1870	1870	1870	1870	1796
Adj Flow Rate, veh/h	7	321	177	578	383	258	313	271	728	261	279	16
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	2	2	2	2	2	7	2	2	2	2	7
Cap, veh/h	21	547	472	668	1191	531	487	626	837	391	541	31
Arrive On Green	0.01	0.15	0.15	0.19	0.34	0.34	0.14	0.33	0.33	0.12	0.31	0.31
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1711	1870	1585	1781	1752	100
Grp Volume(v), veh/h	7	321	177	578	383	258	313	271	728	261	0	295
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1711	1870	1585	1781	0	1852
Q Serve(g_s), s	0.5	10.9	11.5	21.1	10.4	16.8	15.9	14.6	43.5	12.8	0.0	17.0
Cycle Q Clear(g_c), s	0.5	10.9	11.5	21.1	10.4	16.8	15.9	14.6	43.5	12.8	0.0	17.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	21	547	472	668	1191	531	487	626	837	391	0	571
V/C Ratio(X)	0.33	0.59	0.37	0.86	0.32	0.49	0.64	0.43	0.87	0.67	0.00	0.52
Avail Cap(c_a), veh/h	96	697	539	1343	1887	842	668	626	837	516	0	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.7	51.1	36.0	50.8	32.2	34.3	25.4	33.6	26.8	25.9	0.0	37.0
Incr Delay (d2), s/veh	8.6	1.0	0.5	3.5	0.2	0.7	1.4	0.5	9.8	2.1	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	0.5	8.4	8.0	14.2	7.8	10.8	10.8	11.0	28.9	9.6	0.0	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.2	52.1	36.5	54.3	32.3	35.0	26.8	34.1	36.6	28.0	0.0	37.8
LnGrp LOS	E	D	D	D	C	C	C	C	D	C		D
Approach Vol, veh/h	505			1219			1312			556		
Approach Delay, s/veh	47.0			43.3			33.7			33.2		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	50.1	21.8	50.0	31.6	26.5	25.2	46.6				
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	7.0	69.0	24.5	43.5	50.5	25.5	32.5	35.5				
Max Q Clear Time (g_c+I1), s	2.5	18.8	14.8	45.5	23.1	13.5	17.9	19.0				
Green Ext Time (p_c), s	0.0	3.4	0.5	0.0	2.1	1.9	0.8	1.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	38.8											
HCM 7th LOS	D											

Timings

15: Marsh Bend Trl & Warm Springs Ave

05/18/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	12	296	466	590	212	113	235	113	687	106	169
Future Volume (vph)	12	296	466	590	212	113	235	113	687	106	169
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	42.5	44.5	51.0	80.0	80.0	44.5	55.0	51.0	21.5	32.0
Total Split (%)	7.9%	25.0%	26.2%	30.0%	47.1%	47.1%	26.2%	32.4%	30.0%	12.6%	18.8%
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	21.6	53.7	32.9	56.6	56.6	52.4	35.0	74.6	31.0	20.3
Actuated g/C Ratio	0.06	0.17	0.42	0.26	0.45	0.45	0.41	0.28	0.59	0.24	0.16
w/c Ratio	0.13	0.56	0.74	0.73	0.15	0.16	0.55	0.24	0.73	0.33	0.69
Control Delay (s/veh)	70.1	55.7	32.0	49.5	24.6	2.9	30.7	38.1	16.4	29.2	66.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.1	55.7	32.0	49.5	24.6	2.9	30.7	38.1	16.4	29.2	66.4
LOS	E	E	C	D	C	A	C	D	B	C	E
Approach Delay (s/veh)		41.7			37.9			22.0			52.5
Approach LOS		D			D			C			D

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 127

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay (s/veh): 34.8

Intersection LOS: C

Intersection Capacity Utilization 81.3%

ICU Level of Service D

Analysis Period (min) 15

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

#15	#15	#15	#15
			
Ø1	Ø2	Ø3	Ø4
13.5 s	80 s	21.5 s	55 s
#15	#15	#15	#15
			
Ø5	Ø6	Ø7	Ø8
51 s	42.5 s	44.5 s	32 s

Buildout Conditions - AM Peak Hour (with overlaps)

Committed Geom/Overlap NB/EB rights

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HCM 7th Signalized Intersection Summary
15: Marsh Bend Trl & Warm Springs Ave

05/18/2026

																
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations																
Traffic Volume (veh/h)	12	296	466	590	212	113	235	113	687	106	169	9				
Future Volume (veh/h)	12	296	466	590	212	113	235	113	687	106	169	9				
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0				
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00				
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Work Zone On Approach	No			No			No			No						
Adj Sat Flow, veh/h/ln	1870	1826	1781	1870	1826	1870	1856	1870	1870	1870	1811	1870				
Adj Flow Rate, veh/h	13	325	512	648	233	124	258	124	755	116	186	10				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91				
Percent Heavy Veh, %	2	5	8	2	5	2	3	2	2	2	6	2				
Cap, veh/h	35	825	542	724	1484	678	461	599	840	320	442	24				
Arrive On Green	0.02	0.24	0.24	0.21	0.43	0.43	0.12	0.32	0.32	0.06	0.26	0.26				
Sat Flow, veh/h	1781	3469	1510	3456	3469	1585	1767	1870	1585	1781	1703	92				
Grp Volume(v), veh/h	13	325	512	648	233	124	258	124	755	116	0	196				
Grp Sat Flow(s),veh/h/ln	1781	1735	1510	1728	1735	1585	1767	1870	1585	1781	0	1795				
Q Serve(g_s), s	1.1	11.9	36.0	27.6	6.2	7.4	15.7	7.3	48.5	7.2	0.0	13.7				
Cycle Q Clear(g_c), s	1.1	11.9	36.0	27.6	6.2	7.4	15.7	7.3	48.5	7.2	0.0	13.7				
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05				
Lane Grp Cap(c), veh/h	35	825	542	724	1484	678	461	599	840	320	0	466				
V/C Ratio(X)	0.37	0.39	0.94	0.90	0.16	0.18	0.56	0.21	0.90	0.36	0.00	0.42				
Avail Cap(c_a), veh/h	82	825	542	1015	1684	769	690	599	840	388	0	466				
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	73.3	48.5	47.1	58.2	26.6	26.9	33.6	37.5	32.0	37.4	0.0	46.6				
Incr Delay (d2), s/veh	6.6	0.3	25.5	7.9	0.0	0.1	1.1	0.2	12.6	0.7	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	8.9	30.3	18.5	4.6	5.2	11.2	6.1	35.9	5.8	0.0	10.4				
Unsig. Movement Delay, s/veh																
LnGrp Delay(d), s/veh	79.9	48.9	72.6	66.1	26.6	27.0	34.6	37.6	44.6	38.1	0.0	47.2				
LnGrp LOS	E	D	E	E	C	C	C	D	D	D		D				
Approach Vol, veh/h	850				1005				1137							
Approach Delay, s/veh	63.6				52.1				41.6							
Approach LOS	E				D				D							
Timer - Assigned Phs	1	2	3	4	5	6	7	8								
Phs Duration (G+Y+Rc), s	9.4	71.3	15.7	55.0	38.2	42.5	24.9	45.8								
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	73.5	15.0	48.5	44.5	36.0	38.0	25.5								
Max Q Clear Time (g_c+I1), s	3.1	9.4	9.2	50.5	29.6	38.0	17.7	15.7								
Green Ext Time (p_c), s	0.0	1.8	0.1	0.0	2.1	0.0	0.7	0.7								
Intersection Summary																
HCM 7th Control Delay, s/veh	50.7															
HCM 7th LOS	D															

Buildout Conditions - AM Peak Hour (with overlaps)
Committed Geom/Overlap NB/EB rights

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Timings

15: Marsh Bend Trl & Warm Springs Ave

05/18/2026

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↰	↱	↱	↰	↱	↱	↰	↱	↱	↰	↱
Traffic Volume (vph)	7	341	179	549	379	245	302	257	692	248	265
Future Volume (vph)	7	341	179	549	379	245	302	257	692	248	265
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	32.0	39.0	57.0	75.5	75.5	39.0	50.0	57.0	31.0	42.0
Total Split (%)	7.9%	18.8%	22.9%	33.5%	44.4%	44.4%	22.9%	29.4%	33.5%	18.2%	24.7%
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 Effect Green (s)	7.3	22.0	54.5	30.8	57.5	57.5	57.9	34.0	71.6	43.5	25.9
Actuated g/C Ratio	0.06	0.17	0.41	0.23	0.44	0.44	0.44	0.26	0.54	0.33	0.20
w/c Ratio	0.07	0.61	0.26	0.72	0.26	0.31	0.77	0.56	0.78	0.61	0.81
Control Delay (s/veh)	73.1	59.2	10.9	52.6	26.1	4.2	41.2	49.2	24.2	32.6	70.2
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 (s/veh)	73.1	59.2	10.9	52.6	26.1	4.2	41.2	49.2	24.2	32.6	70.2
LOS	E	E	B	D	C	A	D	D	C	C	E
Approach Delay (s/veh)		43.0			33.9			33.4			52.6
Approach LOS		D			C			C			D

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 131.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 38.0

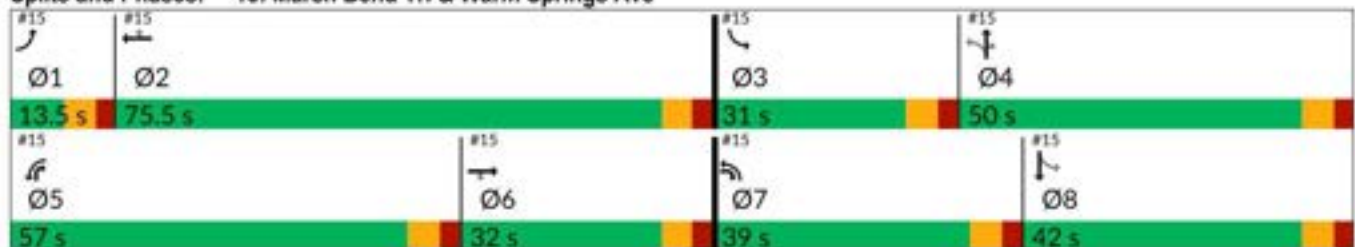
Intersection LOS: D

Intersection Capacity Utilization 89.5%

ICU Level of Service E

Analysis Period (min) 15

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



Buildout Conditions - PM Peak Hour (with overlaps)

Committed Geom/Overlap NB/EB rights

HCM 7th Signalized Intersection Summary
15: Marsh Bend Trl & Warm Springs Ave

05/18/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 						 	
Traffic Volume (veh/h)	7	341	179	549	379	245	302	257	692	248	265	15
Future Volume (veh/h)	7	341	179	549	379	245	302	257	692	248	265	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1796	1870	1870	1870	1870	1796
Adj Flow Rate, veh/h	7	359	188	578	399	258	318	271	728	261	279	16
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	2	2	2	2	2	7	2	2	2	2	7
Cap, veh/h	21	547	476	668	1191	531	488	626	837	391	537	31
Arrive On Green	0.01	0.15	0.15	0.19	0.34	0.34	0.15	0.33	0.33	0.12	0.31	0.31
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1711	1870	1585	1781	1752	100
Grp Volume(v), veh/h	7	359	188	578	399	258	318	271	728	261	0	295
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1711	1870	1585	1781	0	1852
Q Serve(g_s), s	0.5	12.4	12.2	21.1	10.9	16.8	16.2	14.7	43.5	12.8	0.0	17.1
Cycle Q Clear(g_c), s	0.5	12.4	12.2	21.1	10.9	16.8	16.2	14.7	43.5	12.8	0.0	17.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	21	547	476	668	1191	531	488	626	837	391	0	567
V/C Ratio(X)	0.33	0.66	0.39	0.87	0.33	0.49	0.65	0.43	0.87	0.67	0.00	0.52
Avail Cap(c_a), veh/h	96	697	543	1342	1886	841	665	626	837	516	0	567
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.7	51.8	36.1	50.8	32.4	34.3	25.5	33.7	26.8	26.1	0.0	37.2
Incr Delay (d2), s/veh	8.6	1.5	0.5	3.5	0.2	0.7	1.5	0.5	9.8	2.0	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	0.5	9.4	8.4	14.2	8.1	10.8	10.9	11.0	28.9	9.6	0.0	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.3	53.3	36.6	54.3	32.5	35.0	27.0	34.1	36.6	28.1	0.0	38.1
LnGrp LOS	E	D	D	D	C	D	C	C	D	C		D
Approach Vol, veh/h	554			1235			1317			556		
Approach Delay, s/veh	47.9			43.2			33.8			33.4		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	50.1	21.9	50.0	31.6	26.5	25.6	46.3				
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	69.0	24.5	43.5	50.5	25.5	32.5	35.5				
Max Q Clear Time (g_c+I1), s	2.5	18.8	14.8	45.5	23.1	14.4	18.2	19.1				
Green Ext Time (p_c), s	0.0	3.5	0.5	0.0	2.1	2.1	0.8	1.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	39.0											
HCM 7th LOS	D											

Buildout Conditions - PM Peak Hour (with overlaps)
Committed Geom/Overlap NB/EB rights

Page 2

Appendix H

Turn-Lane Analysis Worksheets

Eastbound Right-Turn Lane Analysis - Warm Springs Avenue at Driveway #1 - AM Peak Hour

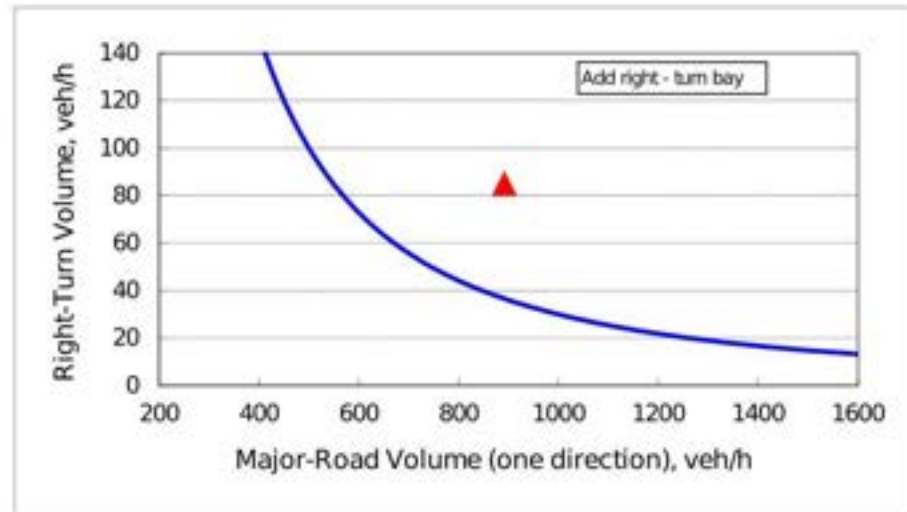
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	892
Right-turn volume, veh/h:	85

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	37
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	



Eastbound Right-Turn Lane Analysis - Warm Springs Avenue at Driveway #1 - PM Peak Hour

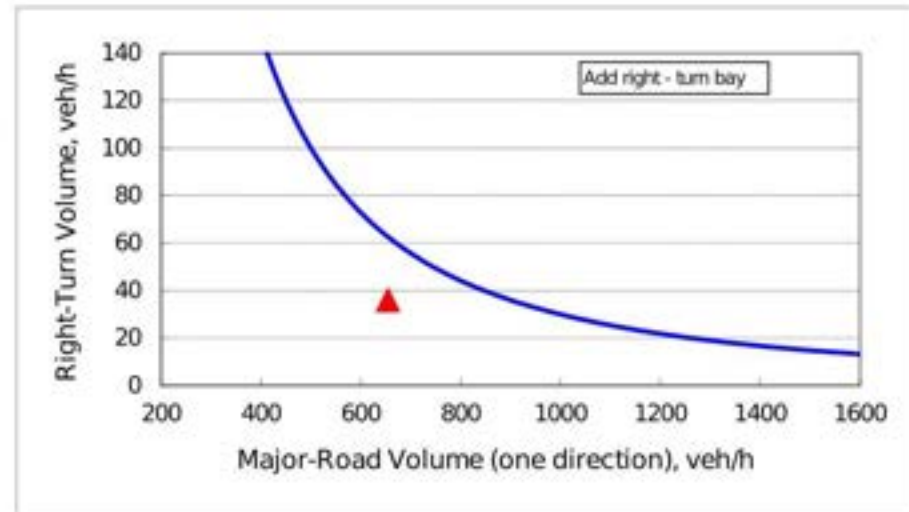
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	655
Right-turn volume, veh/h:	36

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	62
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	Do NOT add right-turn bay.



**WARM SPRINGS AVE PROPERTY
5035, 5069, & 5099 WARM SPRINGS AVE,
WILDWOOD, FL 34785
SUMTER COUNTY, FLORIDA**



ENVIRONMENTAL ASSESSMENT REPORT

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March 18, 2026

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Appendix B: National Wetlands Inventory Map
Appendix C: Photographs of the Subject Property

WARM SPRINGS AVE PROPERTY
5035, 5069, & 5099 WARM SPRINGS AVE,
WILDWOOD, FL 34785
SUMTER COUNTY, FLORIDA

ENVIRONMENTAL ASSESSMENT REPORT

1.0 INTRODUCTION

The Warm Springs Ave Property project site is approximately 3.19 +/- acres in size. The Sumter County Property Appraiser's website lists the Parcel ID No.'s as #G33-147, #G33-075, and #G33-015 (Appendix A). The subject property is located at 5035, 5069, and 5099 Warm Springs Avenue, approximately 1.2 miles west of the intersection of Warm Springs Ave and the Florida Turnpike in Section 33, Township 19 South, Range 23 East at latitude 28.799096 North and longitude -82.019452 West, Wildwood, Sumter County, Florida (Figure 1). An aerial photograph of the subject 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 undeveloped. Historic aerials were researched back to 1960 and USGS topographic maps were researched back to 1895. Early aerial photographs show the project site as undeveloped. By 1999, what appears to be a mobile home is visible. By 2007 an additional mobile home is visible on the subject property. Over the decades, it seems little change has occurred onsite except for some natural vegetation recruitment throughout. 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 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 are elevations are approximately 75' msl (Figure 3). Elevations were found to be consistent throughout the subject property.

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). One (1) soil type lies within the subject property boundary. A brief description of this soil type is presented below.

33) Sparr fine sand, bouldery subsurface, 0 to 5 percent slopes (3.19 ac/100%)

The Sparr series consists of very deep, somewhat poorly drained, moderately slowly to slowly permeable soils on uplands of the coastal plain. They formed in thick beds of sandy and loamy marine sediments. Near the type of location, the mean annual temperature is about 72 degrees F., and the mean annual precipitation is about 55 inches. Slopes range from 0 to 8 percent. 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 (*Gordonia lasianthus*), and magnolia (*Magnolia grandiflora*). This soil type is found throughout the subject property.

2.3 Vegetative Community Analysis – Habitat Characterizations

Pedestrian surveys of the subject property were conducted on March 15, 2026 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). One (1) land-use type was determined for the subject property (Figure 5). A brief description of each FLUCFCS community follows. Photographs are provided in Appendix C:

FLUCFCS No. 190 – Open Land (3.19 ac/100%)

This category includes undeveloped land within urban areas and inactive land with street patterns but without structures. Open Land normally does not exhibit any structures or any indication of intended use. Often, urban inactive land may be in a transitional state and ultimately will be developed into one of the typical urban land uses although at the time of inventory, the intended use may be impossible to determine from aerial photo interpretation alone. This land use type is located throughout the entire subject property. The vegetative species observed in this area includes: scattered laurel oak (*Quercus laurifolia*), live oak (*Quercus virginiana*), magnolia (*Magnolia grandiflora*) and camphor (*Cinnamomum*

camphora); with sub species consisting of dog fennel (*Eupatorium capillifolium*), caesarweed (*Urena lobata*), and beauty berry (*Callicarpa americana*).

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

Brown anole (*Norops sagrei*)

Eastern black racer (*Coluber constrictor*)

Birds

Mourning Dove (*Zenaida macroura*)

Northern Mockingbird (*Agelaius phoeniceus*)

Mammals

None

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 (FWCC) 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 March 15, 2026 (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 FWCC'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 (FWCC), 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 Lake 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. Suitable habitat for foraging or nesting was located within the limits of the project site. During the field surveys no listed wading birds were observed.

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 foraging and/or 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 surveys for this report. No further action is required pertaining to the Florida sandhill crane at this time.

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 any 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 1.3 miles to the north at latitude 28.818000 and longitude – 81.017333 (Figure 7). Its first observation was in 2008 and was listed "unknown" during the 2025 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 approximately 1.3 miles from the proposed project, in addition to the natural vegetative buffer that exists. As a result, it is not necessary to submit a Bald Eagle Management Plan.

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 habitat is necessary to confirm no nesting activities are present. At the time of the survey, suitable habitat for nesting or foraging was not located on site, and no signs or individual Snail kites 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 distribution 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 the USFWS. No further action is required pertaining to the Florida scrub-jay.

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 the Audubon's Crested Caracara is listed as threatened by the USFWS and the FFWCC primarily due to habitat loss. The 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. The Audubon's Crested Caracara also uses improved or semi-improved pasture with seasonal wetlands. Audubon's Crested Caracaras construct new nest each nesting season, often in the same tree as the previous year. The subject site does not fall within the USFWS Audubon's Crested Caracara consultation area and no crested caracaras were observed during the field surveys. Suitable foraging habitat for this species does not exist within the project boundaries. 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 exist 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 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 of the neck, 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 habitat does not exist within the boundary of the subject property and no signs or individuals were observed during field investigations for this report. No further action is required pertaining to this species at this time.

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 March 15, 2026, 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 absence of gopher tortoise burrows decreases 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 surveys conducted for this report there were no (0) "potentially occupied" burrows located on the site (Figure 6). It is recommended that a more thorough survey be performed before the initiation of any construction activities to ensure that no additional gopher tortoise burrows exist on 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 any 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. Sumter County does not fall within the USFWS Consultation Area for the Florida sand skink. The three most important factors in determining the presence of sand skinks are location, elevation, and suitable soils. Skinks are found typically at elevations of 80 feet or more above sea level in excessively drained, well-drained, and moderately well-drained sandy soils. The subject property does not occur within the USFWS consultation area for this species. Based on the USFWS protocol, a survey for sand skinks will not be required.

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. Suitable habitat for this species was not identified on the subject property, and no signs or individuals were observed. No further action pertaining to this species is required at this time.

3.3.4 Florida Pine Snake

Florida pine snake (Pituophis melanoleucus mugitus)

State Listed as "Threatened" by FFWCC

The Florida pine snake is one of the largest snakes in eastern North America (*Bartlett and Bartlett 2003*). This species can reach a length of up to 84 inches (213 centimeters). It has a brown back with dark blotches, white belly, ridged scales, small head, and pointed snout (*Florida Natural Areas Inventory 2001*).

The Florida pine snake inhabits areas that feature well-drained sandy soils with a moderate to open canopy (*Franz 1992, Ernst and Ernst 2003*). This species can be found from southwest South Carolina, west to Mobile Bay in Alabama, south to Florida (excluding the Everglades) (*Conant and Collins 1991, Ernst and Ernst 2003, Florida Natural Areas Inventory 2001*).

Habitat loss has been an issue for the Florida pine snake. By 1987, 88% of scrub habitat in Florida had been lost to development (*Kautz et al. 1993*). Other habitat for this species includes the longleaf pine community, of which 97% has been converted to agriculture, pine plantations, and urban areas (*Noss et al. 1995*). Habitat loss and fragmentation is a result of commercial and residential development, silviculture (controlling the growth and quality of forests through timber management), mining, and road construction. The alteration of its fire-dependent habitat can cause less favorable living conditions for the Florida pine snake due to the encroachment of hardwoods (*Means 2005*).

On the date of the onsite assessment, suitable habitat for this species was not identified, and no signs or individuals were observed. No further action pertaining to this species is required at this time.

3.3.5 Short-Tailed Snake

Short-tailed snake (Lampropeltis extenuate)

State Listed as "Threatened" by FFWCC

The short-tailed snake (also called the short-tailed kingsnake) is a small, slender fossorial (adapted to digging and living underground) snake. It can reach a length of up to 20 inches (51 centimeters). Its body is gray colored with 50-80 brown spots that are separated by yellow to red sections. This species has a small head that is indistinct from its body, smooth scales, and a tail that makes up less than 10% of the body (*Florida Natural Areas Inventory 2001, Campbell and Moler 1992*).

Short-tailed snakes can primarily be found burrowed in sandy soils, particularly longleaf pine and xeric (habitat that needs little water) oak sandhills, but they may also be found in scrub and xeric hammock habitats (*Van Duyn 1939, Carr 1940, Campbell and Moler 1992, Enge 1997*). This species is endemic to Florida, as they can only be found from the Suwannee River south to Highlands County (*records from museums, FNAI, and the literature*).

Alterations and destruction of xeric uplands seem to be the biggest threat to the short-tailed snake. The clear cutting of longleaf pine and turkey oak in their habitat is thought to seriously affect the short-tailed snake (*Campbell and Moler 1992*). Crowned snakes are abundant in xeric habitats and this loss of habitat affects their main food supply (*Mushinsky and Witz 1993, Enge 1997*). Increased predation from red fire ants is also a potential threat to the short-tailed snake (*Mount 1981*).

On the date of the onsite assessment, suitable habitat for this species was identified, though no signs or individuals were observed. No further action pertaining to this species is required at this time.

3.3.6 Florida Bonneted Bat

Florida bonneted bat (Eumops floridanus)

Federally Listed as "Endangered" by USFWS and FFWCC

Also known as the Florida mastiff bat, this species is the largest bat found in Florida (*Belwood, 1992*). It can reach a length of 6.5 inches (16.5 centimeters) and a wingspan of 20 inches (51 centimeters). The pelage (hair) color ranges from black to brown to grayish or cinnamon brown (*Belwood, 1992; Best, 1997; Timm and Genoways, 2004; J. Gore, pers. comm., 2011*).

Florida bonneted bats are thought to be exceedingly rare, only occurring in a handful of counties in south Florida, and have one of the most restrictive ranges of any bat species in the U.S. To date, only a few bonneted bat nursery roosts have been documented. Bonneted bats have been detected foraging in a variety of habitats including semitropical forests with tropical hardwood, pineland, and mangrove habitats, as well as man-made areas such as golf courses and

neighborhoods (*Robson, 1989*). They are thought to have unusual roosting habits in that one male will roost with several different females at one time (*Belwood 1981; Belwood 1992; Best 1997*).

The subject property does not occur within the USFWS consultation area for this species. At this time, no further action is required.

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

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 observed within, or immediately adjacent to, the subject property.

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 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 FDEP 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 U.S. Army Corps of Engineers

The ACOE regulates wetlands connected to “Waters of the United States” and “Adjacent Waters” under Section 404 of the Clean Water Act. Following recent regulatory changes, jurisdiction over Section 404 permitting has been transferred back to the ACOE, in part due to the U.S. Supreme Court decision in *Sackett v. Environmental Protection Agency*, 598 U.S. 651 (2023). This decision significantly narrowed the definition of “waters of the United States” by restricting federal regulatory reach over wetlands that do not have a continuous surface connection to larger, navigable waters. Based on previous Supreme Court rulings, such as *Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers*, No. 99-1178 (2001) (SWANCC), and *Rapanos v. United States* and *Carabell v. United States*, 126 S. Ct. 2208 (2006), isolated wetlands are non-jurisdictional, and the ACOE must demonstrate a physical, biological, or chemical nexus to navigable waters to claim jurisdiction. A consultation with ACOE staff may be necessary to confirm that no Waters of the United States (WOTUS) 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 Warm Springs Ave Property project site is approximately 3.19 +/- acres in size. The Sumter County Property Appraiser’s website lists the Parcel ID No.’s as #G33-147, #G33-075, and #G33-015 (Appendix A). The subject property is located at 5035, 5069, and 5099 Warm Springs Avenue, approximately 1.2 miles west of the intersection of Warm Springs Ave and the Florida Turnpike in Section 33, Township 19 South, Range 23 East at latitude 28.799096 North and longitude -82.019452 West, Wildwood, Sumter County, Florida (Figure 1). An aerial photograph of the subject property is provided as Figure 2.

On March 15, 2026, Warm Springs Ave 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 no (0) “potentially occupied” gopher tortoise burrows. It is recommended that a 100% survey be conducted prior to the initiation of

any construction activities. The survey is good for 90 days but can be revisited any time after the 90-day period. No listed avian species described in Section 3.2 were observed during investigations for this report.

The environmental limitations described in this document are based on observations and technical information on the date of the on-site evaluation. 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,



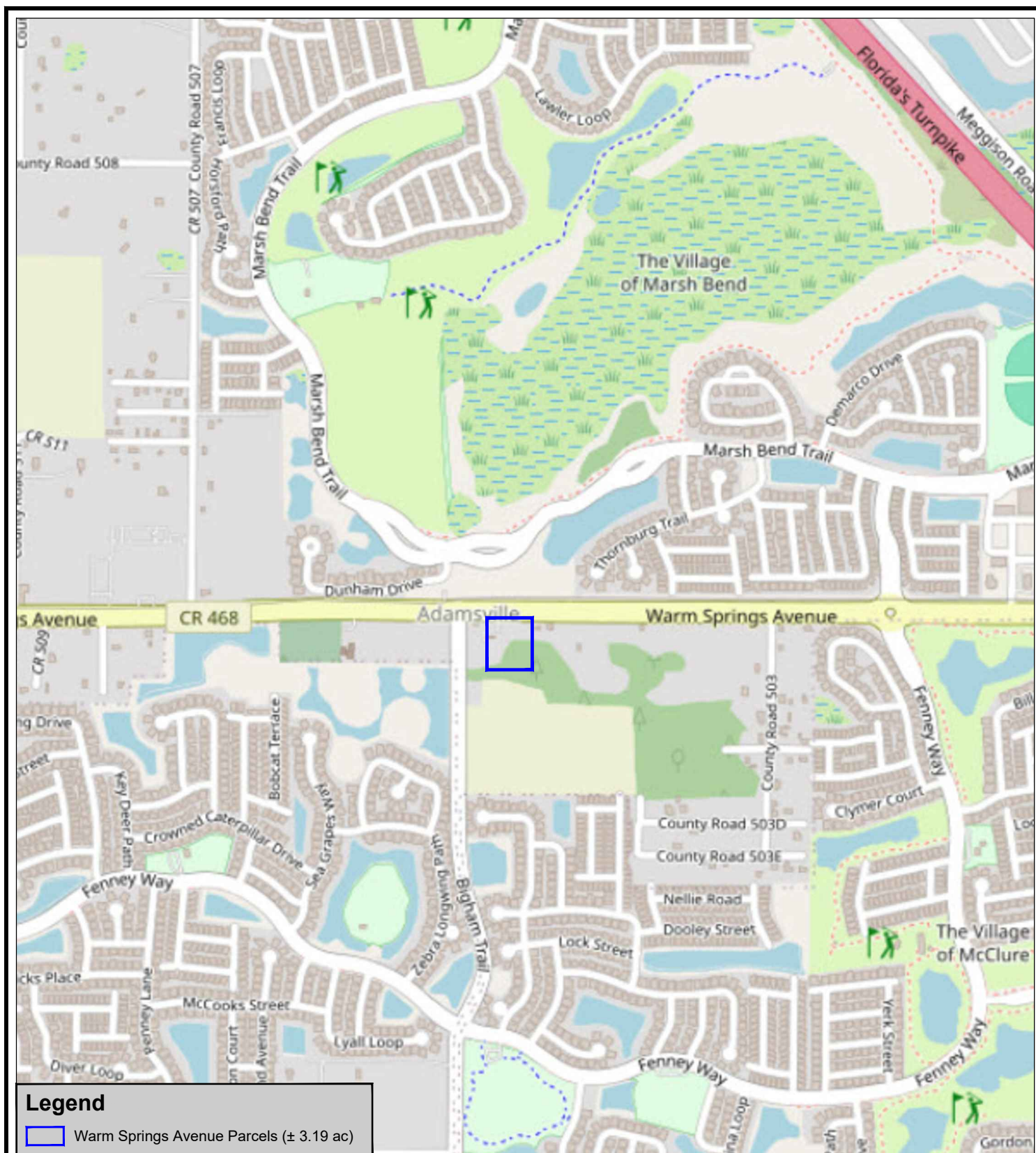
Rachel Melton.
Environmental Specialist



Timothy J. Talbot
President



FIGURES



Source: OpenStreetMap

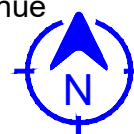


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 Website: www.stillwaterenvironmental.com

Warm Springs Avenue Property
 5035, 5069 & 5099 Warm Springs Avenue
 Wildwood, Florida 34785

Figure #1

Location Map
 Environmental Assessment



1000 Feet

Project # 1372.02.26

Produced By: MLP

Date: 03/05/2026



Legend

Warm Springs Avenue Parcels (± 3.19 ac)

S33;T19S;R23E
 Lat: 28.799096
 Long: -82.019452

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



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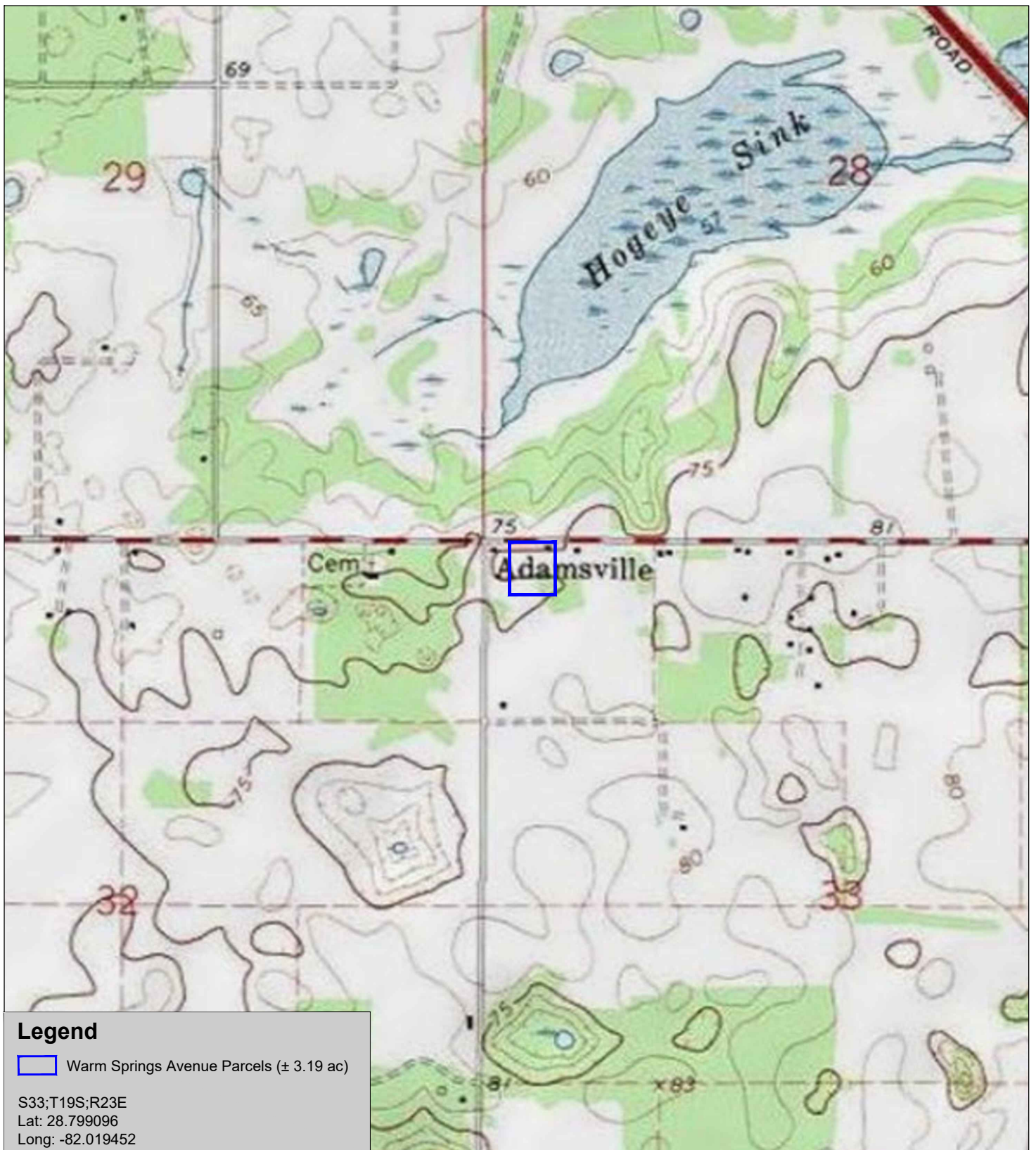
Warm Springs Avenue Property
 5035, 5069 & 5099 Warm Springs Avenue
 Wildwood, Florida 34785

Figure #2 Aerial Photograph (2023) Environmental Assessment



250
 Feet

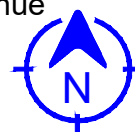
Project # 1372.02.26
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 Date: 03/05/2026



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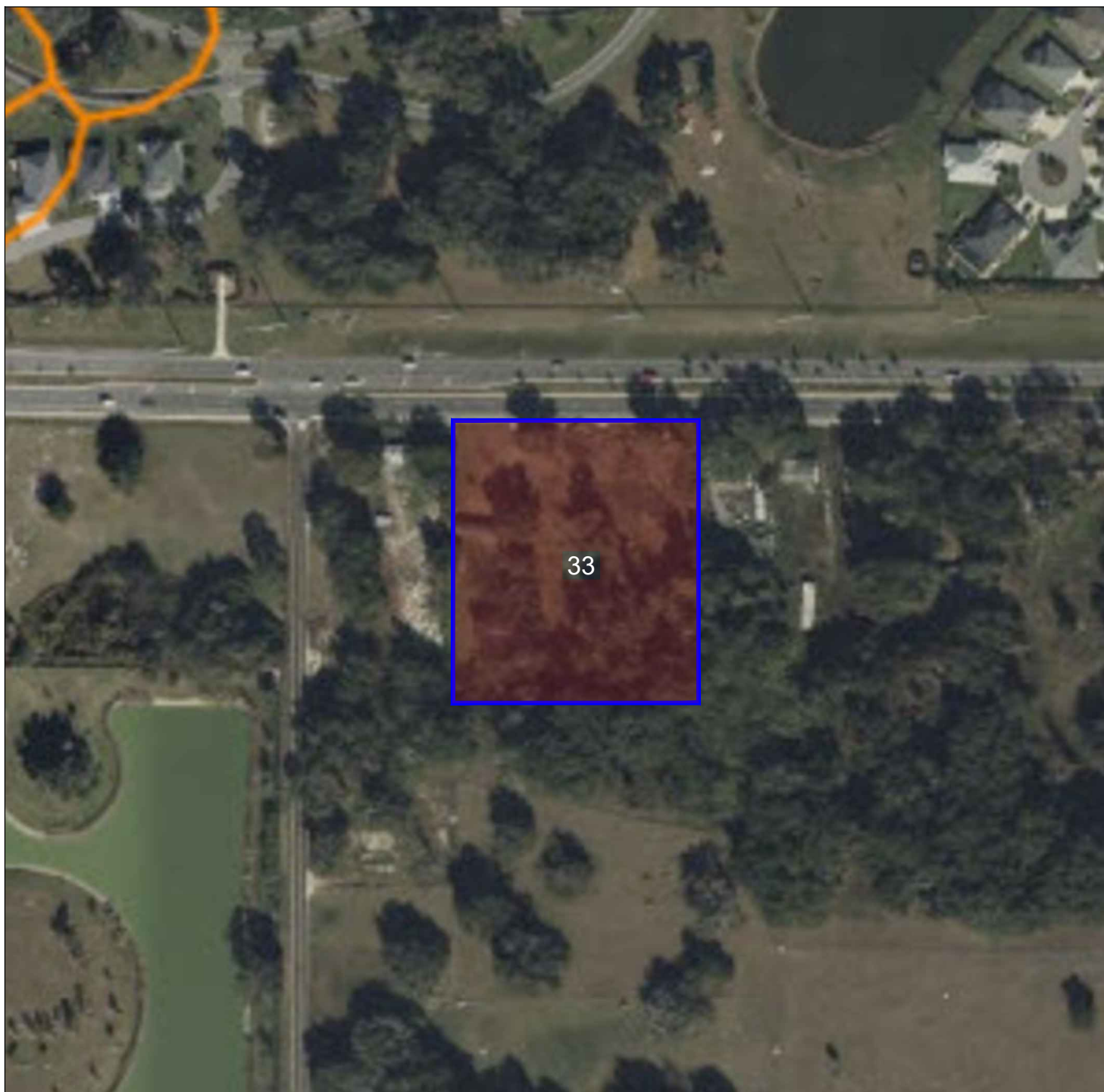
Warm Springs Avenue Property
 5035, 5069 & 5099 Warm Springs Avenue
 Wildwood, Florida 34785

Figure #3
U.S.G.S. Topographic Map
 Environmental Assessment



1000 Feet

Project # 1372.02.26
 Produced By: MLP
 Date: 03/05/2026



Legend

 Warm Springs Avenue Parcels (± 3.19 ac)

Sumter County Soils

 33 - Sparr fine sand, bouldery subsurface, 0 to 5 percent slopes (3.19 ac/100%)

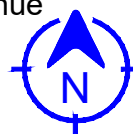
Source: <https://websoilsurvey.sc.egov.usda.gov>



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Figure #4
USDA - NRCS Soil Map
Environmental Assessment



200
Feet

Project # 1372.02.26
Produced By: MLP
Date: 03/05/2026



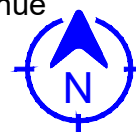
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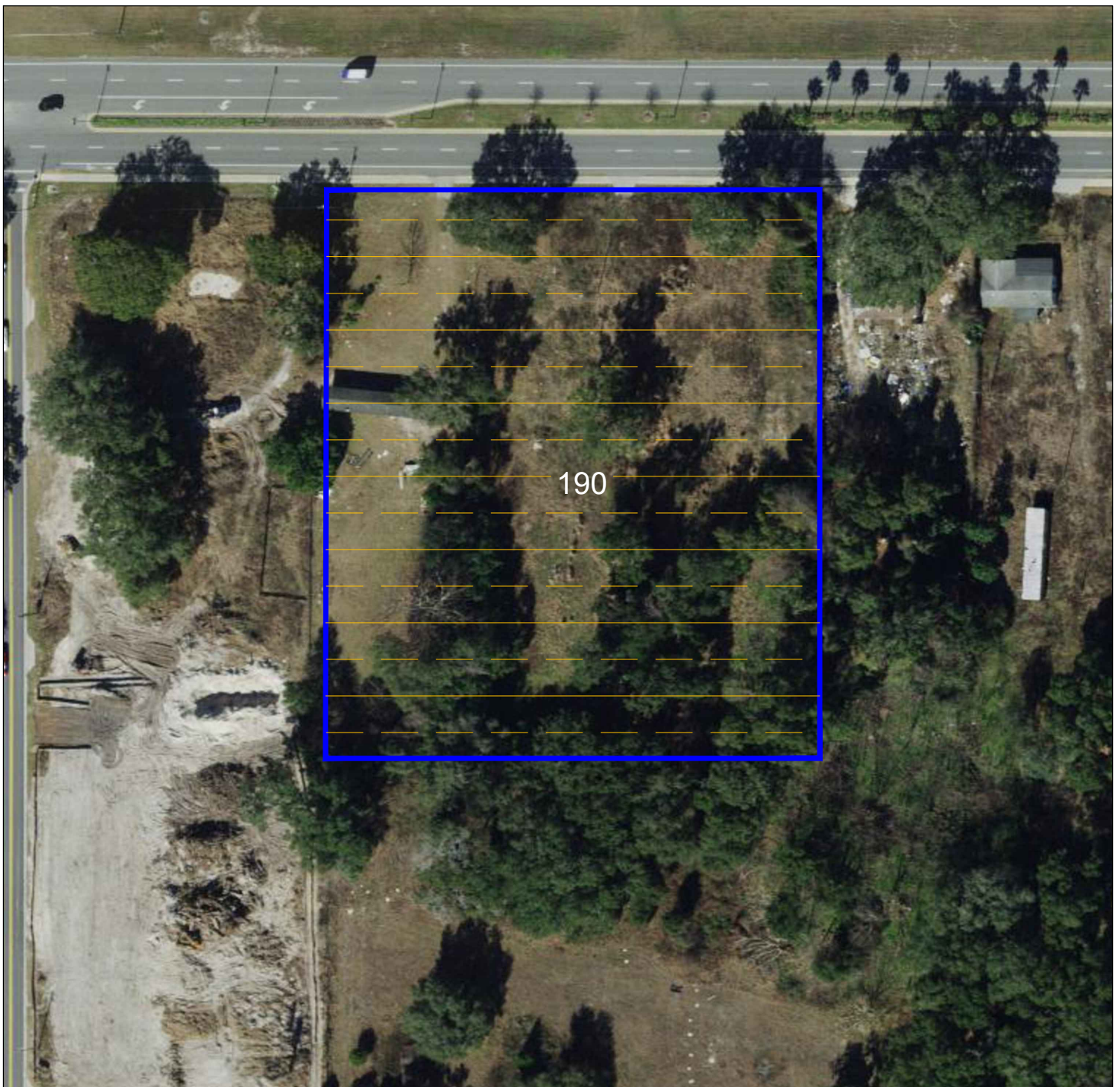
Warm Springs Avenue Property
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Wildwood, Florida 34785

Figure #5
FLUCFCS Map
Environmental Assessment



100 Feet

Project # 1372.02.26
Produced By: MLP
Date: 03/19/2026



Legend

-  Warm Springs Avenue Parcels (± 3.19 ac)
-  Listed Species Survey Routes
(Survey Date: 03/15/2026)
-  Gopher Tortoise Burrow (0)

Sumter County Florida Land Use, Cover, and Forms Classification System (FLUCFCS)

190 - Open Land (3.19 ac/100%)

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



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Figure #6 Listed Species Survey Routes Environmental Assessment

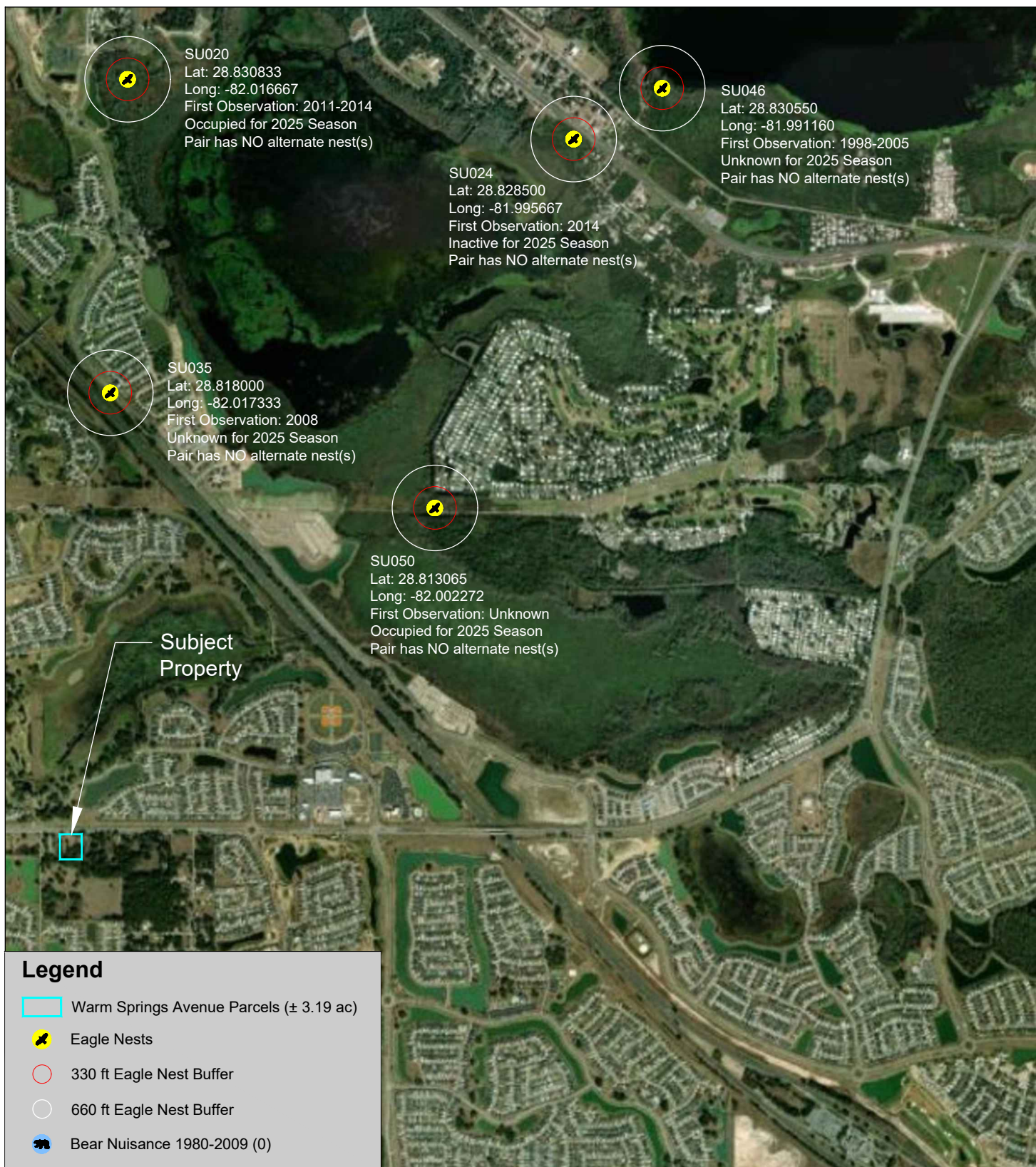


80 Feet

Project # 1372.02.26

Produced By: MLP

Date: 03/19/2026



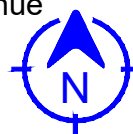
Sources: <https://myfwc.maps.arcgis.com/apps/webappviewer/>; <https://audubon.maps.arcgis.com/apps/webappviewer/>; <https://geodata.myfwc.com/datasets/wading-bird-rookeries-1999/>; <https://myfwc.maps.arcgis.com/apps/webappviewer/index.html?id=0c634d5ba4cc47baa82de0ed2782426c>



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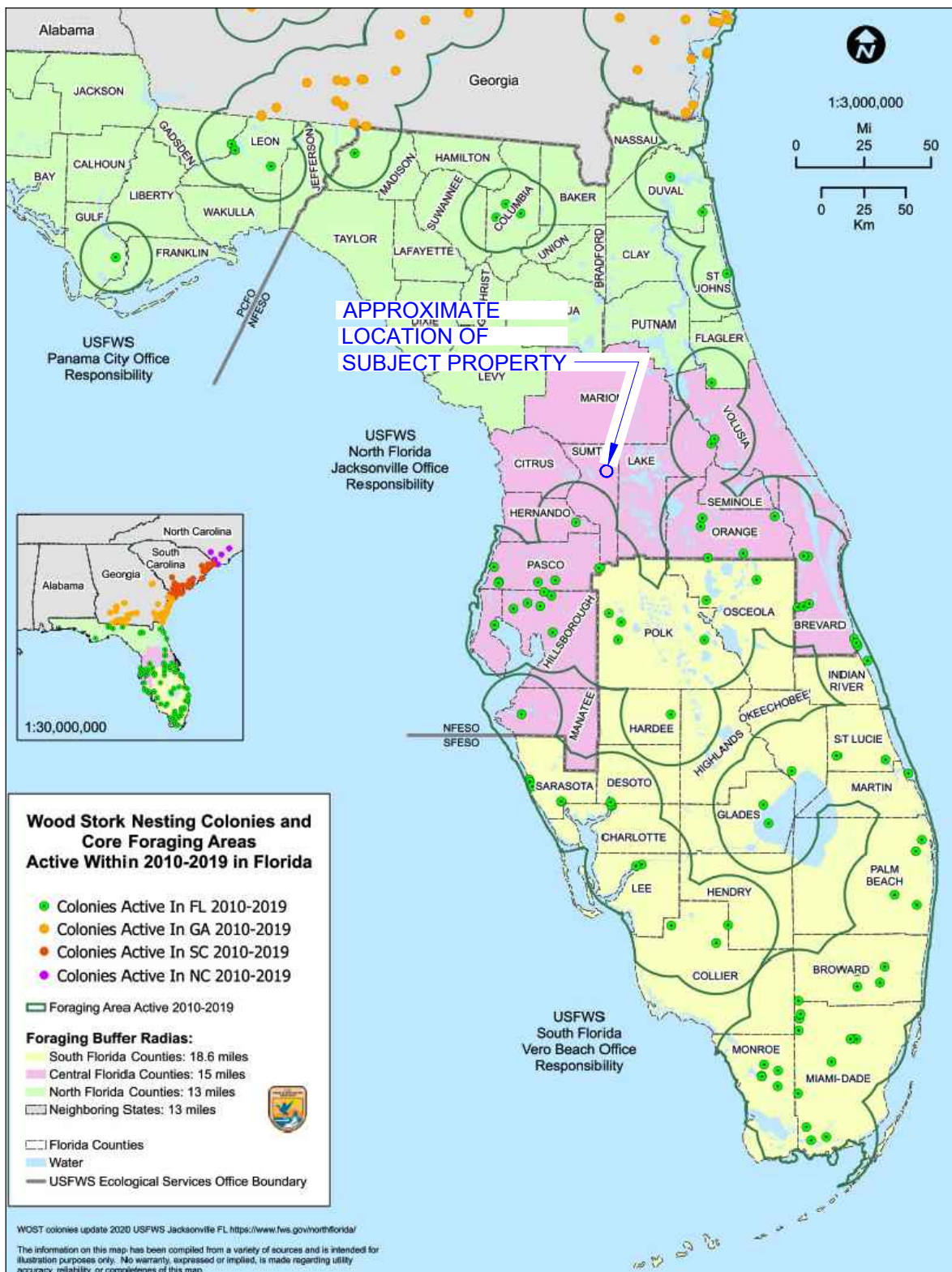
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 Wildwood, Florida 34785

Figure #7
Wildlife Proximity Map
 Environmental Assessment



0.4 Miles

Project # 1372.02.26
 Produced By: MLP
 Date: 03/05/2026



Source: WOST colonies update 2019 USFWS Jacksonville, FL <https://www.fws.gov/northflorida/>

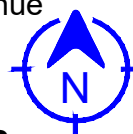


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Figure #8

Wood Stork Foraging Areas Environmental Assessment



58 Miles

Project # 1372.02.26

Produced By: MLP

Date: 03/05/2026

TABLES

TABLE 1

TABLE 1: PROTECTED FAUNA FOUND IN SUMTER COUNTY, FLORIDA, AND THEIR EXPECTED OCCURRENCE ON THE WARM SPRINGS AVE 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	Low: No 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, none sighted, not found in area
<u>Stilosoma extenuatum</u> Short-tailed snake	ST	—	Sandy upland ridges; xeric oak pine woods; xeric oak hammocks	Med: 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, none sighted
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: no 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 WARM SPRINGS DRIVE PROPERTY PROJECT SITE

SPECIES	FWC STATUS	USFWS STATUS	PREFERRED HABITAT	PROBABILITY OF OCCURANCE
BIRDS (cont.)				
<u>Egretta tricolor</u> Tricolored heron	ST	—	Lake littorus; shallow ponds and marshes	Low: No habitat available, none 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, none 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
<u>Laterallus jamaicensis jamaicensis</u> Eastern Black Rail	FT	T	Wetland dependent; requires dense overhead cover and soils that are moist to saturated (occasionally dry).	Low: no habitat available, outside of known range, no signs or individuals observed sighted
<u>Ammodramus savannarum floridanus</u> Florida grasshopper sparrow	FE	E	Large treeless grasslands dominated by bunch grasses, low shrubs, and saw palmetto	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
<u>Puma concolor coryi</u> Florida Panther	FE	E	Pinelands, tropical hardwood hammocks, and mixed freshwater swamp forests	Low: No habitat available, none sighted

*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 WARM SPRINGS AVE 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 onsite, 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 WARM SPRINGS AVE PROPERTY PROJECT SITE

SPECIES	FWC STATUS (1)	USFWS STATUS (2)	PREFERRED HABITAT (3)	PROBABILITY OF OCCURANCE (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, none found
Rhaphidophyllum 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 found

APPENDICES

APPENDIX A

Summary

Parcel Number G33-147
 Site Location 5035 WARM SPRINGS AVE
 City WILDWOOD
 Zip 34785
 Tax District SUMTER COUNTY (1001V)
 City Code SUMTER COUNTY - TV FIRE
 NeighborhoodCode 1002
 Section Twp Range 33-19-23
 Property Usage MOBILE HOME
 Legal Description BEG 921 FT N OF SW COR OF NW1/4 OF NW1/4 RUN E 210 FT FOR POB RUN N 399 FT E 105 FT S 39 9 FT W 105 FT TO POB LESS RD
 Brief Tax Description (Note: The Description above is not to be used on legal documents.)
 Acres 0.96

Owner

WAGNER BROCK H & MILLER C CHRISTINE (JT)
 1824 JUSTICE LN
 THE VILLAGES, FL 32163

Map



Land

Line #	Use	Frontage	Depth	Units	Unit Type
1	0101M - Acreage .51-1.0 AC	0	0	0.96	AC

Sales

Due to the Sumter Clerk's conversion to a new system, some older documents may not be available online. Should you need a copy of a document, please, call the Clerk's office at 352-569-6600, and they will assist you. The Property Appraiser's staff is unable to provide you with the image.

Sale Date	Sale Price	Instrument	Book/Page	Qualification	Vacant/Improved	Grantee
5/4/2021	\$199,000	WARRANTY DEED	4010/381	Q	Improved	WAGNER BROCK H & MILLER C CHRISTINE (JT)
4/1/2005	\$0	DEATH CERTIFICATE	1512/483	U	Vacant	MINNER SHIRLEY L
9/1/1997	\$12,500	WARRANTY DEED	652/611	Q	Improved	UNKNOWN
5/1/1989	\$100	WARRANTY DEED	386/78	U	Vacant	UNKNOWN

Valuation

Assessed Year	2025	2024	2023	2022	2021
+ Land Value	\$18,240.00	\$15,360.00	\$15,360.00	\$13,440.00	\$13,440.00
+ Improvement Value	\$0.00	\$0.00	\$0.00	\$54,930.00	\$54,930.00
+ Total Misc. Value	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
= Total Market Value	\$18,240.00	\$15,360.00	\$15,360.00	\$68,370.00	\$68,370.00
- SOH/deferred	\$1,350.00	\$0.00	\$0.00	\$0.00	\$30,210.00
= Assessed Value	\$16,890.00	\$15,360.00	\$15,360.00	\$68,370.00	\$38,160.00
- Exempt Value	\$0.00	\$0.00	\$0.00	\$0.00	\$25,000.00
= Taxable Value	\$16,890.00	\$15,360.00	\$15,360.00	\$68,370.00	\$13,160.00

TRIM Notices

TRIM Notice (PDF)

PRC (2025 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, Sketch, , Comp Search (Commercial), Comp Search (Vacant).

DISCLAIMER This information was derived from data which was compiled by the Sumter County Property Appraiser's Office solely for the governmental purpose of property assessment. This information should not be relied upon by anyone as a determination of the ownership of property or market value. No warranties, expressed or implied, are provided for the accuracy of the data herein, its use, or its interpretation. Although regularly updated, this information may not reflect the data on file.

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 **SCHNEIDER**
GEOSPATIAL

Summary

Parcel Number G33-075
 Site Location 5069 WARM SPRINGS AVE
 City WILDWOOD
 Zip 34785
 Tax District SUMTER COUNTY (1001V)
 City Code SUMTER COUNTY - TV FIRE
 NeighborhoodCode 1002
 Section Twp Range 33-19-23
 Property Usage VACANT
 Legal Description BEG 307 YD N OF THE SW COR OF NW 1/4 OF NW 1/4 RUN
 E 105 YD FOR POB RUN N 133 YDS E 37-1/3 YDS S 133 YDS
 W 37-1/3 YD TO POB LESS RD R/W
 (Note: The Description above is not to be used on legal documents.)
 Brief Tax Description Acres 1



Owner

KWMPMH LLC
 11962 CR 101 STE 305
 THE VILLAGES, FL 32162

Map



Land

Line #	Use	Frontage	Depth	Units	Unit Type
1	0101M - Acreage .51-1.0 AC	0	0	1	AC

Sales

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Sale Date	Sale Price	Instrument	Book/Page	Qualification	Vacant/Improved	Grantee
1/31/2019	\$200,000	WARRANTY DEED	3522/561	Q	Improved	KWMPMH LLC
5/1/2012	\$40,400	WARRANTY DEED	2450/612	Q	Improved	WINTER CHRISTIE J & REBECCA (H/W)
6/1/2005	\$30,000	WARRANTY DEED	1388/030	Q	Improved	SNOOK GORDON M JR & INGRID S
4/1/2005	\$100	CORRECTIVE DEED	1358/621	U	Improved	WILLIAMS LARRY W & LEANNE C
3/1/2005	\$100	QUIT-CLAIM DEED	1354/350	U	Vacant	WILLIAMS LARRY W & LEANNE C
11/1/2004	\$0	DEATH CERTIFICATE	1354/352	U	Vacant	WILLIAMS LARRY W & LEANN C
6/1/2001	\$0	WARRANTY DEED	891/716	U	Improved	WILLIAMS LARRY W & LEANN C
9/1/1979	\$0	WARRANTY DEED	221/651	U	Improved	FOWLER C W SR & SHIRLEY

Valuation

Assessed Year	2025	2024	2023	2022	2021
+ Land Value	\$19,000.00	\$16,000.00	\$16,000.00	\$14,000.00	\$14,000.00
+ 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	\$19,000.00	\$16,000.00	\$16,000.00	\$14,000.00	\$14,000.00
- SOH/deferred	\$1,400.00	\$0.00	\$600.00	\$0.00	\$0.00
= Assessed Value	\$17,600.00	\$16,000.00	\$15,400.00	\$14,000.00	\$14,000.00
- Exempt Value	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
= Taxable Value	\$17,600.00	\$16,000.00	\$15,400.00	\$14,000.00	\$14,000.00



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[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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 **SCHNEIDER**
GEOSPATIAL

Summary

Parcel Number G33-015
 Site Location 5099 WARM SPRINGS AVE
 City WILDWOOD
 Zip 34785
 Tax District SUMTER COUNTY (1001V)
 City Code SUMTER COUNTY - TV FIRE
 NeighborhoodCode 1002
 Section Twp Range 33-19-23
 Property Usage VACANT
 Legal Description BEG 921 FT N & 427 FT E OF SW COR OF NW 1/4 OF NW 1/4
 RUN N 399 FT E 134 FT S 399 FT W 134 FT TO POB
 (Note: The Description above is not to be used on legal documents.)
 Brief Tax Description
 Acres 1.23



Owner

KWMPMH LLC
 11962 CR 101 STE 305
 THE VILLAGES, FL 32162

Map



Land

Line #	Use	Frontage	Depth	Units	Unit Type
1	0102M - Acreage 1.1-2 AC	0	0	1.23	AC

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Sale Date	Sale Price	Instrument	Book/Page	Qualification	Vacant/Improved	Grantee
10/17/2018	\$200,000	WARRANTY DEED	3482/394	Q	Improved	KWMPMH LLC
5/1/1990	\$0	WARRANTY DEED	407/220	U	Improved	WILLIAMS BOBBY E AND ANNA L
2/1/1990	\$15,000	WARRANTY DEED	401/376	Q	Improved	UNKNOWN
9/1/1964	\$3,500	WARRANTY DEED	61/363	U	Improved	UNKNOWN

Valuation

Assessed Year	2025	2024	2023	2022	2021
+ Land Value	\$20,910.00	\$16,360.00	\$16,360.00	\$13,900.00	\$13,900.00
+ 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	\$20,910.00	\$16,360.00	\$16,360.00	\$13,900.00	\$13,900.00
- SOH/deferred	\$2,920.00	\$0.00	\$1,070.00	\$0.00	\$0.00
= Assessed Value	\$17,990.00	\$16,360.00	\$15,290.00	\$13,900.00	\$13,900.00
- Exempt Value	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
= Taxable Value	\$17,990.00	\$16,360.00	\$15,290.00	\$13,900.00	\$13,900.00



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APPENDIX B



Source: <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>



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

Warm Springs Avenue Property
5035, 5069 & 5099 Warm Springs Avenue
Wildwood, Florida 34785

Appendix B

National Wetland Inventory Map
Environmental Assessment



250 Feet

Project # 1372.02.26

Produced By: MLP

Date: 03/05/2026

APPENDIX C



Subject Property (FLUCFCS 190)



Subject Property



Subject Property



Subject Property

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: 25-1500 Preston Place Commercial Site

REQUESTED ACTION: The Project Review Committee recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

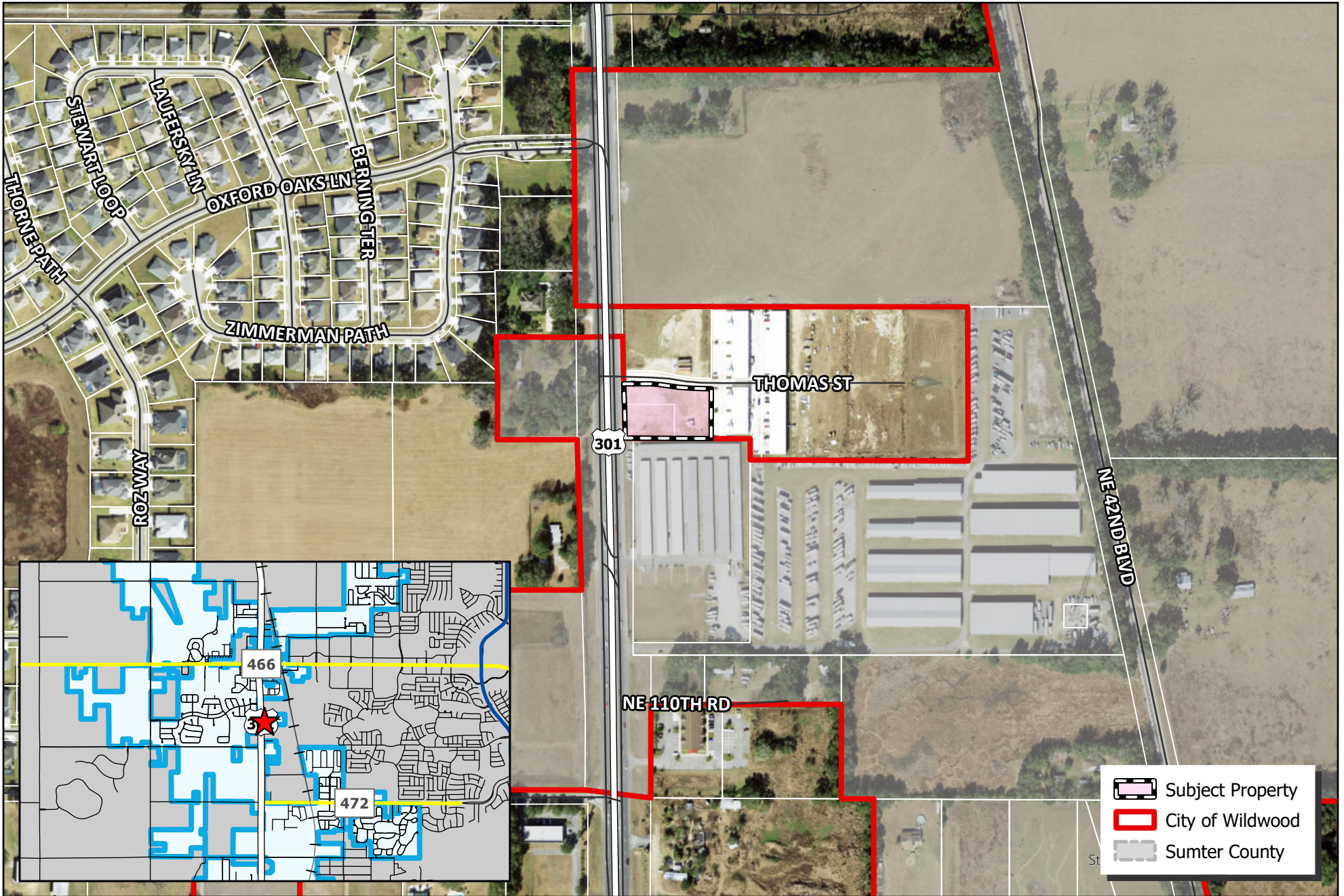
Case Number	25-1500 - Preston Place Commercial Site
Owner/Applicant	CW4 Inc. / Winston Bailey
Acreage	1.10 +/-
Property Location	The subject property is generally located on the east side of N US 301, south side of Thomas Street, and approximately a mile from the intersection of N US 301 and E C 466.
Parcel Number	D17M002
Date	June 29, 2026

The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for a 5,200 SF medical office with infrastructure improvements on 1.10 acres MOL, per the attached plans. The proposed building elevations will maintain the aesthetics of the existing buildings throughout the Preston Place commercial development.

25-1500 meets the criteria set forth within the Land Development Regulations, the Design District Standards, and is in line with the goals, objectives, and policies of the 2050 Comprehensive Plan.



McKenna Page
Planner II, Development Services



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	N 0 95 190 380 US Feet	#A25-1500 PRESTON PLACE COMMERCIAL SITE PARCELS D17-131 & D17-134	MAP 1B LOCATION MAP APR 2026
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This document, together with the concepts and design presented herein, is an instrument of service, to be included only for the specific purpose and client for which it was prepared. Reuse of any portion of this document without written authorization and signature by Kimley-Horn and Associates, Inc. and be without liability to Kimley-Horn and Associates, Inc.



CONSTRUCTION PLANS FOR PRESTON PLACE COMMERCIAL SITE

4061 THOMAS ST, OXFORD, FL 34784

CITY OF WILDWOOD, FLORIDA SECTION 17, TOWNSHIP 18 SOUTH, RANGE 23 EAST APRIL 2026

GENERAL STATEMENT:

THE CHARACTER AND INTENDED USE OF THIS PROPOSED DEVELOPMENT SHALL BE FOR A MEDICAL OFFICE BUILDING, ALONG WITH ACCOMPANYING ASPHALT PARKING AND CONCRETE SIDEWALKS, TOGETHER WITH ALL REQUIRED IMPROVEMENTS AS SHOWN HEREON.

LEGAL DESCRIPTION:

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 17, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING DESCRIBED AS FOLLOWS:

COMMENCE AT THE S.W. CORNER OF SAID SECTION 17; THENCE N02°02'40"E, ALONG THE WEST LINE OF SAID S.W. 1/4 OF SECTION 17, A DISTANCE OF 148.89 FEET; THENCE DEPARTING SAID WEST LINE, PROCEED S89°50'53"E, 48.96 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY 301.50 FEET WIDE, SAID POINT BEING THE POINT OF BEGINNING; THENCE DEPARTING SAID EASTERLY RIGHT-OF-WAY LINE, PROCEED S89°50'53"E, 275.82 FEET; THENCE N02°02'40"E, 163.86 FEET; THENCE S89°50'53"W, 10.93 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEAST, HAVING A RADIUS OF 527.00 FEET AND A CENTRAL ANGLE OF 0°53'32"; THENCE WESTERLY ALONG ARC OF SAID CURVE, A DISTANCE OF 90.69 FEET (CHORD BEARING & DISTANCE OF N85°04'07"W, 90.58 FEET) TO THE POINT OF REVERSE CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 397.80 FEET AND A CENTRAL ANGLE OF 17°10'11"; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 77.39 FEET (CHORD BEARING & DISTANCE OF N85°04'07"W, 77.17 FEET) TO THE POINT OF TANGENCY; THENCE S89°50'53"E, 105.45 FEET TO A POINT ON THE AFORESAID EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 301; THENCE S01°19'10"E, ALONG SAID EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 174.35 FEET TO THE POINT OF BEGINNING.

INFRASTRUCTURE OWNERSHIP NOTE:

ITEMS	OWNER
ROADS AND PARKING	PRIVATE
WATER	CITY OF WILDWOOD WILL OWN UP TO THE WATER METER. WATER MAIN BEYOND THE METER WILL BE PRIVATELY OWNED AND MAINTAINED.
SEWER	SANITARY SEWER, LOCATED INSIDE THE PROPERTY WILL BE PRIVATELY OWNED AND MAINTAINED.
STORMWATER FACILITIES	PRIVATE MASTER SYSTEM

ENVIRONMENTAL NOTE:

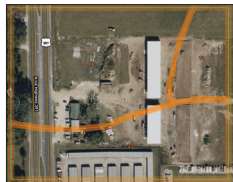
A FULL TORTOISE SURVEY SHALL BE CONDUCTED 90 DAYS PRIOR TO COMMENCING CONSTRUCTION

STATEMENT OF OWNERSHIP & CERTIFICATION

THIS IS TO HEREBY CERTIFY THAT WE, OUR SUCCESSORS AND ASSIGNS, SHALL PERPETUALLY MAINTAIN THE IMPROVEMENTS AS DESCRIBED IN THE OPERATION AND MAINTENANCE INSTRUCTIONS, AND AS SHOWN ON THESE PLANS.

CWA, INC.

SOIL CLASSIFICATION MAP

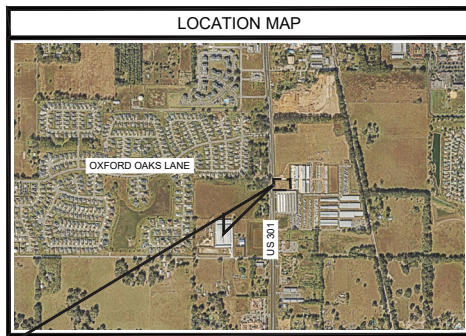


Map Unit Symbol	Map Unit Name
11	Millhopper sand, 0 to 5 percent slopes
27	Sumterville fine sand, bouldery subsurface, 0 to 5 percent slopes
66	Arredondo fine sand, bouldery subsurface, 0 to 5 percent slopes



SCALE: 1" = 100'

PROJECT



AGENCY CONTACT LISTING

ELECTRIC DUKE ENERGY 452 E. CROWN POINT RD. WINTER GARDEN, FL 34787 (850) 295-0988	WATER & SEWER CITY OF WILDWOOD 1200 INDUSTRIAL DR. WILDWOOD, FL 34785 JASON MARTIN (352) 330-1348	TELEPHONE CENTURY LINK 1325 BLAIRSTONE RD., RM 113 TALLAHASSEE, FL 32301 KURT JOOD	GARBAGE WASTE MANAGEMENT 8708 NE 44TH DRIVE WILDWOOD, FL 34785 SCOTT SOUTHAARD (904) 684-3142
--	--	--	--

PROJECT OWNER AND CONSULTANTS

OWNER CWA, INC. 3849 COUNTY RD 214, P.O. BOX 680 OXFORD, FL 34484 WINSTON BAILEY WINSTON@CWA.BIZ (850) 748-1266	CIVIL ENGINEERING CONSULTANT KIMLEY-HORN AND ASSOCIATES, INC. 1705 SE 17TH STREET, SUITE 200 OCALA, FL 34471 (352) 436-3000	GEOTECHNICAL CONSULTANT GEO-TECH, INC. 6116 SE 3RD AVE OCALA, FL 34471 (352) 684-7711	SURVEYOR ROGERS ENGINEERING, LLC 1105 SE 3RD AVE OCALA, FL 34471 (352) 622-9214
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DRAWING INDEX

SHEET	TITLE
C01.00	- COVER SHEET
C01.01	- GENERAL NOTES
C02.01	- EXISTING CONDITIONS AND DEMOLITION PLAN
C03.01	- HORIZONTAL GEOMETRY PLAN
C04.01	- PAVING, GRADING AND DRAINAGE PLAN
C05.01	- UTILITY PLAN
C06.01	- CONSTRUCTION DETAILS
C07.01	- UTILITY DETAILS
C07.02	- UTILITY DETAILS
C07.03	- UTILITY DETAILS
C07.04	- UTILITY DETAILS
C08.01	- EROSION CONTROL PLAN
C08.02	- EROSION CONTROL DETAILS
C08.03	- EROSION CONTROL NOTES

1 OF 1 - BOUNDARY & TOPOGRAPHIC SURVEY
(ROGERS ENGINEERING LLC.)

SITE DATA:

PROJECT NAME	PRESTON PLACE COMMERCIAL SITE
PROJECT LOCATION	4061 THOMAS ST OXFORD, FL 34784
OWNER	CWA, INC. 3849 COUNTY RD 214, P.O. BOX 680 OXFORD, FL 34484 WWW.WILDFLOW.COM REBERTY NO. 20108
APPLICANT	CWA, INC. 3849 COUNTY RD 214, P.O. BOX 680 OXFORD, FL 34484 WINSTON BAILEY WINSTON@CWA.BIZ (850) 748-1266

ZONING	C3
FUTURE LAND USE	COMM
PARCELS ACCT. NO.	0174660
PROJECT AREA	47.460 S.F. = 1.09 ACRES
IMPERVIOUS AREA	15,847.5 S.F. = 0.81 ACRES
FLOOD ZONE	X (AREA OF MINIMAL FLOOD HAZARD)
PROPOSED BUILDING SIZE	5,200 S.F.
PROPOSED BUILDING NUMBER OF STORIES	1 STORY
PROPOSED BUILDING HEIGHT	18'
PROPOSED NUMBER OF EMPLOYEES	10
CONSTRUCTION TYPE	RB
MINIMUM REQUIRED FIRE FLOW PER PFC	1500 GPM
REQUIRED BUILDING SETBACKS	FRONT: 30' REAR: 10' SIDE: 10'
PROPOSED BUILDING SETBACKS	FRONT: 30' REAR: 10' SIDE: 38.8'
PARKING CALCULATIONS	MEDICAL: 1 PER 250 GFA @ 5200 SF = 24 SPACES 3 VANACCESSIBLE PARKING SPACES REQUIRED
PARKING PROVIDED	45 STANDARD PARKING SPACES PROVIDED 3 VANACCESSIBLE PARKING SPACES PROVIDED 48 TOTAL PARKING SPACES PROVIDED

STANDARD NOTES:

- REPRODUCTION OF THESE PLANS IS NOT VALID UNLESS SIGNED BY THE ENGINEER IN RESPONSIBLE CHARGE AND SEALED WITH RAISED EMBOSSED SEAL.
- COPIES OF THESE PLANS AS DESIGNED BY THE PROFESSIONAL ENGINEER HAVE BEEN RETAINED BY THE ENGINEER AND HE WILL NOT BE HELD RESPONSIBLE FOR ANY SUBSEQUENT UNAUTHORIZED CHANGES TO THE REPRODUCIBLE ORIGINAL DOCUMENTS.

SURVEY:

CONTACT: ROGERS ENGINEERING, LLC.
1105 SE 3RD AVE
OCALA, FL 34471
PHONE: (352) 622-9214

NOTE: SEE TOPOGRAPHIC SURVEY BY ROGERS ENGINEERING, LLC. FOR BEARINGS & DISTANCES, MONUMENTATION, SECTION DATA, DATUM, FENCES, NOTES, AND SURVEYORS CERTIFICATION. ELEVATIONS SHOWN HEREON ARE BASED ON NATIONAL GEODETIC SURVEY BENCHMARK 8975 A, HAVING AN ELEVATION OF 102.52' (NAVD83 DATUM).

CONCURRENCY DEFERRAL NOTE:

THIS PROJECT HAS NOT BEEN GRANTED CONCURRENCY APPROVAL AND/OR RESERVED ANY PUBLIC FACILITY CAPACITIES. FUTURE RIGHTS TO DEVELOP THE PROPERTY ARE SUBJECT TO A DEFERRED CONCURRENCY DETERMINATION AND FINAL APPROVAL TO DEVELOP THE PROPERTY HAS NOT BEEN OBTAINED. THE COMPLETION OF CONCURRENCY REVIEW AND/OR APPROVAL HAS BEEN DEFERRED TO LATER DEVELOPMENT REVIEW STAGES, SUCH AS, BUT NOT LIMITED TO, BUILDING PERMIT REVIEW.

ENGINEER'S CERTIFICATION:

I HEREBY CERTIFY THAT THESE PLANS AND CALCULATIONS WERE COMPLETED IN ACCORDANCE WITH ALL APPLICABLE REQUIREMENTS OF THE CITY OF WILDWOOD LAND DEVELOPMENT REGULATIONS EXCEPT AS NOTED. THAT THE ADJACENT PROPERTIES WILL BE PROTECTED FROM STORMWATER DAMAGE AS A RESULT OF THIS PROPOSED DEVELOPMENT. THAT THE DRAINAGE FACILITIES INCORPORATED HEREON ARE SUFFICIENT IN SIZE AND THAT RIGHT DISTANCE AT DRIVEWAYS COMPLY WITH A.S.H.T.O. AND THE F.O.D.T. SITE IMPACT HANDBOOK. I FURTHER CERTIFY THAT THIS PLAN MEETS ALL REQUIREMENTS OF THE F.O.D.P. AND S.W.F.W.M.D.

OF KIMLEY-HORN AND ASSOCIATES, INC. DATE:

AGENCY PERMITS:

CITY OF WILDWOOD	ONGOING
FED	ONGOING
SWFVMD	ONGOING

IMPERATIVE:
IT IS THE SURVEYORS AND CONTRACTORS RESPONSIBILITY TO HAVE THE MOST CURRENT PLANS DURING CONSTRUCTION. CONTACT PROJECT ENGINEER PRIOR TO LAYOUT OF IMPROVEMENTS TO OBTAIN COORDINATE DATA.



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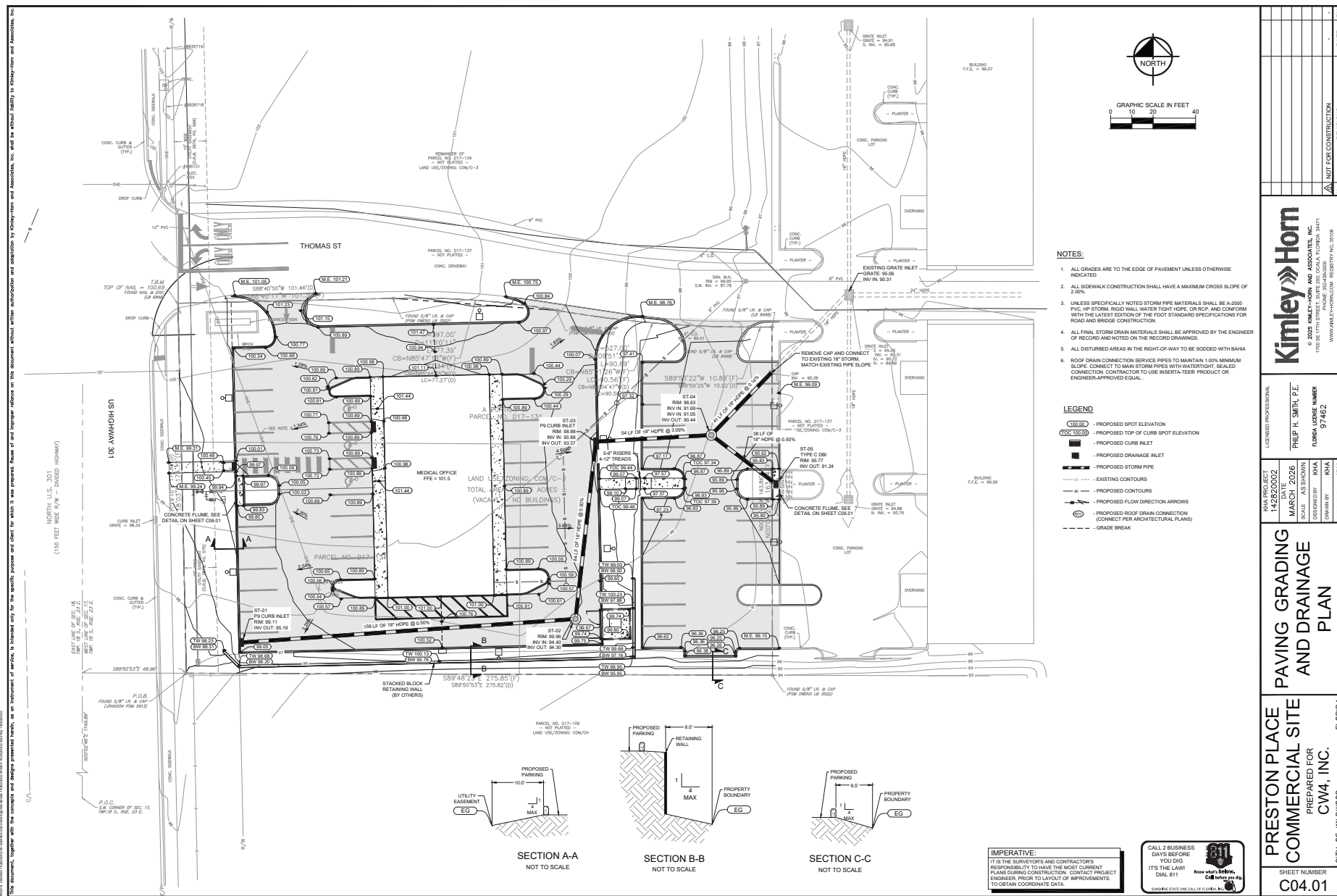
Kimley-Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
1705 SE 17TH STREET, SUITE 200
OCALA, FL 34471
PHONE: (352) 622-9214
WWW.KIMLEY-HORN.COM REBERTY NO. 20108

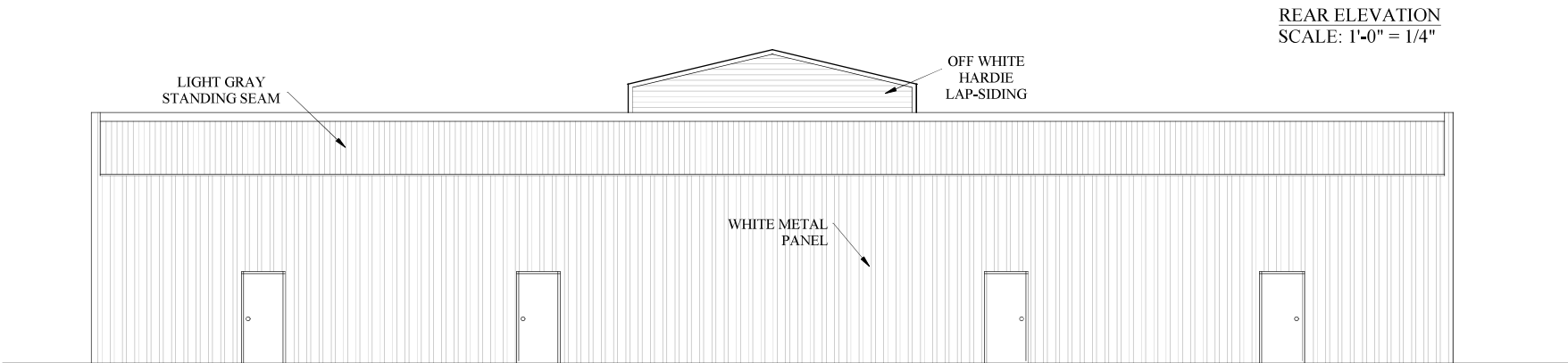
LICENSED PROFESSIONAL
PHILIP H. SMITH, P.E.
FLORIDA LICENSE NUMBER
97462

COVER SHEET

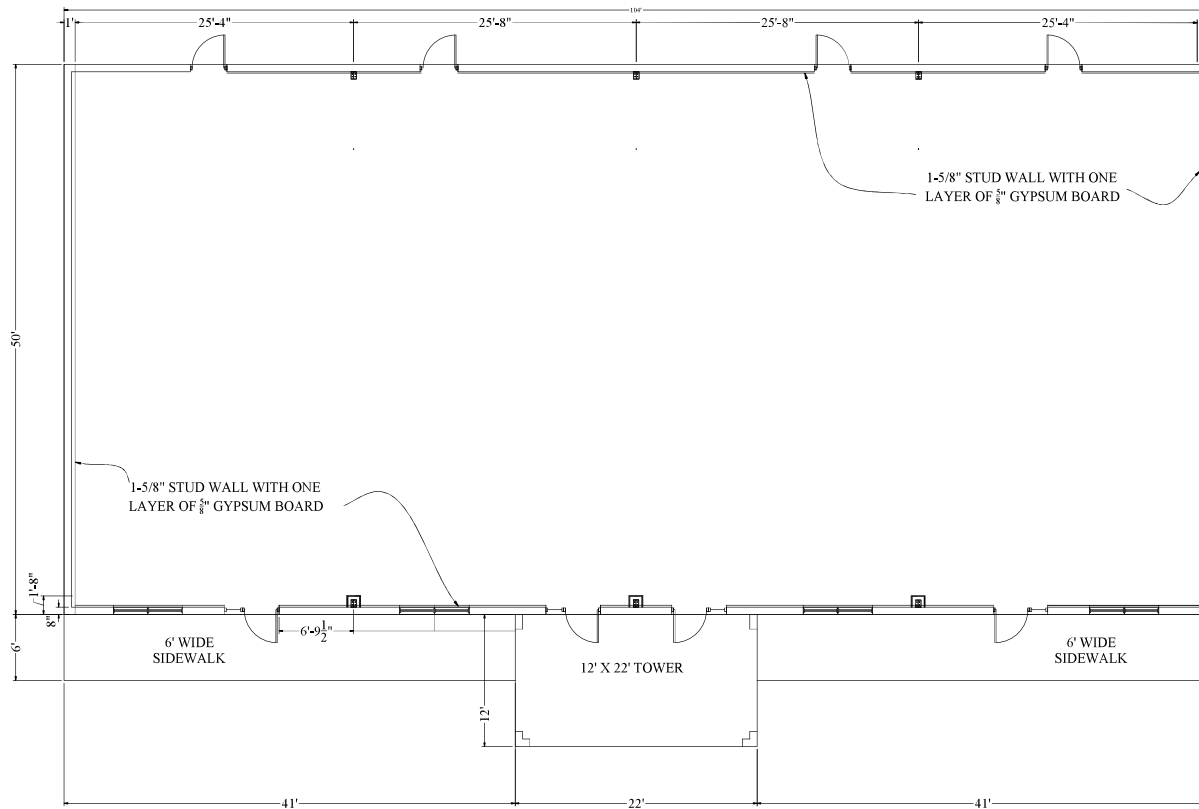
PRESTON PLACE
COMMERCIAL SITE
PREPARED FOR
CWA, INC.

SHEET NUMBER
C01.00

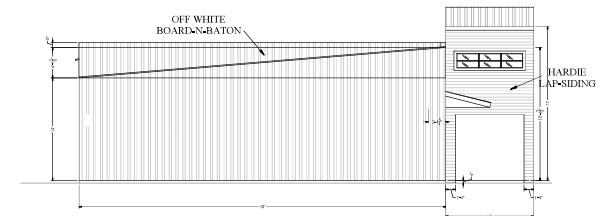




REAR ELEVATION
SCALE: 1'-0" = 1/4"



FLOOR PLAN
SCALE: 1'-0" = 3/16"



SIDE ELEVATION
SCALE: 1'-0" = 1/8"





PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: 25-3741- SP - Indian Oaks Self Storage

REQUESTED ACTION: Project Review Committee recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

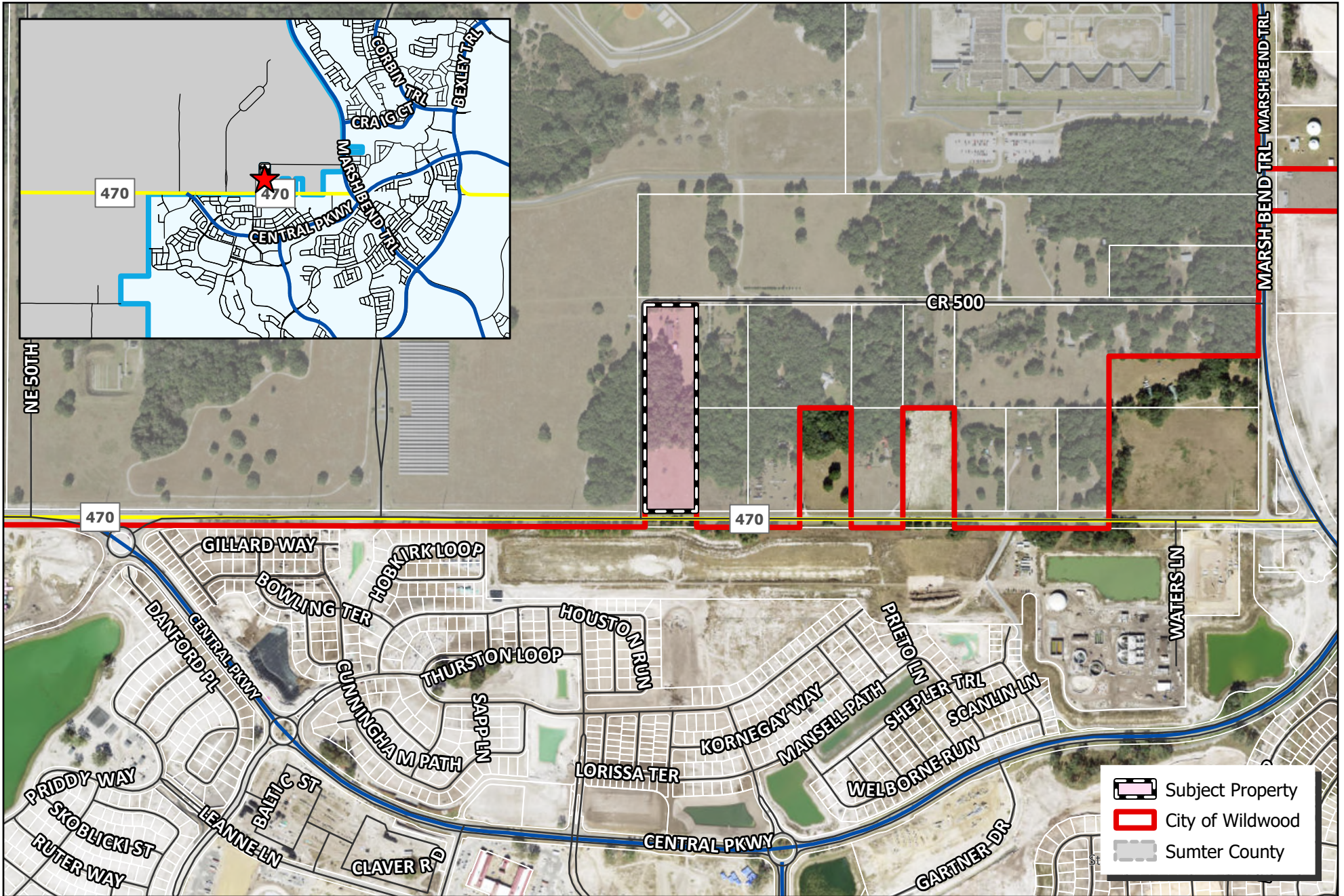
Case Number	25-3741 - Indian Oaks Self Storage
Owner	Judy R. Snell and Pamela A. Hansard, as Co-Trustees of the Margie E. Sovercool Living Trust
Applicant	Benton B. Leach
Acreage	10 +/-
Property Location	The subject property is generally located at the north-east corner of CR 500 and Old C 470.
Parcel Number	K09A020
Date	June 12, 2026

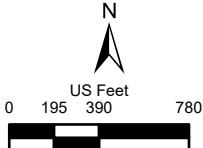
The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for a 120,000 SF self-storage facility with infrastructure improvements on 10 acres MOL, per the attached plans. Two technical waivers have been approved to reduce the parking space requirement from 51 spaces to 15 spaces and to substitute the required number of canopy trees for understory trees due to a transmission line easement on the southern portion of the property. Please see the attached technical waivers.

Project 25-3741 meets the criteria, with the approved technical waivers, set forth within the Land Development Regulations, the Design District Standards, and is in line with the goals, objectives, and policies of the 2050 Comprehensive Plan.

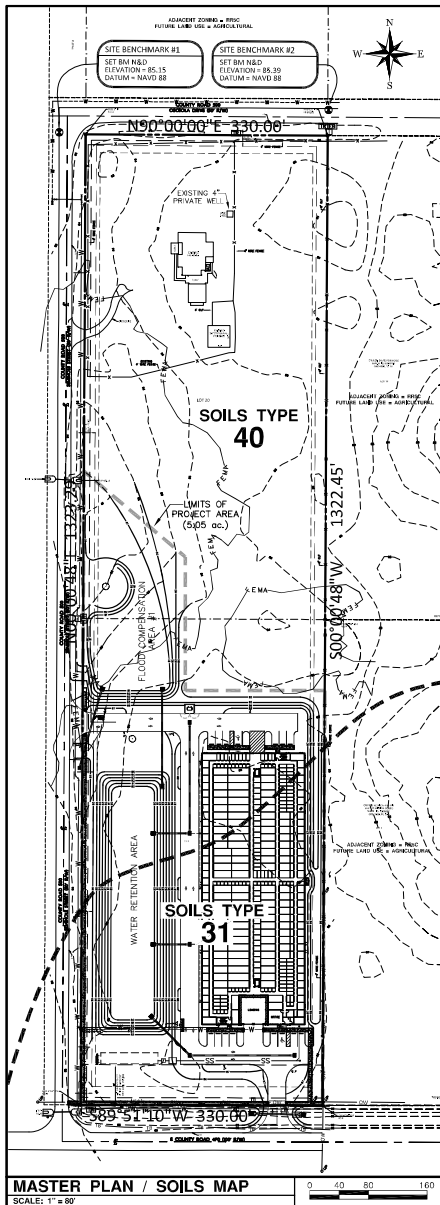


Alex Lammers
Planner I, Development Services



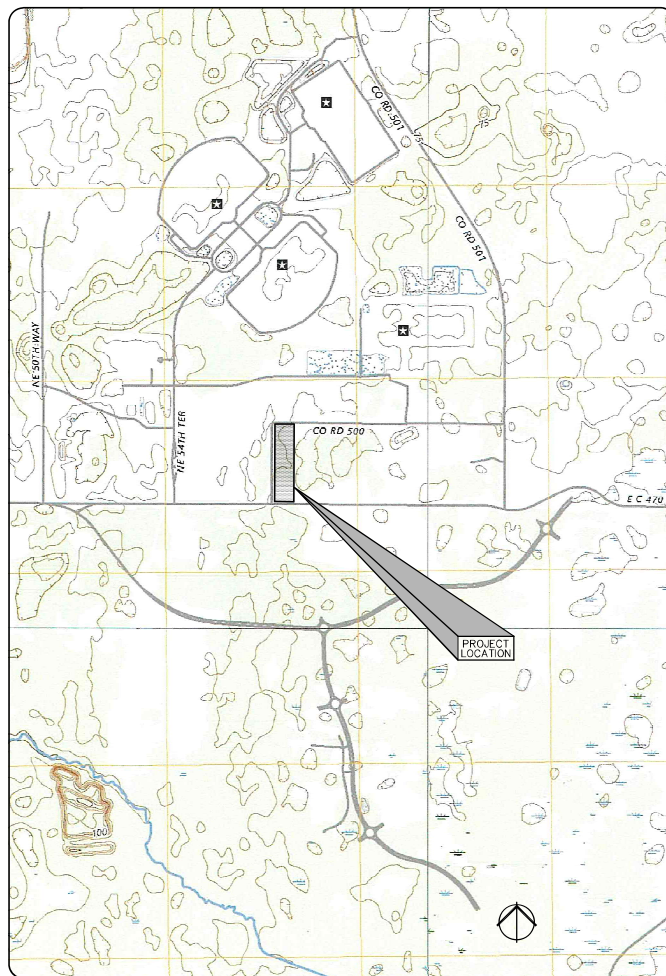
 CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 US Feet 0 195 390 780	#A25-3741 INDIAN OAKS SELF STORAGE PARCEL K09A020	MAP 1B
			LOCATION MAP
			SEP 2025

Soils Map Legend	
Map Unit Symbol	Map Unit Name
40	MILLHOPPER SAND, BOULDERY SUBSURFACE, 0 TO 5 PERCENT SLOPES
31	MYAKKA-MYAKKA, WET, SANDS, 0 TO 2 PERCENT SLOPES



INDIAN OAKS SELF STORAGE WILDWOOD, FLORIDA

Required Permitting	
Agency	Status
CITY OF WILDWOOD	PENDING
SWFMD	PENDING
DEP NPDES	PENDING
DEP WATER	PENDING



GENERAL NOTES

- BOUNDARY AND TOPOGRAPHICAL INFORMATION SHOWN ARE PER DRAWINGS PREPARED BY ALTAMAX SURVEYING, DATED 8/6/2024.
- CONTRACTOR SHALL VERIFY ALL ELEVATIONS PRIOR TO CONSTRUCTION AND BRING ANY DISCREPANCIES TO THE ATTENTION OF THE ENGINEER OR ARCHITECT.
- CONTRACTOR SHALL LOCATE AND MAINTAIN IN GOOD WORKING ORDER ALL ABOVE GROUND AND BELOW GROUND UTILITIES. CONTRACTOR SHALL COORDINATE THE RELOCATION OR ALTERATION OF EXISTING UTILITIES AS MAY BE REQUIRED. CONTRACTOR SHALL CALL 811 FOR UTILITY LOCATES PRIOR TO DIGGING.
- ALL ON-SITE CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF WILDWOOD, SUMTER COUNTY PUBLIC SERVICES, FLORIDA BUILDING CODE, AND ALL OTHER APPLICABLE CODES.
- ALL DISTURBED OPEN AREAS SHALL BE SODED OR SEEDED AND MULCHED IMMEDIATELY FOLLOWING COMPLETION OF THE BUILDING CONSTRUCTION AS SHOWN ELSEWHERE IN THESE PLANS.
- CONTRACTOR SHALL SUPPLY THE ENGINEER WITH "AS-BUILT" CONDITIONS OF ACTUAL CONSTRUCTION.
- CONSTRUCTION SURVEYING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR UNLESS OTHERWISE SPECIFIED.
- CONTRACTOR TO PAY COST OF WET TAPS INTO CITY OF WILDWOOD WATER MAIN.
- ALL WATER LINE CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH CITY OF WILDWOOD REQUIREMENTS.
- ANY SOIL MATERIAL (EITHER ON-SITE OR IMPORTED) UTILIZED FOR THE CONSTRUCTION OF RETENTION SWALES OR RETENTION PONDS SHALL BE CLEAN FINE SAND (SP) AS DEFINED BY THE UNITED SOIL CLASSIFICATION SYSTEM. FINES (MATERIAL PASSING THE NO. 200 SIEVE) SHALL BE LESS THAN 5%.
- THE CONTRACTOR SHALL OBTAIN A NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) STORMWATER PERMIT AS REGULATED BY THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP). CONTRACTOR SHALL BECOME FAMILIAR WITH THE NPDES PERMITTING REQUIREMENTS, DEVELOP AND IMPLEMENT A STORMWATER POLLUTION PREVENTION PLAN (SWPPP). THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT THE CONSTRUCTION SITE IS IN COMPLIANCE WITH NPDES REGULATIONS AND WILL BE RESPONSIBLE FOR ANY VIOLATIONS CITED BY FDEP DURING CONSTRUCTION. INFORMATION PERTAINING TO THE NPDES PROGRAM IS AVAILABLE ON LINE AT WWW.FDEP.STATE.FL.US/WATER/STORMWATER/NPDES OR BY CALLING FDEP NPDES STORMWATER SECTION AT 850-245-7622.
- FDEP STANDARDS' LATEST EDITION SHALL DICTATE ALL SPECIFICATIONS AND REGULATIONS FOR MATERIALS, INSTALLATION AND INSPECTIONS.

LEGAL DESCRIPTION

PARCEL NO. 20, BOWMAN OAKS, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 4, PAGE 53, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, AND
PARCEL NO. 1, INDIAN OAKS, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 4, PAGE 53, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

SHEET INDEX

C1.1	COVER SHEET
C1.2	STORMWATER POLLUTION PREVENTION PLAN
C2.1	GEOMETRY PLAN
C3.1	GRADING & DRAINAGE PLAN
C4.1	UTILITY PLAN
C4.2-C4.3	FIRE LINE PLAN & DETAILS
C5.1-C5.2	DETAIL SHEETS
C6.1-C6.2	SOIL BORING PROFILES
C7.1-C7.3	UTILITY DETAILS

SITE DATA

TOTAL AREA = 436,553 sq.ft. (10.02 ac.)
PROJECT AREA = 219,978 sq.ft. (5.05 ac.)
EXISTING IMPERVIOUS AREA = 4,764 sq.ft. (0.11 ac.)
PROPOSED IMPERVIOUS AREA = 82,035 sq.ft. (1.88 ac.)
TOTAL IMPERVIOUS AREA = 86,799 sq.ft. (1.99 ac.)
PERCENT IMPERVIOUS AREA = 19.9% (of total area)
MAX ISR = 75%

FLOOD ZONE = "X" & "AE"
ZONING = C-2
FUTURE LAND USE = COMMERCIAL
EXISTING USE OF SITE = VACANT / RESIDENTIAL
PROPOSED USE OF SITE = SELF STORAGE

EXISTING BUILDING SQUARE FOOTAGE = 3,178 sq.ft.
(HOUSE, GARAGE & SHED)
PROPOSED BUILDING SQUARE FOOTAGE = 51,800 sq.ft.
TOTAL BUILDING SQUARE FOOTAGE = 54,978 sq.ft.
= 102,000 sq.ft. (INCLUDING BOTH FLOORS)

FLOOR AREA RATIO (FAR) = 0.23
MAX FAR = 0.5

BUILDING HEIGHT = 22'-7"
CONSTRUCTION TYPE III (SPRINKLED)
MINIMUM REQUIRED FIRE FLOW PER FPFC = 6750 GPM FOR 4 HRS
BUILDING SPRINKLED (REDUCE BY 75%)
REQUIRED FLOW = 1608 GPM
FIRE FLOW PROVIDED PER CITY ENGINEER MODEL = 2,488 GPM

BUILDING TWO STORES
PROJECTED NUMBER OF EMPLOYEES = 1 EMPLOYEE

PARKING REQUIRED:
STORAGE = 1 space per 2,000 sq.ft.
STORAGE = 102,000 sq.ft.
REQUIRED = 1 x 102,000/2,000 = 51 spaces

PARKING PROVIDED = 15 spaces (WITH WAIVER)
HANDICAP SPACES PROVIDED = 2 HO spaces

SETBACKS: FRONT = 25' / REAR = 15' / SIDE = 15'
BUFFERS: FRONT = 25' / REAR = 25' / SIDE = 20'

ELEVATIONS BASED ON N.A.S.D. 1985 VERTICAL DATUM

WAIVER REQUEST

REQUESTING WAIVER TO DDS (2) (1), (2), (3) TO ELIMINATE CANOPY TREES FROM FRONT LANDSCAPING BUFFER DUE TO EXISTING OVERHEAD POWER LINES.

REQUESTING WAIVER TO LDR 6.6 (2) TABLE 6-12 TO REDUCE THE REQUIRED MINIMUM NUMBER OF PARKING SPACES FROM 51 TO 15.

Utility Providers

WATER	CITY OF WILDWOOD
SEWER	SEPTIC - PRIVATE
ELECTRIC	DUKE ENERGY
CABLE	SPECTRUM
PHONE	SPECTRUM
REFUSE	CITY OF WILDWOOD

UTILITY OWNERSHIP

8" WATER	- CITY OF WILDWOOD
8" WATER	- PRIVATE
STORM	- PRIVATE
STORM	- PRIVATE
STREET LIGHTS	- PRIVATE

OWNER

Judy Snell & Pamela Hansard, Co-Trustees of the Margie E. Sovercool Living Trust
54149 Third Street
Astor, Florida 32110
Phone (352) 455-8120

APPLICANT

Benton B. Leach
Indian Oaks, LLC
300 North Ronald Regan Blvd, Suite 100
Longwood, Florida 32750
Phone (973) 214-9217

ENGINEER

Keith E. Riddle, P.E.
Riddle - Newman Engineering, Inc.
115 North Canal Street
Leesburg, Florida 34748
Phone (352) 787-7482

SURVEYOR

Robert C. Johnson
Altamax Surveying
910 Belle Avenue, Suite 1100
Casselberry, Florida 32708
Phone (407) 677-0200

RIDDLE - NEWMAN ENGINEERING, INC.
115 NORTH CANAL STREET
LEESBURG, FLORIDA 34748
TEL: (352) 787-7448
FAX: (352) 787-7412
keith@riddlenewman.com
rob@riddlenewman.com
C.E. #15053003

RIDDLE
NEWMAN
ENGINEERING INC.
ESTABLISHED 1988

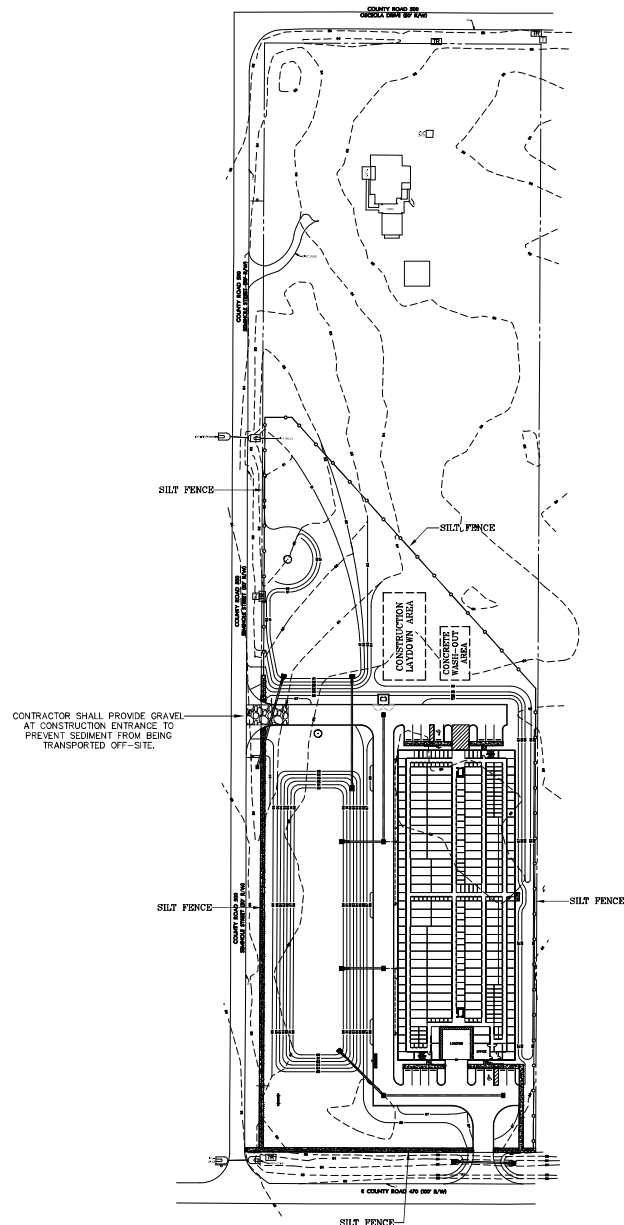
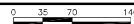
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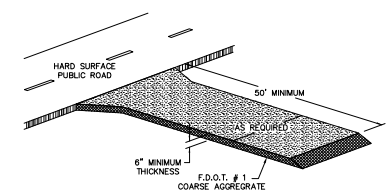
COVER SHEET
INDIAN OAKS SELF STORAGE
FLORIDA
C1.1

STORMWATER POLLUTION PREVENTION PLAN

SCALE: 1" = 70'



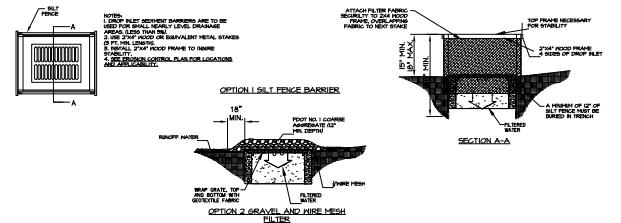
GRAVEL CONSTRUCTION ENTRANCE DETAIL



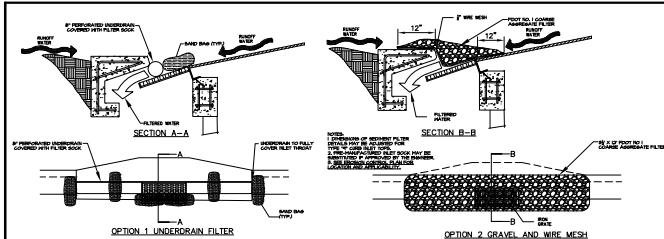
THIS PLAN HAS BEEN PREPARED IN ACCORDANCE WITH FDEP NPDES STORMWATER POLLUTION PREVENTION PLAN REQUIREMENTS.

CONTRACTOR TO INSTALL DROP INLET SEDIMENT FILTER ON ALL "TYPE T" INLETS.

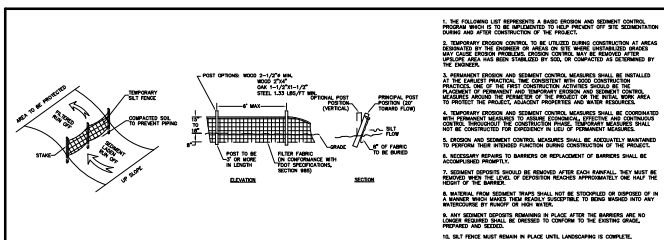
FILTER FABRIC MUST BE INSTALLED UNDER ALL INLET GRATES, AT ALL TIMES WHEN INLETS ARE NOT PROTECTED BY SILT FENCE OR HAY BALES UNTIL UNDERLAY BASE IS FINISHED AND PRIMED.



DROP INLET SEDIMENT FILTER DETAIL



CURB INLET SEDIMENT FILTER DETAIL



SILT FENCE & EROSION CONTROL DETAIL

NPDES Requirements

- Federal Law prohibits all point source discharge of pollutants, which includes the discharge of stormwater associated with large (greater than 5 acres) construction activities or small (less than 5 acres and greater than 1 acre) construction activities, to waters of the United States without a National Pollutant Discharge Elimination System (NPDES) permit. Under the State of Florida authority to administer the NPDES stormwater program, operators that have stormwater discharge associated with large or small construction activities to surface waters of the State, including through a Municipal Separate Storm Sewer System (MS4), i.e., Town, City or County, shall obtain coverage either under a generic permit or an individual permit.
- The Contractor shall obtain the NPDES permit during the permitting process.
- The Contractor shall prepare the Storm Water Pollution Prevention Plan (SWPPP). Contractor may obtain information pertaining to the NPDES program online at www.dep.state.fl.us/water/stormwater/npdes. The Contractor shall be responsible for maintenance of the site in accordance with the SWPPP. The Contractor will be required to comply with all requirements of the SWPPP and have it posted on-site along with the Erosion Control Plan, the NPDES permit, and the completed Inspection Report Form. The Contractor shall be responsible for all erosion control practices defined in the SWPPP and associated penalties for not complying with the NPDES requirements contained in the SWPPP and the NPDES permit. The cost of all compliance related activities shall be included in the bid submitted by the Contractor.
- The NPDES permit requires at least weekly inspections of the site and inspections within 24 hours following any rainfall event exceeding 0.5" inches. The Contractor is responsible for the weekly inspections and post-rainfall event inspections and these inspections are required to be made by a "Qualified" inspector. These inspections must document compliance with the permit and the SWPPP and the inspector shall complete the Stormwater Pollution Prevention Plan Inspection Report Form. The Contractor can obtain a sample copy of the Inspection Report Form from the Engineer. The Contractor can contact the FDEP at (850) 245-2522 for additional information on qualified inspectors or additional information on the NPDES requirements.

NPDES REQUIREMENTS

STORMWATER POLLUTION PREVENTION PLAN
INDIAN OAKS SELF STORAGE
FLORIDA
WILDLWOOD
SHEET NO. C1.2

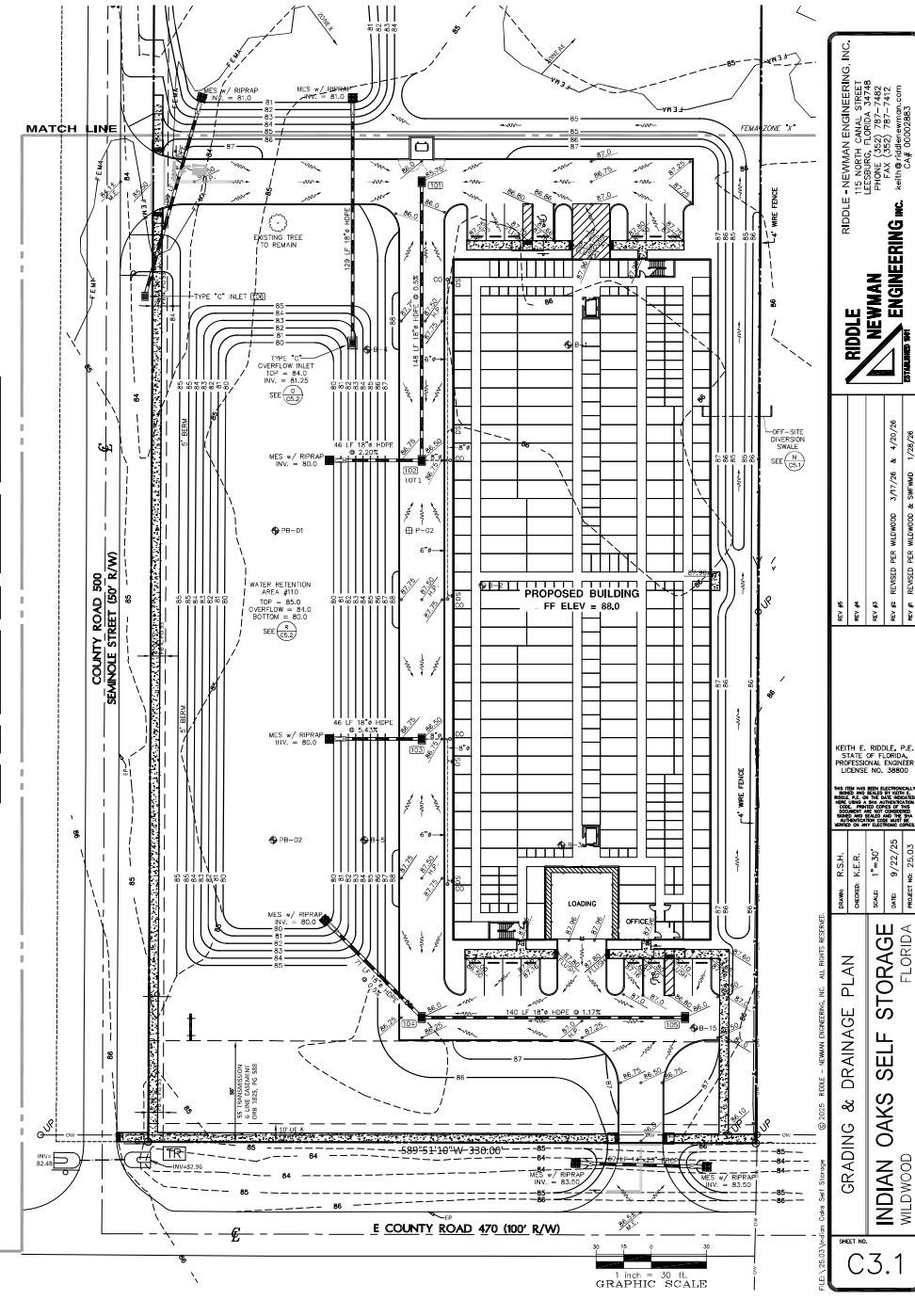
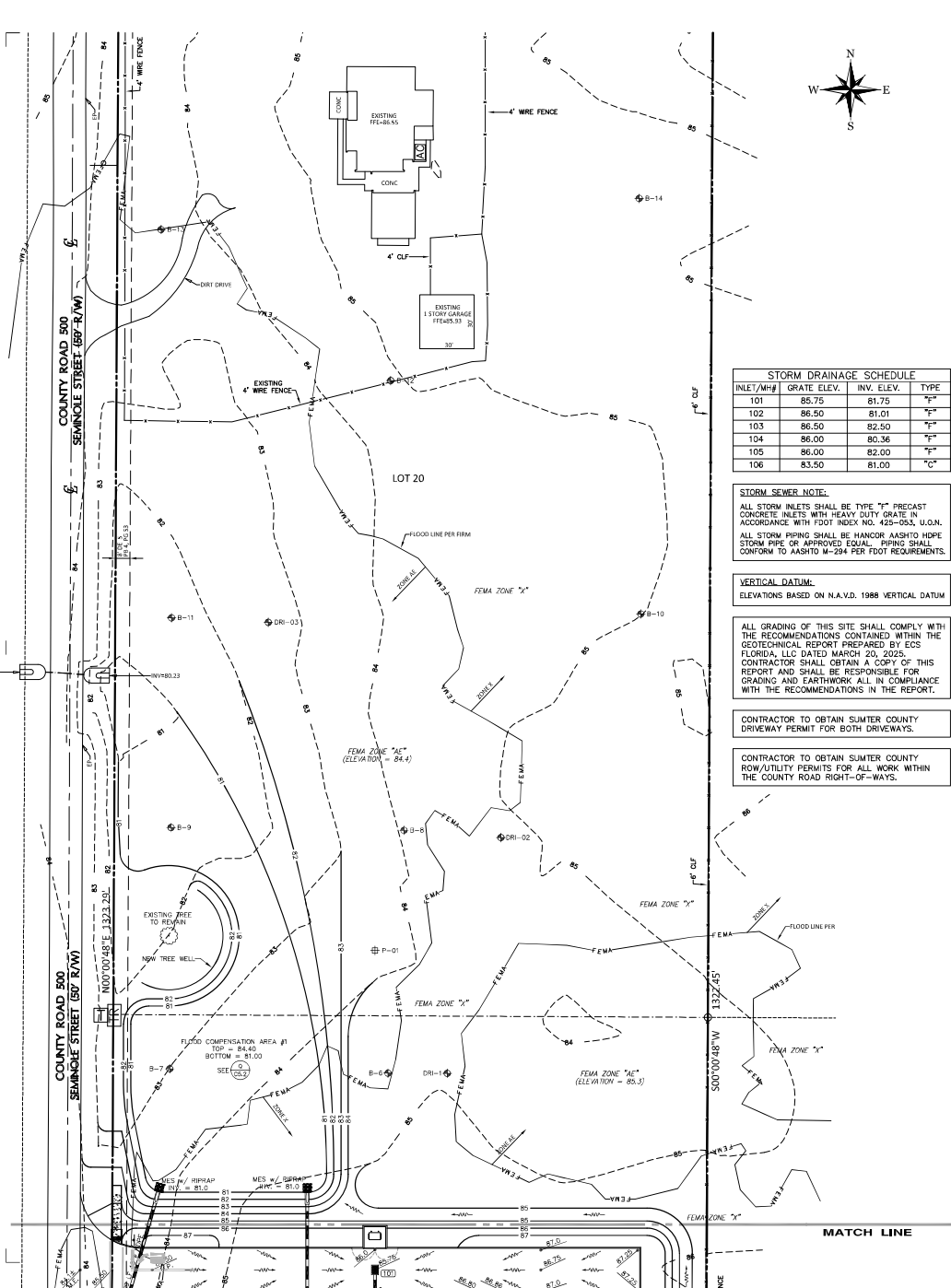
DATE: 12/23/2014
DRAWN: R.S.H.
CHECKED: K.E.R.
SCALE: 1"=70'
SUB: 9/22/23
PROJECT NO: 23033

KEITH E. RIDOLE, P.E.
STATE OF FLORIDA
PROFESSIONAL ENGINEER
LICENSE NO. 38800

REV # REV'D BY REV'D DATE
REV # REV'D PER WILDLWOOD 3/17/2014 & 4/15/2014
REV # REV'D PER WILDLWOOD & WILDLWOOD 1/29/2014

RIDDLE & NEWMAN ENGINEERING INC.
115 NORTH CANAL STREET
LEESBURG, FLORIDA 34448
TEL: (352) 767-7448
FAX: (352) 767-7412
www.riddleandnewman.com
LEESBURG, FLORIDA

THIS PLAN HAS BEEN PREPARED IN ACCORDANCE WITH FDEP NPDES STORMWATER POLLUTION PREVENTION PLAN REQUIREMENTS.



RIDDLE + NEWMAN ENGINEERING INC.
115 NORTH CANAL STREET
LEESBURG, FLORIDA 34448
TEL: (352) 767-7448
FAX: (352) 767-7412
keith@riddle-nm.com
(407) 555-0555

RIDDLE NEWMAN ENGINEERING INC.
ESTABLISHED 1988

KEY #1
KEY #2
KEY #3
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KEY #5

KEITH E. RIDDLE, P.E.
STATE OF FLORIDA
PROFESSIONAL ENGINEER
LICENSE NO. 38800

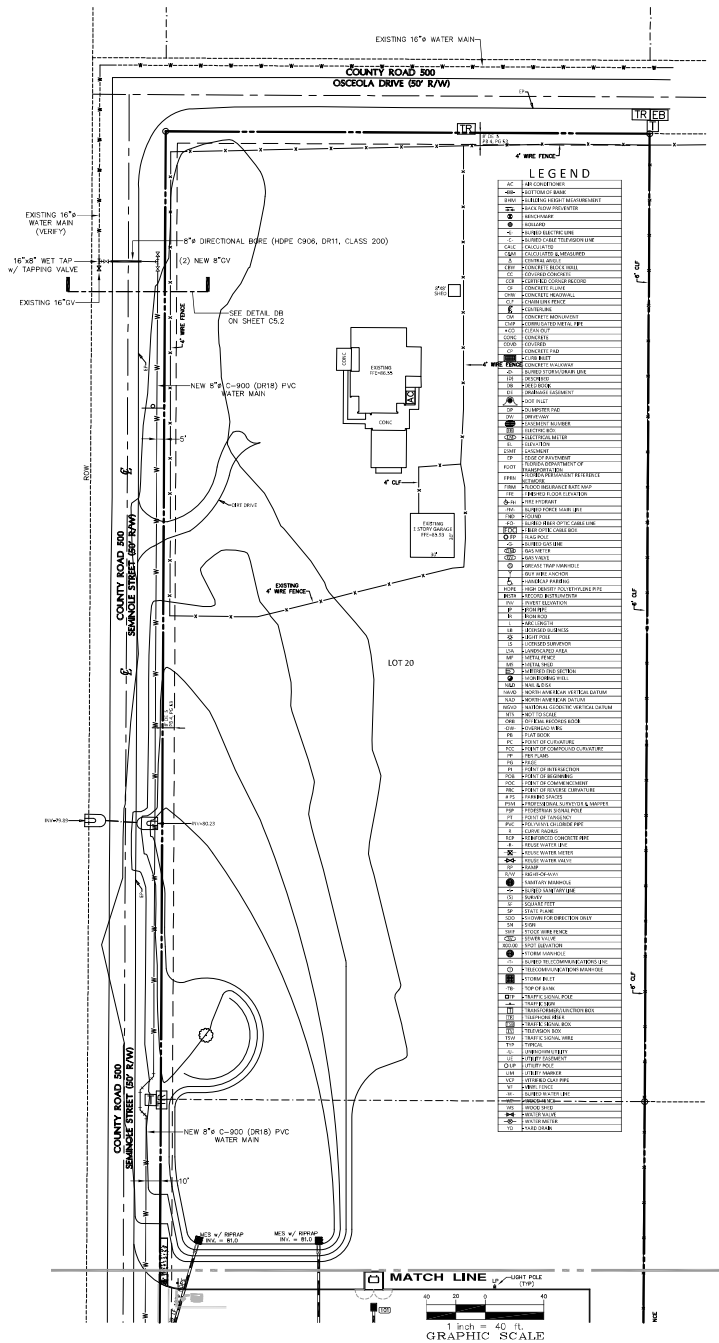
DESIGNED BY: K.E.R.
CHECKED BY: K.E.R.
SCALE: 1"=30'
DATE: 9/22/25
PROJECT NO. 2303

GRADING & DRAINAGE PLAN

INDIAN OAKS SELF STORAGE
FLORIDA
WILDLWOOD

SHEET NO.

C3.1



STORM DRAINAGE SCHEDULE			
INLET/NO.	GRATE ELEV.	INV. ELEV.	TYPE
101	85.75	81.75	"F"
102	86.50	81.01	"F"
103	86.50	82.50	"F"
104	86.00	80.36	"F"
105	86.00	82.00	"F"
106	83.50	81.00	"C"

STORM SEWER NOTE:
ALL STORM INLETS SHALL BE TYPE "F" PRECAST CONCRETE INLETS WITH HEAVY DUTY GRATE IN ACCORDANCE WITH FOOT INDEX NO. 429-053, U.O.N. ALL STORM PIPING SHALL BE HANCOCK AASHTO HDPE STORM PIPE OR APPROVED EQUAL. PIPING SHALL CONFORM TO AASHTO M-234 PER FOOT REQUIREMENTS.

VERTICAL DATUM:
ELEVATIONS BASED ON N.A.V.D. 1988 VERTICAL DATUM

PVC PIPING SPECIFICATIONS:
DOMESTIC WATER LINES SHALL BE C-900 PVC, DR18, CLASS 235. FIRE LINES SHALL BE C-900 PVC, DR14, CLASS 305.

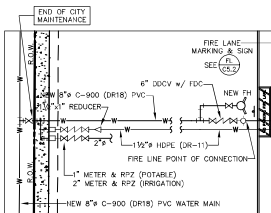
SEPARATE FIRE LINE PERMITTING REQUIRED PER NFPA.

CONTRACTOR SHALL PROVIDE ENGINEERED FIRE LINE PLAN FOR FIRE LINE PERMITTING MEETING THE REQUIREMENTS OF NFPA. CONTRACTOR TO INCLUDE THE COST OF THIS PLAN IN HIS COST FOR CONSTRUCTION.

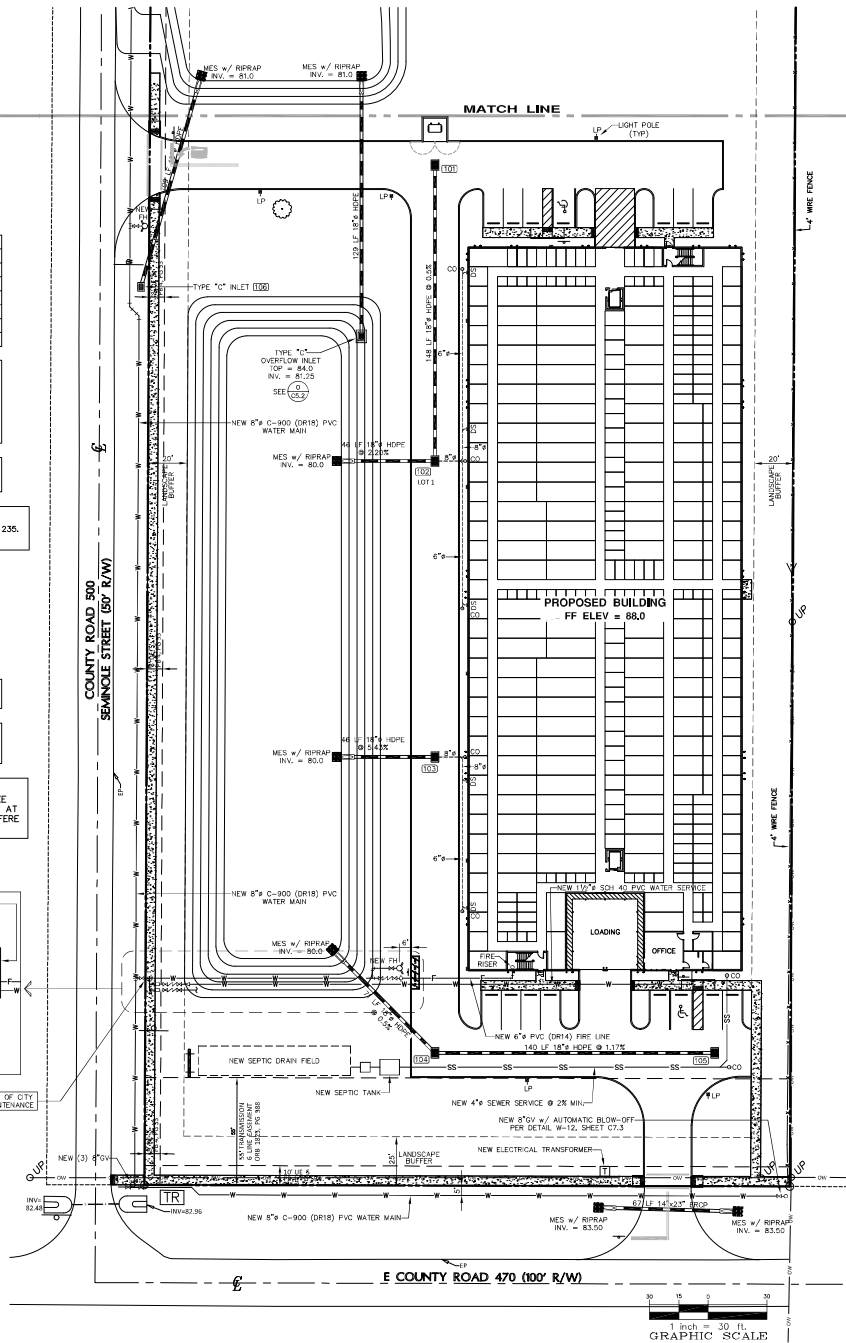
CONTRACTOR TO OBTAIN SUMTER COUNTY DRIVEWAY PERMIT FOR BOTH DRIVEWAYS.

CONTRACTOR TO OBTAIN SUMTER COUNTY ROW/UTILITY PERMITS FOR ALL WORK WITHIN THE COUNTY ROAD RIGHT-OF-WAYS.

NO STREET TREES SHALL BE PLANTED CLOSER THAN FIFTEEN (15) FEET FROM ANY FIRE HYDRANT. NO TREE SHALL BE PLANTED IN A LOCATION WHERE THE ROOTS AT MATURITY MIGHT REASONABLY BE EXPECTED TO INTERFERE WITH EXISTING, FUTURE, OR PROJECTED UTILITY LINES.



SEPTIC TANK DESIGN AND PERMITTING SHALL BE PROVIDED BY THE CONTRACTOR'S SEPTIC TANK SUB-CONTRACTOR.



RIDDLE - NEWMAN ENGINEERING, INC.
115 NORTH CANAL STREET
LEESBURG, FLORIDA 34448
TEL: (352) 767-7448
FAX: (352) 767-7412
keith@riddle-n.com
www.riddle-n.com

RIDDLE NEWMAN ENGINEERING INC.

UTILITY PLAN

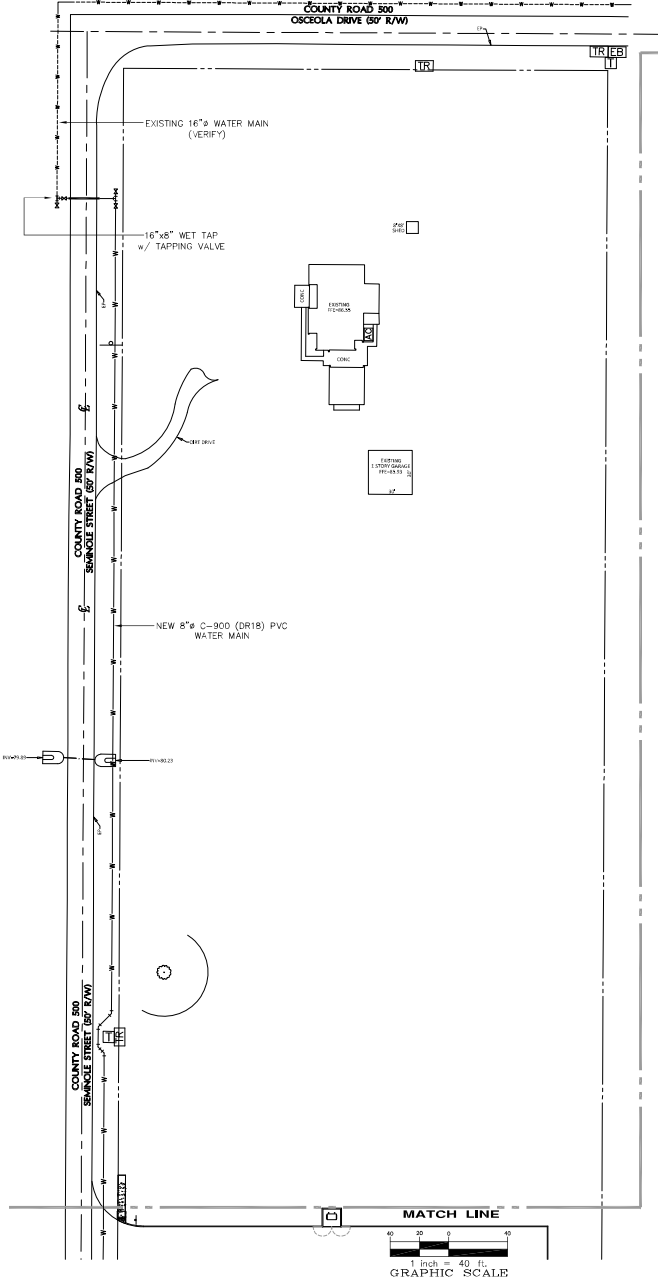
INDIAN OAKS SELF STORAGE
FLORIDA

C4.1

KEY:
R.S.H. CHECKED K.E.R. SCALE AS SHOWN DATE 9/22/23 PROJECT NO. 23035

REVISIONS:
REV #1 REVISED PER CITY OF WILDMOOD 6/9/26
REV #2 REVISED PER WILDMOOD 3/17/26 & 4/7/26
REV #3 REVISED PER WILDMOOD & WILDMOOD 1/29/26

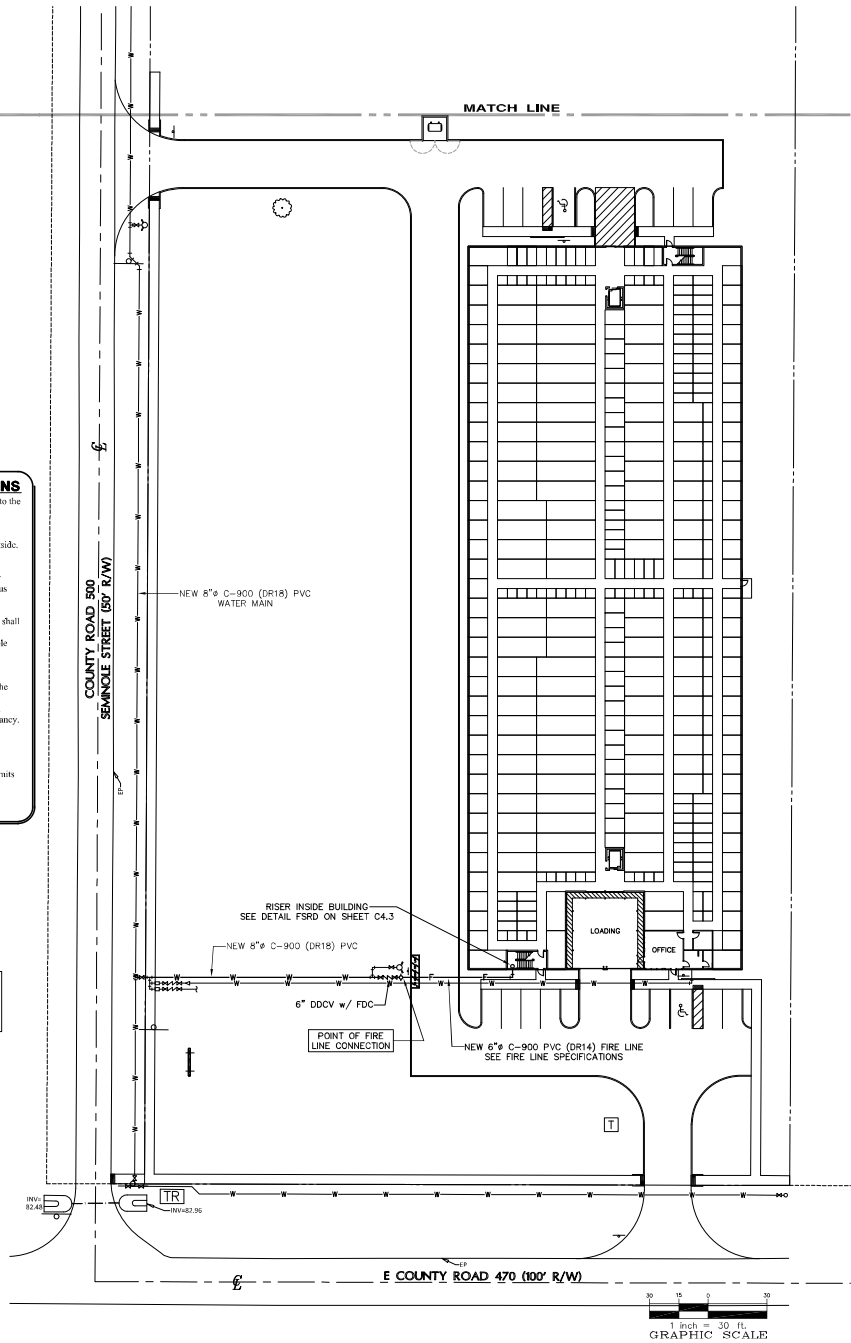
FILE: C:\Users\jordan\Desktop\Self Storage



- FIRE LINE CONSTRUCTION SPECIFICATIONS**
- City of Wildwood shall own and operate the water system supplying water to the fire system.
 - Contractor shall provide a sign at each FDC location showing address and building numbers serviced by that FDC.
 - Contractor shall provide a sign on the Riser Room door visible from the outside.
 - All Fire Line piping shall be DR14 PVC.
 - All Fire Line piping shall be flushed and pressure tested.
 - All underground installation of rods, nuts, bolts, washers, clamps, and other restraining devices shall be cleaned and thoroughly coated with a Bituminous coating to prevent corrosion.
 - FDC shall be equipped with a 4" Street Connection.
 - Fire Hydrant barrels are to be purchased "Chrome Yellow" and the bonnets shall be painted according to the hydrant flow test by a Certified Contractor.
 - A copy of the Fire Line permit shall be posted or otherwise readily accessible and shall be subject to inspection by the AHJ.
 - Any activity authorized by any permit issued under the NFPA code shall be conducted by the Permittee or the Permittee's agent in compliance with all requirements of the NFPA code applicable thereto and in accordance with the approved plans and specifications.
 - The permit and stamped copy of plans shall be on-site at time of inspection.
 - All work shall be inspected for compliance prior to building final for occupancy. This comprises all subcontract installations to include but not limited to underground, sprinkler, fire alarm, and fire pump. If partial inspections are required they should be scheduled as needed throughout the duration of the project.
 - All subcontractors shall be required to submit plans for review and pull permits prior to start of work.
 - All work shall conform to NFPA Standards, Florida Administrative Code, Florida State Statutes and Manufacturer Specifications.

FOR FIRE LINE DETAILS SEE SHEET C4.3

NO STREET TREES SHALL BE PLANTED CLOSER THAN FIFTEEN (15) FEET FROM ANY FIRE HYDRANT. NO TREE SHALL BE PLANTED IN A LOCATION WHERE THE ROOTS AT MATURITY MIGHT REASONABLY BE EXPECTED TO INTERFERE WITH EXISTING, FUTURE, OR PROJECTED UTILITY LINES.



© 2025 RIDDLE - NEWMAN ENGINEERING, INC. ALL RIGHTS RESERVED. FILE: C4.03 Indian Oaks Self Storage		RIDDLE - NEWMAN ENGINEERING INC. 115 NORTH CANAL STREET LEESBURG, FLORIDA 34448 7747 FAX (352) 767-7412 keith@riddlenewman.com (407) 535-0505	
DESIGNED BY: KEITH E. RIDDLE, P.E. CHECKED BY: K.E.R. SCALE: AS SHOWN DATE: 9/22/25 PROJECT NO: 2303	PROJECT NO: 2303 DATE: 9/22/25 SCALE: AS SHOWN CHECKED BY: K.E.R. DESIGNED BY: KEITH E. RIDDLE, P.E.	INDIAN OAKS SELF STORAGE FLORIDA WILDWOOD	
FIRE LINE PLAN		SHEET NO. C4.2	



Project Review Committee Technical Standards Waiver Request

Project Name Indian Oaks Self Storage

Project # A25-3741

1. Briefly describe your waiver request.

Request to allow substitution of required buffer canopy trees for understory trees on the CR 470 frontage of the project and the relocation of the required buffer.

2. Please cite the subsection of the Land Development Regulations of which you are requesting a waiver.

DDS G (1), (2), (3)

3. Please provide the justification for your waiver request.

A 55' Transmission Line easement (ORB 1825, PG 588) runs all the way across the E CR 470 frontage. A 25' landscape buffer is required for that property boundary. To avoid placing canopy trees under the existing power lines, the required canopy trees are substituted with understory trees. The entire landscape buffer is moved to the back edge of the 55' easement as shown. This will avoid conflict between the trees and the overhead utilities.

Name (Print) L.R. Huffstetler III

Date 01-29-2026

Signature Leslie R Huffstetler

Digitally signed by

Leslie R Huffstetler

Date: 2026.01.28

09:43:43 -05'00

Huffstetler

FOR OFFICE USE ONLY

☐ recommends approval

☐ recommends approval with the following conditions:

☐ recommends denial/table item/other: _____

Date: 6.9.26

Melanie D. Strickland, CPM, AICP

Chairwoman, City of Wildwood Project Review Committee



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

PROJECT REVIEW COMMITTEE TECHNICAL STANDARDS WAIVER REQUEST

PROJECT NAME: Indian Oaks Self Storage

PROJECT NUMBER: A25-3741

1. Briefly describe your waiver request:

Request to reduce the number of required parking spaces for a Personal Self Storage facility from 51 to 15.

2. Please cite the subsection of the Land Development Regulations of which you are requesting a waiver:

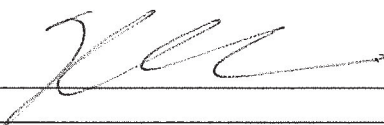
LDR Section 6.6 (G), Table 6-12.

3. Please provide the justification for your waiver request:

See attached Waiver request letter along with sample projects of similar nature.

Name (print): Keith E. Riddle, P.E.

Date: 1/29/2026

Signature: 

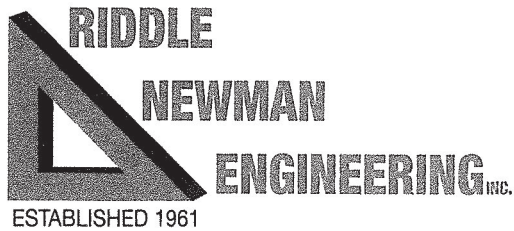
FOR OFFICE USE ONLY

☐ recommends approval

☐ recommends approval with the following conditions:

☐ recommends denial/table item/other: _____

Melanie D. Strickland, CPM, AICP
Chairwoman, City of Wildwood Project Review Committee



Keith E. Riddle, P.E.

January 29, 2026

City of Wildwood Development Services
100 North Main Street
Wildwood, FL 34785

**RE: Indian Oaks Self Storage
Project #A25-3741
Parking Waiver Justification**

On behalf of Indian Oaks, LLC, we are hereby requesting a Waiver from the Land Development Regulations for the number of required parking spaces for this Personal Self-Storage facility.

The City of Wildwood Land Development Regulations Section 6.6 (G) Table 6-12 requires customer parking at the rate of 1 space for each 2000 square feet of building area for facilities classified as "Storage". For the proposed building at Indian Oaks Self Storage (102,000 square feet), that would equate 51 required parking spaces.

The City of Orlando has a code requirement of three (3) parking spaces at the Manager's Office. Our client developed the attached Bruton Self Storage project in Orlando with a building size of 113,100 square feet and they provided ten (10) parking spaces.

The City of Leesburg approved a similar project for our office where they required four (4) parking spaces at the office for a facility with 77,500 square feet. We provided five (5) spaces (including one handicap). See attached example of Lakeside Storage.

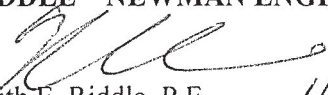
The term "Storage" in the code is likely associated with Warehouse type Storage where there might be numerous employees along with customers visiting. "Personal Self Storage" facilities do not generate that kind of vehicular traffic. There will only be one employee on duty and people utilizing "personal self storage" visit their storage units very infrequently. Unfortunately, the City Code does not have a designation for Personal Self Storage.

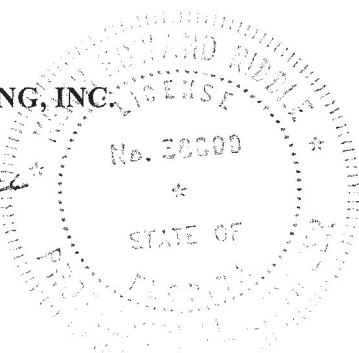
Based on this historic data and the experience of our client, we feel that the 15 spaces we are proposing for the Indian Oaks project is more than sufficient to meet the needs. The Owners have designed, built, and operated numerous other facilities of this nature and they feel the parking shown will meet the needs for this Personal Self Storage use.

Should you have any questions, please do not hesitate to call.

Respectfully submitted,

RIDDLE - NEWMAN ENGINEERING, INC.


Keith E. Riddle, P.E.
Florida Registration No. 38800



Civil
Engineering

Structural
Engineering

Land
Development

Drinking
Water

Wastewater

Stormwater
Management

Environmental
Permitting

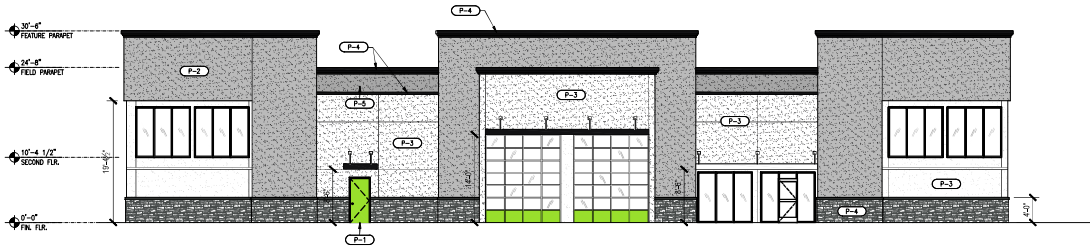




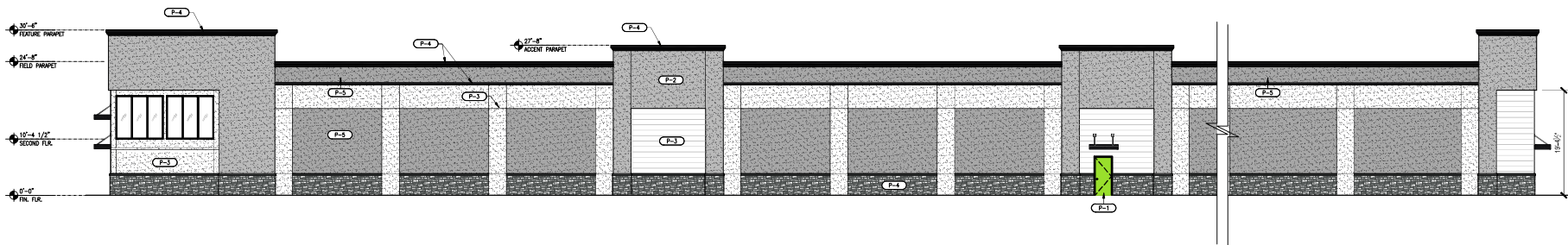




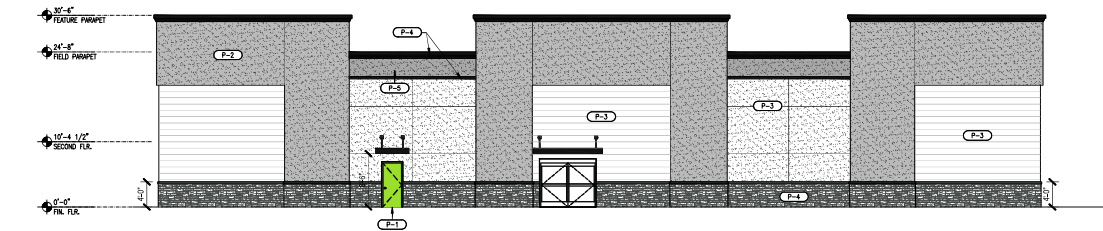




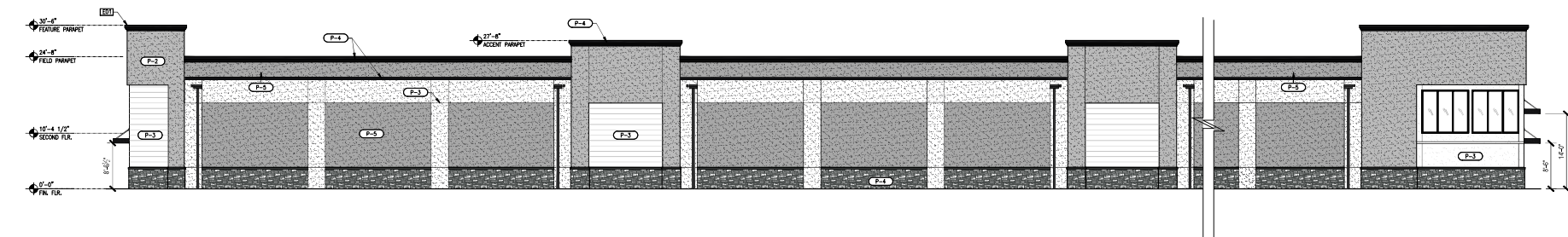
1 South Exterior Elevation
Scale: 1/8" = 1'-0"



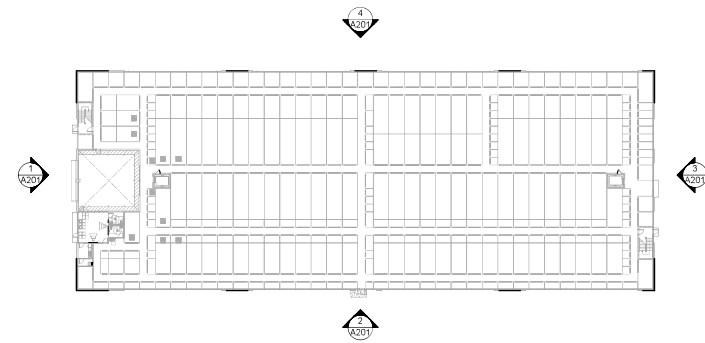
2 East Exterior Elevation
Scale: 1/8" = 1'-0"



3 North Exterior Elevation
Scale: 1/8" = 1'-0"

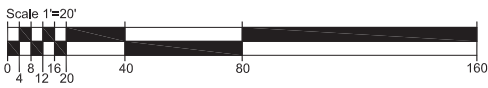
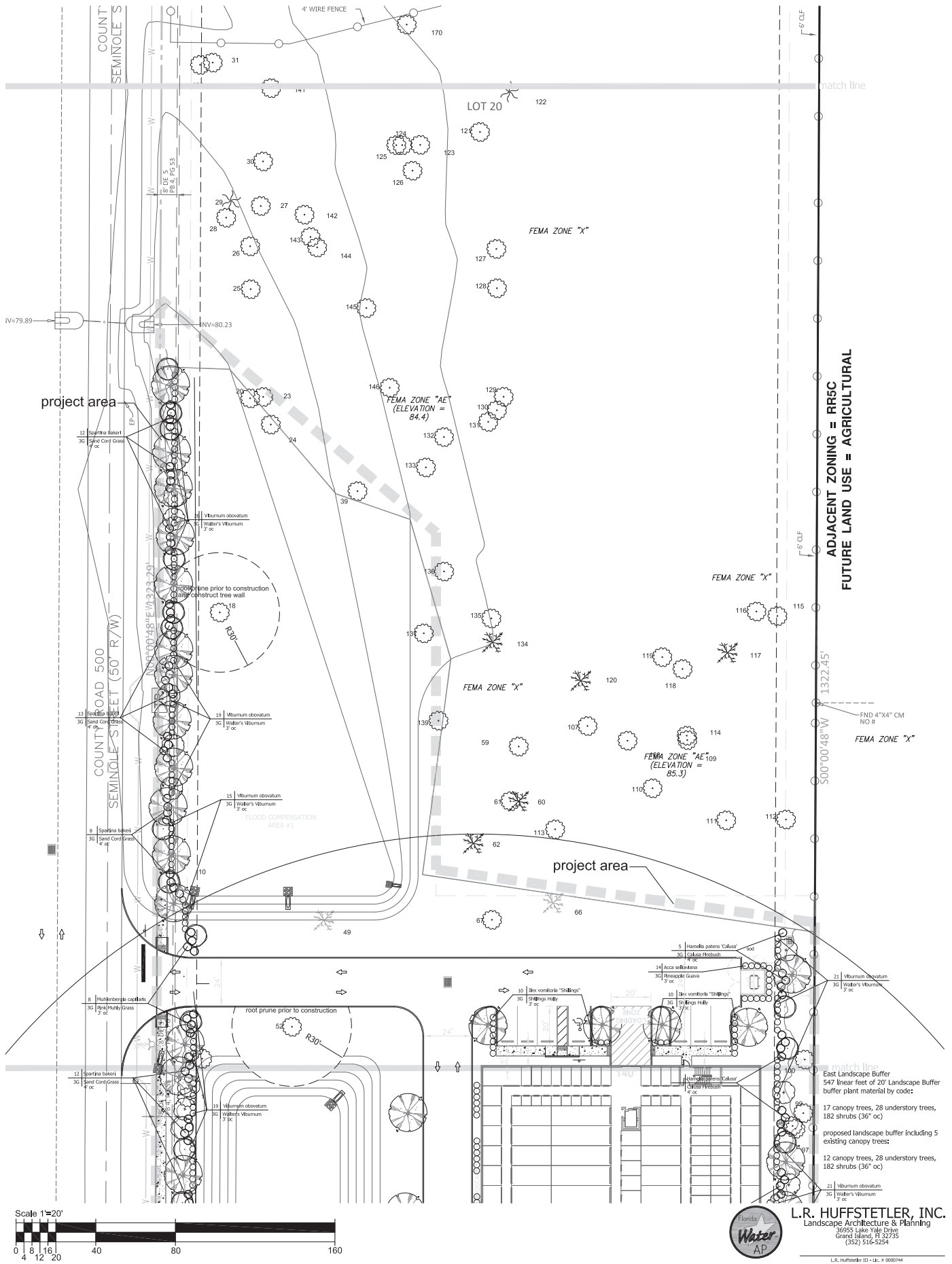


4 West Exterior Elevation
Scale: 1/8" = 1'-0"



5 Key Plan
Scale: 1/32" = 1'-0"

SHERWIN WILLIAMS PAINT COLORSMATCH				
P-1 WASABI GREEN EXTRASPACE STORAGE	P-2 GAUNTLET GRAY SW 7019	P-3 PURE WHITE SW 7005	P-4 199CORN BLACK SW 6258	P-5 REPOSE GRAY SW 7015



scale: 1"=20'
when plotted on
24" x 36" sheet

sheet:
of: **6 L3**

revisions:
date: 09-24-2025
description: final landscape
drawing date: 09-24-2025



**Indian Oaks
Self Storage**
Wildwood, Florida

**Landscape and
Irrigation Plan**



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L.R. Huffstetler III - Lic. # 0000744

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bohuf@huffstetler.com