CITY COMMISSION - CITY OF WILDWOOD

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

Agenda
Regular Meeting
July 27, 2026 7:00 PM
City Hall Commission Chamber
100 N Main Street

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

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

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1. Call to Order

2. Consent Agenda/Informational Items

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

A. *EXPENDITURE REPORT*

B. *MINUTES FOR APPROVAL: JULY 13, 2026 REGULAR MEETING*

C. *25-1500 PRESTON PLACE COMMERCIAL SITE*

D. *25-3741- SP - INDIAN OAKS SELF STORAGE*

E. *WUDD FY26-27 PROPOSED BUDGET*

F. *GRANT OF UTILITY EASEMENT TO DUKE ENERGY FLORIDA, LLC FOR*

THE WATER RECLAMATION FACILITY

3. Presentations and/or Proclamations

4. Public Hearings - Timed - Legislative

A. *SWEAR IN CITY STAFF AND PUBLIC SPEAKERS*

5. Public Hearings - Timed - Quasi-Judicial

A. ***ORDINANCE NO. O2026-30 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 13.44 ACRES LOCATED ON CR 217, APPROXIMATELY 0.09 MILES NORTH OF THE INTERSECTION OF CR 217 AND C 44A, IN SECTION 1, TOWNSHIP 19 SOUTH, RANGE 22 EAST; WHICH IS CONTIGUOUS TO THE CITY LIMITS OF THE CITY OF WILDWOOD AND LOCATED IN THE CITY'S JOINT PLANNING AREA; PROVIDING THAT SECTION 1-14 OF THE CITY OF WILDWOOD CODE OF ORDINANCES IS AMENDED TO INCLUDE THE ANNEXED PROPERTY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.*

26-1976 - (AN) Wildwood 50-Unit Subdivision

Parcel F01-100
The applicant and owner, AD Wildwood LLC, has submitted a voluntary annexation application for parcel F01-100. The property to be annexed totals 13.28 acres MOL and is located on the east side of CR 217, approximately 0.09 miles northeast of the intersection of CR 217 and C 44A.
Staff recommends approval.

6. Public Forum - 4 minute time limit

7. Ordinances First Reading Only (No Vote)

A. ***ORDINANCE NO. O2026-25 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A SMALL-SCALE FUTURE LAND USE MAP AMENDMENT TO THE ADOPTED COMPREHENSIVE PLAN AND FUTURE LAND USE MAP IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, AS AMENDED; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.*

26-2004 (CP) Rainey Construction Land Company, LLC

The applicant is seeking approval from the City of Wildwood's City Commission for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Industrial (Sumter County) to

Industrial (City of Wildwood) for parcel D32-161 on a total of 5 acres MOL. This request is accompanied by rezoning request 26-2002, ordinance number O2026-26.

The Planning and Zoning Board/Special Magistrate acting as the Local Planning Agency recommends approval.

B. ***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.*

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

The applicant is seeking approval from the City of Wildwood's City Commission 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.

The Planning and Zoning Board/Special Magistrate recommends approval.

C. ***ORDINANCE NO. O2026-31 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A SMALL-SCALE FUTURE LAND USE MAP AMENDMENT TO THE ADOPTED COMPREHENSIVE PLAN AND FUTURE LAND USE MAP IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, AS AMENDED; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.*

26-2163 (CP) Silver Oaks at Warm Springs

The applicant is seeking approval from the City of Wildwood's City Commission for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Agricultural (Sumter County) to Central Mixed Use (City of Wildwood) for parcels G33-015, G33-075, and G33-147 on 3.18 acres MOL. This request is accompanied by rezoning request 26-2161, ordinance number O2026-32.

The Planning and Zoning Board/Special Magistrate as the Local Planning Agency recommends approval.

D. ***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.*

26-2161 (RZ) Silver Oaks at Warm Springs

The applicant is seeking approval from the City of Wildwood's City Commission 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.

The Planning and Zoning Board/Special Magistrate recommends approval.

E. ***ORDINANCE NO. O2026-33 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A SMALL-SCALE FUTURE LAND USE MAP AMENDMENT TO THE ADOPTED COMPREHENSIVE PLAN AND FUTURE LAND USE MAP IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, AS AMENDED; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.*

25-3353 (CP) Naimat Jesus, Inc

The applicant is seeking approval from the City of Wildwood's City Commission for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Agricultural (Sumter County) to Central Mixed Use (City of Wildwood) for parcels G29A141, G29A142, G29A143, G29A144, G29A145, G29A146, and G29A147 on 9 acres MOL. This request is accompanied by rezoning request 25-3354, ordinance number O2026-33.

The Planning and Zoning Board/Sepcial Magistrate acting as the Local Planning Agency recommends approval.

F. ***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.

25-3354 (RZ) Naimat Jesus, Inc

The applicant is seeking approval from the City of Wildwood's City Commission 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.

The Planning and Zoning Board/Special Magistrate recommends approval.

G. ***ORDINANCE NO. O2026-35 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 0.5 ACRES LOCATED ON CR 213, APPROXIMATELY 0.19 MILES SOUTH OF C 44A, IN SECTION 1, TOWNSHIP 19 SOUTH, RANGE 22 EAST; WHICH IS CONTIGUOUS TO THE CITY LIMITS OF THE CITY OF WILDWOOD AND LOCATED IN THE CITY'S JOINT PLANNING AREA; PROVIDING THAT SECTION 1-14 OF THE CITY OF WILDWOOD CODE OF ORDINANCES IS AMENDED TO INCLUDE THE ANNEXED PROPERTY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.*

26-2210 - AN - 7310 CR 213

Parcel F01-025
The owner Audrey N. Riche has submitted a voluntary annexation application for parcel F01-025. The property to be annexed totals 0.5 acres MOL and is located on the east side of CR 213, approximately 0.19 miles south of the intersection of CR 213 and C 44A.
Staff recommends approval.

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

9. <u>Financial & Contracts & Agreements</u>

A. *BARWICK STREET IMPROVEMENTS PROJECT PAYMENT APPLICATION NO. 2 IN THE AMOUNT OF $262,269.19*

B. *CR 501 WTP IRON FILTER PROJECT PAY APP #12 IN THE AMOUNT OF $96,718.30*

C. *R-12 RECLAIM PUMP STATION PROJECT PAY APPLICATION NO. 3 IN THE AMOUNT OF $342,650.57*

D. *APPROVAL OF CONSTRUCTION LOAN AGREEMENT WITH FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION THROUGH THE CLEAN WATER STATE REVOLVING LOAN FUND*

E. *SETTING THE FY27 MILLAGE RATE*

10. General Items for Consideration/Discussion and Other Business

A. *LETTER FROM ST. VINCENT DE PAUL CATHOLIC CHURCH*

11. Appointments

12. City Manager Reports

A. *SECOND BUDGET WORKSHOP ON AUGUST 3, 2026, AT 9AM*

13. Other Department Reports

A. *POLICE DEPARTMENT QUARTERLY REPORT*

14. Commission Members Reports

15. City Attorney Reports

16. Adjournment

Upcoming Events

August 1, 2026 - Back to School Collaborative Community Extravaganza at the Wildwood Community Center from 11am to 3pm

August 3, 2026 - City Commission Workshop at City Hall at 9am

August 10, 2026 - City Commission Meeting at City Hall at 9am

July 27, 2026 7:00 PM

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Revenue Account Range: *First to zzz-zzz-zzzz* ***Include Non-Anticipated:*** *No* ***Year To Date As Of:*** *07/31/26*
Expend Account Range: *First to zzz-zzz-zz-zzzz* ***Include Non-Budget:*** *No*
Print Zero YTD Activity: *No* ***Prior Year:*** *Thru 09/30/25*

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
001-311-1000	AD VALOREM TAXES	18,647,514.22	21,895,000.00	22,165,075.49	270,075.49	101
001-312-4100	LOCAL OPTION GAS TAX	1,281,821.31	1,508,000.00	984,126.05	523,873.95-	65
001-312-6000	DISCRETIONARY/LOCAL GOVT. INFRA	5,484,991.61	5,230,000.00	4,215,688.94	1,014,311.06-	81
001-313-1000	DUKE ENERGY FRANCHISE FEES	862,438.41	969,000.00	1,050,139.77	81,139.77	108
001-313-1010	FRANCHISE TAX- SECO	2,117,340.59	2,100,000.00	1,799,105.67	300,894.33-	86
001-313-4080	LEESBURG ELECTRIC FRANCHISE FEE	70,473.38	84,000.00	57,818.68	26,181.32-	69
001-313-4160	FRANCHISE TAX- TECO/PEOPLES GAS	297,263.40	350,000.00	302,509.27	47,490.73-	86
001-313-4175	GIBSON PLACE WATER CONSERV AUTH FRA	138,940.05	150,000.00	157,383.81	7,383.81	105
001-313-4180	LEESBURG GAS FRANCHISE FEE	154,941.86	160,000.00	212,244.78	52,244.78	133
001-313-4185	MIDDLETON WATER CONSERV AUTH FRAN F	43,346.06	57,000.00	34,238.02	22,761.98-	60
001-313-4190	SOUTH SUMTER UTILITY COMPANY FRANCH	971,490.44	1,073,000.00	979,657.71	93,342.29-	91
001-313-4195	MIDDLETON UTILITY CO FRANCHISE FEES	50,515.88	67,000.00	53,130.85	13,869.15-	79
001-313-4196	GIBSON PLACE UTILITY CO FRAN FEES	132,928.58	130,000.00	235,305.22	105,305.22	181
001-313-5000	FRANCHISE TAX- WASTE MGMNT-REFUSE S\	296,807.06	300,000.00	252,726.68	47,273.32-	84
001-313-5001	TRI-COUNTY SANITATION FRANCHISE FEE	503,136.88	510,000.00	431,205.87	78,794.13-	85
001-314-1000	DUKE ENERGY UTILITY TAX	833,742.55	820,000.00	979,698.92	159,698.92	119
001-314-1010	UTILITY TAX-SUMTER ELECTRIC	1,963,730.97	1,870,000.00	1,568,372.26	301,627.74-	84
001-314-3000	UTILITY TAX-WATER SALES	174,314.71	163,000.00	122,856.50	40,143.50-	75
001-314-3002	THE VILLAGES-5% WATER UTILITY TAX	215,700.10	215,000.00	162,172.29	52,827.71-	75
001-314-3003	CENTRAL SUMTER UTILIITY CO. LLC	152,401.65	161,000.00	117,445.18	43,554.82-	73
001-314-4000	UTILITY TAX-SUBURBAN PROPANE	14,092.59	16,000.00	13,313.80	2,686.20-	83
001-314-4030	FERRELLGAS LP	3,970.42	4,200.00	1,272.04	2,927.96-	30
001-314-4040	CIRCLE K STORES	230.82	200.00	300.38	100.38	150
001-314-4080	LEESBURG ELECTRIC UTILITY TAX	60,951.50	73,000.00	48,827.99	24,172.01-	67

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
001-314-4081	LEESBURG GAS UTILITY TAX	247,771.00	247,000.00	335,528.47	88,528.47	136
001-314-4100	INTERCONN RESOURCES LLC	17,179.07	10,000.00	15,448.94	5,448.94	154
001-314-4110	THOMPSON GAS SOUTHEAST	66.22	100.00	0.00	100.00-	0
001-314-4140	PAR GAS	43.77	100.00	0.00	100.00-	0
001-314-4150	CVS	256.64	300.00	123.24	176.76-	41
001-314-4151	AMERIGAS PROPANE	6,210.17	4,000.00	5,434.75	1,434.75	136
001-314-4152	LOWE'S PROPANE TAX	1,498.75	1,800.00	1,581.95	218.05-	88
001-314-4153	BLOSSMAN COMPANIES PROPANE TAX	263.82	500.00	254.53	245.47-	51
001-314-4160	TECO-PEOPLES GAS UTILITY TAX	444,091.24	530,000.00	381,168.04	148,831.96-	72
001-314-4162	GAS SOUTH UTILITY TAX	666.89	1,000.00	538.20	461.80-	54
001-314-4190	SOUTH SUMTER UTILITY CO UTILITY TAX	293,448.94	300,000.00	305,852.56	5,852.56	102
001-314-4191	PUBLIX UTILITY TAX	843.45	1,000.00	669.14	330.86-	67
001-314-4195	MIDDLETON UTILITY CO UTILITY TAX	17,339.15	15,000.00	17,529.21	2,529.21	117
001-314-4196	GIBSON PLACE UTILITY CO UTIL TAX	42,302.50	26,000.00	78,287.31	52,287.31	301
001-314-4197	TIGER NATURAL GAS UTILITY TAX	9.33	0.00	20.94	20.94	0
001-314-9010	STATE COMMUNICATIONS TAX	993,111.66	1,130,000.00	928,219.02	201,780.98-	82
001-331-5000	FEMA GRANT	1,163.95	0.00	495,254.89	495,254.89	0
001-335-1200	STATE REVENUE SHARING	1,115,559.89	1,162,000.00	778,943.65	383,056.35-	67
001-335-1400	MOBILE HOME LICENSES	15,078.23	16,500.00	10,595.85	5,904.15-	64
001-335-1600	STATE BEVERAGE LICENSES	8,996.95	9,800.00	10,453.04	653.04	107
001-335-1800	1/2 CENT SALES TAX	2,318,339.63	2,487,000.00	1,756,012.24	730,987.76-	71
001-339-1005	GIBSON PLACE UTIL CO PILOT FEES	22,984.62	14,000.00	37,283.27	23,283.27	266
001-339-1010	MIDDLETON UTILITY CO PILOT FEES	7,192.76	7,000.00	7,479.17	479.17	107
001-341-2006	COMMUNITY DEVELOPMENT SERVICES	748,237.89	750,000.00	593,599.49	156,400.51-	79
001-341-2010	TREE MITIGATION PERMITS	605.56	0.00	48,633.60	48,633.60	0
001-342-9000	VCS CROSSING GUARD PROGRAM	43,147.66	0.00	0.00	0.00	0
001-347-4000	SPECIAL EVENT PERMIT FEE	850.00	500.00	0.00	500.00-	0

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
001-347-5300	BUILDING RENTAL-WILDWOOD COMMUNITY	91,677.34	100,000.00	73,430.85	26,569.15-	73
001-347-5302	COMMUNITY CENTER-RESERVATION FEES	17,077.96	0.00	20,956.40	20,956.40	0
001-347-5304	COMMUNITY CENTER STAFF FEES	1,865.07	0.00	0.00	0.00	0
001-347-5305	BUILDING RENTAL-OXFORD COMMUNITY CEI	16,051.71	15,000.00	5,306.12	9,693.88-	35
001-347-5306	BUILDING RENTAL-MLK JR COMMUNITY CEN	1,260.19	1,500.00	1,084.72	415.28-	72
001-347-5307	OUTDOOR BUILDING RENTALS	1,113.11	500.00	720.00	220.00	144
001-347-5308	OPEN SPACE RENTALS	9,455.51	9,000.00	12,319.40	3,319.40	137
001-350-1000	FINES	72,690.34	90,000.00	65,357.06	24,642.94-	73
001-351-1002	CODE ENFORCEMENT	4,316.32	10,000.00	3,345.83	6,654.17-	33
001-351-3000	POLICE-2ND DOLLAR FUND	5,964.48	7,500.00	4,507.61	2,992.39-	60
001-361-0000	INTEREST EARNINGS	192,172.51	200,000.00	108,212.67	91,787.33-	54
001-369-0000	OTHER MISCELLANEOUS REVENUE	19,296.35	10,000.00	8,445.76	1,554.24-	84
001-369-0010	STATE HIGHWAY LIGHTING AGREEMENT	18,847.01	18,850.00	0.00	18,850.00-	0
001-369-0012	FDOT HIGHWAY MAINTENANCE AGREEMENT	28,564.00	19,000.00	42,965.25	23,965.25	226
001-369-0050	AUCTION PROCEEDS	13,402.00	10,000.00	8,437.00	1,563.00-	84
001-369-0058	DONATIONS	27,921.81	0.00	39,665.77	39,665.77	0
001-369-0075	MULTI-PURPOSE FIELD RENTAL	1,959.13	0.00	0.00	0.00	0
001-369-0076	BASEBALL FIELD RENTAL	3,244.70	3,500.00	310.00	3,190.00-	9
001-369-0078	FIELD PREPARATION FEES	300.00-	500.00	0.00	500.00-	0
001-369-0792	PROGRAM REGISTRATION FEES	40,595.00	35,000.00	46,292.50	11,292.50	132
001-369-0794	CONCESSION / VENDOR FEES	0.00	0.00	17,013.63	17,013.63	0
001-369-0796	SPECIAL EVENT REGISTRATION FEES	32,522.00	20,000.00	12,665.00	7,335.00-	63
001-369-2100	POLICE DEPT MISCELLANEOUS REVENUE	4,901.04	6,000.00	5,694.86	305.14-	95
001-369-3740	FRDAP GRANT- M.L. KING PARK	50,000.00	0.00	0.00	0.00	0
001-369-3748	MISC. GRANTS/VESTS	0.00	2,500.00	0.00	2,500.00-	0
001-369-3762	JAG GRANT AWARD N0. R7240	0.00	0.00	68,040.00	68,040.00	0
001-369-4000	FUEL TAX REFUND	10,386.88	20,000.00	20,876.80	876.80	104

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
001-380-1000	OTHR FINANCING SOURCE-INSURANCE PRC	246,817.37	0.00	0.00	0.00	0
001-382-1010	TRANSFER FROM INDUSTRIAL PARK	10,000.00	10,000.00	10,000.00	0.00	100
001-382-1013	TRANSFER FROM LAW ENFORCEMENT IMP F	412,800.00	412,800.00	412,800.00	0.00	100
001-389-5000	NON-OPERATIONAL CASH FORWARD-GEN FU	0.00	7,500,000.00	0.00	7,500,000.00-	0
	GENERAL FUND Revenue Totals	**42,154,946.61**	**53,120,650.00**	**42,741,974.90**	**10,378,675.10-**	**80**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-511-00-0000	LEGISLATIVE- CITY COMMISSION:	0.00	0.00	0.00	0.00	0
001-511-10-1200	SALARIES	53,000.82	54,900.00	43,815.88	11,084.12	80
001-511-10-2100	FICA EXPENSE	4,054.72	4,200.00	3,352.14	847.86	80
001-511-10-2200	RETIREMENT	30,515.64	29,800.00	23,930.05	5,869.95	80
001-511-10-2300	LIFE & HEALTH INSURANCE	285.00	350.00	228.00	122.00	65
001-511-10-2600	WORKERS COMPENSATION INSURANCE	469.84	500.00	549.93	49.93-	110
001-511-30-3100	PROFESSIONAL SERVICES	2,571.25	3,000.00	13,337.50	10,337.50-	445
001-511-30-4000	TRAVEL & PER DIEM	6,399.80	9,100.00	4,704.81	4,395.19	52
001-511-30-4100	TELEPHONE EXPENSE	1,222.76	2,000.00	855.20	1,144.80	43
001-511-30-4110	IT LICENSING / EQUIPMENT	3,589.22	7,600.00	5,007.30	2,592.70	66
001-511-30-4200	POSTAGE/TRANSPORTATION FEES	103.93	0.00	87.30	87.30-	0
001-511-30-4300	UTILITIES EXPENSE	1,837.41	2,000.00	840.33	1,159.67	42
001-511-30-4600	REPAIR & MAINTENANCE	0.00	500.00	0.00	500.00	0
001-511-30-4900	MISC. EXPENSE & OTHER CURRENT	685.70	2,500.00	1,572.71	927.29	63
001-511-30-5100	OFFICE SUPPLIES	0.00	200.00	0.00	200.00	0
001-511-30-5200	OPERATING SUPPLIES	0.00	400.00	115.38	284.62	29
001-511-30-5400	SUBSCRIPTIONS/DUES	6,705.40	9,600.00	7,894.17	1,705.83	82
001-511-30-5500	TRAINING	2,899.00	3,525.00	2,818.00	707.00	80
	511 LEGISLATIVE- CITY COMMISSION:	**114,340.49**	**130,175.00**	**109,108.70**	**21,066.30**	**84**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-512-00-0000	EXECUTIVE- CITY MANAGER:	0.00	0.00	0.00	0.00	0
001-512-10-1200	SALARIES	477,632.77	640,200.00	426,008.24	214,191.76	67
001-512-10-1500	SICK LEAVE	12,434.92	0.00	8,198.06	8,198.06-	0
001-512-10-1600	VACATION PAY	37,342.72	0.00	27,292.44	27,292.44-	0
001-512-10-1800	HOLIDAY PAY	20,112.05	0.00	19,955.79	19,955.79-	0
001-512-10-2100	FICA EXPENSE	40,074.91	50,900.00	34,644.67	16,255.33	68
001-512-10-2200	RETIREMENT	146,464.87	163,700.00	123,585.89	40,114.11	76
001-512-10-2210	BENEFIT ADMIN FEES	112.50	100.00	120.00	20.00-	120
001-512-10-2300	LIFE & HEALTH INSURANCE	47,722.91	64,800.00	43,186.40	21,613.60	67
001-512-10-2600	WORKERS COMPENSATION INSURANCE	939.60	1,120.00	1,231.88	111.88-	110
001-512-30-3100	PROFESSIONAL SERVICES	245,819.87	343,937.50	109,381.28	234,556.22	32
001-512-30-3450	CLOTHING AND UNIFORMS	291.95	800.00	175.96	624.04	22
001-512-30-4000	TRAVEL & PER DIEM	7,591.58	12,100.00	8,743.34	3,356.66	72
001-512-30-4100	TELEPHONE EXPENSE	3,596.69	5,500.00	2,476.25	3,023.75	45
001-512-30-4110	IT LICENSING / EQUIPMENT	22,611.54	32,600.00	25,598.83	7,001.17	79
001-512-30-4150	ADVERTISING/RECORDING EXPENSE	1,806.08	4,000.00	1,603.56	2,396.44	40
001-512-30-4200	POSTAGE/TRANSPORTATION FEES	294.92	1,000.00	15.56	984.44	2
001-512-30-4600	REPAIR & MAINTENANCE	3,937.19	7,000.00	979.60	6,020.40	14
001-512-30-4900	MISC. EXPENSE & OTHER CURRENT	1,040.69	2,500.00	336.22	2,163.78	13
001-512-30-5100	OFFICE SUPPLIES	1,515.68	2,500.00	1,042.24	1,457.76	42
001-512-30-5200	OPERATING SUPPLIES	1,143.06	9,050.00	3,188.50	5,861.50	35
001-512-30-5250	FUEL EXPENSE	128.30	300.00	103.86	196.14	35
001-512-30-5400	SUBSCRIPTIONS/DUES	4,117.10	6,500.00	4,342.67	2,157.33	67
001-512-30-5500	TRAINING	4,243.00	13,700.00	3,996.68	9,703.32	29
	512 EXECUTIVE- CITY MANAGER:	**1,080,974.90**	**1,362,307.50**	**846,207.92**	**516,099.58**	**62**
001-513-00-0000	CLERK/FINANCE DEPARTMENT:	0.00	0.00	0.00	0.00	0

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-513-10-1200	SALARIES	361,201.77	610,800.00	351,014.20	259,785.80	57
001-513-10-1300	OVERTIME	613.07	500.00	72.49	427.51	14
001-513-10-1500	SICK LEAVE	13,423.71	0.00	12,887.21	12,887.21-	0
001-513-10-1600	VACATION PAY	23,562.56	0.00	27,976.11	27,976.11-	0
001-513-10-1800	HOLIDAY PAY	14,016.12	0.00	15,410.33	15,410.33-	0
001-513-10-2100	FICA EXPENSE	31,580.38	46,700.00	31,701.41	14,998.59	68
001-513-10-2200	RETIREMENT	62,302.99	84,600.00	61,435.47	23,164.53	73
001-513-10-2210	BENEFIT ADMIN FEES	108.00	0.00	69.00	69.00-	0
001-513-10-2300	LIFE & HEALTH INSURANCE	59,127.45	97,200.00	59,825.58	37,374.42	62
001-513-10-2600	WORKERS COMPENSATION INSURANCE	1,879.28	2,240.00	2,463.67	223.67-	110
001-513-30-3100	PROFESSIONAL SERVICES	5,047.50	11,000.00	410.00	10,590.00	4
001-513-30-3200	ACCOUNTING/AUDITING FEE	25,125.00	25,750.00	26,675.00	925.00-	104
001-513-30-3400	OTHER CONTRACTUAL SERVICES	25,592.64	28,150.00	21,286.65	6,863.35	76
001-513-30-4000	TRAVEL & PER DIEM	1,416.21	3,880.00	931.56	2,948.44	24
001-513-30-4100	TELEPHONE EXPENSE	6,385.05	7,500.00	3,364.09	4,135.91	45
001-513-30-4110	IT LICENSING / EQUIPMENT	50,721.61	93,000.00	52,441.95	40,558.05	56
001-513-30-4150	ADVERTISING/RECORDING EXPENSE	1,305.08	1,600.00	305.02	1,294.98	19
001-513-30-4200	POSTAGE/TRANSPORTATION FEES	4,281.49	7,000.00	4,134.62	2,865.38	59
001-513-30-4300	UTILITIES EXPENSE	21,465.61	30,000.00	13,056.38	16,943.62	44
001-513-30-4400	RENTAL & LEASING	1,335.51	1,500.00	1,053.35	446.65	70
001-513-30-4500	GENERAL INSURANCE	364,728.50	517,500.00	411,896.31	105,603.69	80
001-513-30-4600	REPAIR & MAINTENANCE	16,645.82	60,000.00	6,169.46	53,830.54	10
001-513-30-4900	MISC. EXPENSE & OTHER CURRENT	6,875.91	6,000.00	6,441.81	441.81-	107
001-513-30-4910	ELECTION EXPENSES	0.00	500.00	0.00	500.00	0
001-513-30-5100	OFFICE SUPPLIES	2,968.49	5,000.00	3,290.02	1,709.98	66
001-513-30-5200	OPERATING SUPPLIES	5,327.19	13,750.00	9,816.49	3,933.51	71
001-513-30-5400	SUBSCRIPTIONS/DUES	1,653.50	2,700.00	2,726.00	26.00-	101

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-513-30-5500	TRAINING	1,235.00	11,500.00	2,623.00	8,877.00	23
001-513-70-7100	DEBT SERVICE/CITY HALL-PRINCIPAL	118,235.91	121,170.00	60,210.90	60,959.10	50
001-513-70-7200	DEBT SERVICE/CITY HALL-INTEREST	16,191.64	13,270.00	7,002.87	6,267.13	53
001-513-70-7500	DEBT SERVICE/POLICE STATION-PRINCIPAL	241,637.77	247,990.00	123,189.02	124,800.98	50
001-513-70-7550	DEBT SERVICE/POLICE STATION-INTEREST	49,972.93	43,630.00	22,616.33	21,013.67	52
001-513-70-7600	DEBT SERV/2018 GEN FUND PROJ LOAN-PRI	345,956.20	352,460.00	352,455.84	4.16	100
001-513-70-7650	DEBT SERV/2018 GEN FUND PROJ LOAN-INTI	76,602.96	70,130.00	70,075.76	54.24	100
	513 CLERK/FINANCE DEPARTMENT:	**1,958,522.85**	**2,517,020.00**	**1,765,027.90**	**751,992.10**	**70**
001-516-00-0000	DEVELOPMENT SERVICES:	0.00	0.00	0.00	0.00	0
001-516-10-1200	SALARIES	679,718.25	946,400.00	607,182.98	339,217.02	64
001-516-10-1300	OVERTIME	141.35	1,000.00	0.00	1,000.00	0
001-516-10-1500	SICK LEAVE	30,871.25	0.00	24,066.93	24,066.93-	0
001-516-10-1600	VACATION PAY	42,244.34	0.00	39,757.77	39,757.77-	0
001-516-10-1800	HOLIDAY PAY	27,022.07	0.00	26,609.93	26,609.93-	0
001-516-10-2100	FICA EXPENSE	60,250.88	73,200.00	53,537.43	19,662.57	73
001-516-10-2200	RETIREMENT	124,595.83	147,600.00	111,553.36	36,046.64	76
001-516-10-2210	BENEFIT ADMIN FEES	216.00	100.00	202.50	102.50-	202
001-516-10-2300	LIFE & HEALTH INSURANCE	102,287.19	145,800.00	96,156.28	49,643.72	66
001-516-10-2600	WORKERS COMPENSATION INSURANCE	2,818.88	3,360.00	3,695.54	335.54-	110
001-516-30-3100	PROFESSIONAL SERVICES	731,862.98	880,000.00	396,751.33	483,248.67	45
001-516-30-3450	CLOTHING AND UNIFORMS	1,654.44	2,500.00	282.30	2,217.70	11
001-516-30-4000	TRAVEL & PER DIEM	8,377.80	14,000.00	1,165.41	12,834.59	8
001-516-30-4100	TELEPHONE EXPENSE	10,580.99	10,000.00	6,328.56	3,671.44	63
001-516-30-4110	IT LICENSING / EQUIPMENT	57,816.77	107,250.00	76,349.26	30,900.74	71
001-516-30-4150	ADVERTISING/RECORDING EXPENSE	35,832.28	38,720.00	17,374.27	21,345.73	45
001-516-30-4200	POSTAGE/TRANSPORTATION FEES	1,705.73	2,500.00	809.68	1,690.32	32

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-516-30-4600	REPAIR & MAINTENANCE	2,456.50	5,500.00	1,540.12	3,959.88	28
001-516-30-4900	MISC. EXPENSE & OTHER CURRENT	276.50	5,000.00	34.95	4,965.05	1
001-516-30-4950	CODE ENFORCEMENT	4,150.93	45,000.00	7,574.18	37,425.82	17
001-516-30-5100	OFFICE SUPPLIES	1,797.34	7,000.00	1,841.42	5,158.58	26
001-516-30-5200	OPERATING SUPPLIES	1,610.26	7,000.00	1,426.17	5,573.83	20
001-516-30-5250	FUEL EXPENSE	617.22	1,800.00	441.71	1,358.29	25
001-516-30-5400	SUBSCRIPTIONS/DUES	3,375.39	6,000.00	2,718.40	3,281.60	45
001-516-30-5500	TRAINING	9,137.57	20,000.00	4,697.68	15,302.32	23
	516 DEVELOPMENT SERVICES:	**1,941,418.74**	**2,469,730.00**	**1,482,098.16**	**987,631.84**	**60**
001-518-00-0000	INFORMATION TECHNOLOGY DEPARTMENT	0.00	0.00	0.00	0.00	0
001-518-10-1200	SALARIES	236,418.61	288,700.00	195,865.92	92,834.08	68
001-518-10-1500	SICK LEAVE	13,478.16	0.00	12,871.35	12,871.35-	0
001-518-10-1600	VACATION PAY	12,228.74	0.00	14,558.28	14,558.28-	0
001-518-10-1800	HOLIDAY PAY	7,558.47	0.00	6,955.83	6,955.83-	0
001-518-10-2100	FICA EXPENSE	20,412.83	22,500.00	17,614.16	4,885.84	78
001-518-10-2200	RETIREMENT	37,055.73	40,400.00	32,206.24	8,193.76	80
001-518-10-2300	LIFE & HEALTH INSURANCE	37,527.08	43,200.00	30,364.80	12,835.20	70
001-518-10-2600	WORKERS COMPENSATION INSURANCE	497.23	600.00	659.94	59.94-	110
001-518-30-3100	PROFESSIONAL SERVICES	7,690.58	30,000.00	2,500.00	27,500.00	8
001-518-30-3400	OTHER CONTRACTUAL SERVICES	3,293.34	6,000.00	4,287.50	1,712.50	71
001-518-30-4000	TRAVEL & PER DIEM	3,922.27	5,000.00	2,156.50	2,843.50	43
001-518-30-4100	TELEPHONE EXPENSE	8,149.81	8,500.00	7,330.24	1,169.76	86
001-518-30-4110	IT LICENSING / EQUIPMENT	16,564.88	23,500.00	20,179.19	3,320.81	86
001-518-30-4200	POSTAGE/TRANSPORTATION FEES	0.00	100.00	0.00	100.00	0
001-518-30-4600	REPAIR & MAINTENANCE	130.84	2,000.00	91.52	1,908.48	5
001-518-30-4900	MISC. EXPENSE & OTHER CURRENT	0.00	500.00	0.00	500.00	0

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-518-30-5100	OFFICE SUPPLIES	148.05	1,000.00	202.78	797.22	20
001-518-30-5200	OPERATING SUPPLIES	1,629.65	6,000.00	1,991.34	4,008.66	33
001-518-30-5250	FUEL EXPENSE	38.79	500.00	37.51	462.49	8
001-518-30-5400	SUBSCRIPTIONS/DUES	390.00	2,000.00	439.00	1,561.00	22
001-518-30-5500	TRAINING	1,393.40	8,000.00	851.72	7,148.28	11
001-518-30-5550	LICENSING	9,593.89	30,000.00	1,484.56	28,515.44	5
	518 INFORMATION TECHNOLOGY DEPARTMI	**418,122.35**	**518,500.00**	**352,648.38**	**165,851.62**	**68**
001-519-00-0000	HUMAN RESOURCE DEPARTMENT:	0.00	0.00	0.00	0.00	0
001-519-10-1200	SALARIES	197,289.69	228,600.00	152,346.70	76,253.30	67
001-519-10-1300	OVERTIME	15.42	0.00	0.00	0.00	0
001-519-10-1500	SICK LEAVE	2,801.09	0.00	7,837.63	7,837.63-	0
001-519-10-1600	VACATION PAY	9,563.35	0.00	9,833.61	9,833.61-	0
001-519-10-1800	HOLIDAY PAY	7,982.57	0.00	7,476.75	7,476.75-	0
001-519-10-2100	FICA EXPENSE	16,650.45	17,600.00	14,041.68	3,558.32	80
001-519-10-2200	RETIREMENT	29,903.54	32,100.00	24,823.03	7,276.97	77
001-519-10-2210	BENEFIT ADMIN FEES	108.00	100.00	900.50	800.50-	900
001-519-10-2300	LIFE & HEALTH INSURANCE	28,594.37	32,400.00	24,645.61	7,754.39	76
001-519-10-2600	WORKERS COMPENSATION INSURANCE	301.49	360.00	395.93	35.93-	110
001-519-30-3100	PROFESSIONAL SERVICES	375.00	15,000.00	500.00	14,500.00	3
001-519-30-3400	OTHER CONTRACTUAL SERVICES	5,934.30	6,650.00	4,371.75	2,278.25	66
001-519-30-4000	TRAVEL & PER DIEM	4,356.70	8,700.00	3,113.40	5,586.60	36
001-519-30-4100	TELEPHONE EXPENSE	5,256.94	5,500.00	3,020.14	2,479.86	55
001-519-30-4110	IT LICENSING / EQUIPMENT	22,291.97	45,800.00	26,339.39	19,460.61	58
001-519-30-4150	ADVERTISING/RECRUITING	5,478.39	9,500.00	4,023.31	5,476.69	42
001-519-30-4200	POSTAGE/TRANSPORTATION FEES	308.47	500.00	384.19	115.81	77
001-519-30-4300	UTILITIES EXPENSE	1,855.04	2,300.00	1,282.66	1,017.34	56

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-519-30-4600	REPAIR & MAINTENANCE	5,396.62	5,500.00	3,863.89	1,636.11	70
001-519-30-4800	EMPLOYEE PROGRAMS	16,283.95	31,440.00	24,580.11	6,859.89	78
001-519-30-4900	MISC. EXPENSE & OTHER CURRENT	746.76	1,000.00	351.74	648.26	35
001-519-30-5100	OFFICE SUPPLIES	1,059.83	1,500.00	428.23	1,071.77	29
001-519-30-5200	OPERATING SUPPLIES	2,813.95	3,880.00	1,302.48	2,577.52	34
001-519-30-5250	FUEL EXPENSE	218.31	100.00	115.76	15.76-	116
001-519-30-5400	SUBSCRIPTIONS/DUES	2,154.00	2,220.00	1,216.30	1,003.70	55
001-519-30-5500	TRAINING	4,659.53	7,135.00	6,533.18	601.82	92
001-519-30-5501	STAFF TRAINING PROGRAMS	856.07	8,000.00	3,787.64	4,212.36	47
	519 HUMAN RESOURCE DEPARTMENT:	**373,255.80**	**465,885.00**	**327,515.61**	**138,369.39**	**70**
001-521-00-0000	POLICE DEPARTMENT:	0.00	0.00	0.00	0.00	0
001-521-10-1200	SALARIES	3,602,370.81	5,489,000.00	3,444,230.19	2,044,769.81	63
001-521-10-1220	UNIFORM ALLOWANCE	17,530.00	24,800.00	12,850.00	11,950.00	52
001-521-10-1250	ON CALL	12,250.00	13,000.00	10,375.00	2,625.00	80
001-521-10-1260	SHIFT DIFFERENTIAL	16,070.34	50,000.00	38,800.94	11,199.06	78
001-521-10-1300	OVERTIME	160,384.34	160,000.00	161,818.72	1,818.72-	101
001-521-10-1500	SICK LEAVE	95,324.02	0.00	81,152.77	81,152.77-	0
001-521-10-1600	VACATION PAY	146,813.98	0.00	152,585.95	152,585.95-	0
001-521-10-1700	INCENTIVE PAY	28,280.00	55,000.00	20,340.00	34,660.00	37
001-521-10-1800	HOLIDAY PAY	132,716.23	0.00	136,711.30	136,711.30-	0
001-521-10-1820	HOLIDAY PREMIUM	201,274.12	180,000.00	125,387.41	54,612.59	70
001-521-10-2100	FICA EXPENSE	338,166.96	423,400.00	320,394.69	103,005.31	76
001-521-10-2200	RETIREMENT	1,359,530.36	1,769,600.00	1,352,777.39	416,822.61	76
001-521-10-2210	BENEFIT ADMIN FEES	850.50	500.00	760.50	260.50-	152
001-521-10-2300	LIFE & HEALTH INSURANCE	519,387.49	777,600.00	486,920.49	290,679.51	63
001-521-10-2600	WORKERS COMPENSATION INSURANCE	112,755.19	134,500.00	147,931.85	13,431.85-	110

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-521-30-3100	PROFESSIONAL SERVICES	30,397.93	52,000.00	16,258.71	35,741.29	31
001-521-30-3400	OTHER CONTRACTUAL SERVICES	78,097.01	41,200.00	40,653.61	546.39	99
001-521-30-3450	CLOTHING AND UNIFORMS	11,058.53	27,000.00	13,217.17	13,782.83	49
001-521-30-3500	INVESTIGATIONS	13,180.80	17,000.00	9,783.30	7,216.70	58
001-521-30-4000	TRAVEL & PER DIEM	17,368.99	15,000.00	13,541.88	1,458.12	90
001-521-30-4100	TELEPHONE EXPENSE	85,884.91	107,000.00	59,979.03	47,020.97	56
001-521-30-4110	IT LICENSING / EQUIPMENT	220,899.74	470,000.00	387,112.72	82,887.28	82
001-521-30-4200	POSTAGE/TRANSPORTATION FEES	462.41	2,000.00	489.38	1,510.62	24
001-521-30-4300	UTILITIES EXPENSE	67,929.17	70,000.00	39,827.65	30,172.35	57
001-521-30-4400	RENTAL & LEASING	2,208.75	5,000.00	1,780.72	3,219.28	36
001-521-30-4600	REPAIR & MAINTENANCE	61,250.71	90,000.00	36,278.12	53,721.88	40
001-521-30-4900	MISC. EXPENSE & OTHER CURRENT	0.00	4,000.00	0.00	4,000.00	0
001-521-30-4960	BOOT ALLOWANCE	2,881.50	11,000.00	1,364.62	9,635.38	12
001-521-30-5100	OFFICE SUPPLIES	1,853.96	5,000.00	2,204.44	2,795.56	44
001-521-30-5200	OPERATING SUPPLIES	73,902.18	85,000.00	75,238.22	9,761.78	89
001-521-30-5250	FUEL EXPENSE	172,571.31	220,000.00	147,076.59	72,923.41	67
001-521-30-5400	SUBSCRIPTIONS/DUES	4,981.62	5,500.00	4,780.00	720.00	87
001-521-30-5500	TRAINING	26,074.73	50,000.00	19,203.55	30,796.45	38
001-521-60-6400	CAP. IMPROVEMENT-MACHINERY	450,636.97	944,900.00	320,802.26	624,097.74	34
001-521-80-8100	STATE JAG GRANT AWARD NO. R7240	68,040.00	0.00	0.00	0.00	0
	521 POLICE DEPARTMENT:	**8,133,385.56**	**11,299,000.00**	**7,682,629.17**	**3,616,370.83**	**68**
001-541-00-0000	PUBLIC WORKS/STREET DEPT.	0.00	0.00	0.00	0.00	0
001-541-10-1200	SALARIES	1,302,143.25	1,694,100.00	1,034,787.17	659,312.83	61
001-541-10-1250	ON CALL	6,500.00	6,500.00	5,250.00	1,250.00	81
001-541-10-1300	OVERTIME	17,197.84	15,000.00	4,516.81	10,483.19	30
001-541-10-1500	SICK LEAVE	58,161.46	0.00	43,113.64	43,113.64-	0

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-541-10-1600	VACATION PAY	79,184.96	0.00	57,135.72	57,135.72-	0
001-541-10-1800	HOLIDAY PAY	51,988.45	0.00	42,934.47	42,934.47-	0
001-541-10-1820	HOLIDAY PREMIUM	48,212.94	30,000.00	3,155.93	26,844.07	11
001-541-10-2100	FICA EXPENSE	119,242.07	130,300.00	90,859.50	39,440.50	70
001-541-10-2200	RETIREMENT	249,739.89	265,900.00	194,007.03	71,892.97	73
001-541-10-2210	BENEFIT ADMIN FEES	94.50	100.00	96.00	4.00	96
001-541-10-2300	LIFE & HEALTH INSURANCE	231,689.99	280,800.00	164,914.07	115,885.93	59
001-541-10-2600	WORKERS COMPENSATION INSURANCE	37,585.09	45,000.00	49,493.97	4,493.97-	110
001-541-30-3100	PROFESSIONAL SERVICES	281,762.64	505,558.25	187,016.73	318,541.52	37
001-541-30-3400	OTHER CONTRACTUAL SERVICES	243,839.68	735,014.34	174,042.77	560,971.57	24
001-541-30-3440	RIGHT-OF-WAY MAINTENANCE	454,941.46	485,400.00	408,952.73	76,447.27	84
001-541-30-3450	CLOTHING AND UNIFORMS	7,051.30	9,000.00	6,454.72	2,545.28	72
001-541-30-4000	TRAVEL & PER DIEM	1,663.27	5,500.00	7,077.70	1,577.70-	129
001-541-30-4100	TELEPHONE EXPENSE	24,979.29	30,000.00	16,752.61	13,247.39	56
001-541-30-4110	IT LICENSING / EQUIPMENT	54,641.89	148,400.00	99,419.45	48,980.55	67
001-541-30-4200	POSTAGE/TRANSPORTATION FEES	203.85	150.00	83.39	66.61	56
001-541-30-4300	UTILITIES EXPENSE	31,541.49	40,000.00	31,318.74	8,681.26	78
001-541-30-4350	VILLAGES STREET LIGHTING	1,674,318.74	1,736,625.00	1,251,736.87	484,888.13	72
001-541-30-4400	RENTAL & LEASING	15,036.86	7,580.00	63.67	7,516.33	1
001-541-30-4600	REPAIR & MAINTENANCE	67,712.48	60,000.00	47,110.78	12,889.22	79
001-541-30-4601	REPAIR & MAINTENANCE - BUILDINGS	15,560.27	70,000.00	37,296.63	32,703.37	53
001-541-30-4602	REPAIR & MAINTENANCE - VEHICLES/EQUIP	0.00	15,000.00	3,158.56	11,841.44	21
001-541-30-4603	PAVEMENT PRESERVATION/REHABILITATION	1,431,381.67	2,000,000.00	773,122.96	1,226,877.04	39
001-541-30-4900	MISC. EXPENSE & OTHER CURRENT	0.00	3,000.00	156.13	2,843.87	5
001-541-30-4940	LANDFILL DISPOSAL FEES	7,702.08	6,000.00	2,575.27	3,424.73	43
001-541-30-4960	BOOT ALLOWANCE	3,318.77	4,100.00	2,168.31	1,931.69	53
001-541-30-5100	OFFICE SUPPLIES	2,184.18	6,000.00	1,988.19	4,011.81	33

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-541-30-5200	OPERATING SUPPLIES	82,800.07	75,000.00	58,701.35	16,298.65	78
001-541-30-5250	FUEL EXPENSE	33,027.89	40,000.00	21,284.31	18,715.69	53
001-541-30-5400	SUBSCRIPTIONS/DUES	6,968.12	6,000.00	4,178.69	1,821.31	70
001-541-30-5500	TRAINING	15,765.07	23,000.00	12,656.41	10,343.59	55
001-541-60-6300	CAPITAL IMPROVEMENT-OTHER	0.00	5,500.00	6,260.64	760.64-	114
001-541-60-6400	CAP. IMPROVEMENT-MACHINERY	67,369.44	294,500.00	138,854.20	155,645.80	47
	541 PUBLIC WORKS/STREET DEPT.	**6,725,510.95**	**8,779,027.59**	**4,982,696.12**	**3,796,331.47**	**57**
001-549-00-0000	FLEET MAINTENANCE DEPT:	0.00	0.00	0.00	0.00	0
001-549-10-1200	SALARIES	260,476.59	309,900.00	217,919.20	91,980.80	70
001-549-10-1300	OVERTIME	0.00	1,500.00	0.00	1,500.00	0
001-549-10-1500	SICK LEAVE	4,237.29	0.00	2,876.67	2,876.67-	0
001-549-10-1600	VACATION PAY	19,229.94	0.00	17,380.16	17,380.16-	0
001-549-10-1800	HOLIDAY PAY	9,943.95	0.00	9,413.87	9,413.87-	0
001-549-10-2100	FICA EXPENSE	22,482.93	24,100.00	18,940.54	5,159.46	79
001-549-10-2200	RETIREMENT	40,376.04	43,500.00	34,631.11	8,868.89	80
001-549-10-2210	BENEFIT ADMIN FEES	54.00	100.00	40.50	59.50	40
001-549-10-2300	LIFE & HEALTH INSURANCE	48,037.18	54,000.00	39,761.00	14,239.00	74
001-549-10-2600	WORKERS COMPENSATION INSURANCE	14,094.39	16,800.00	18,477.72	1,677.72-	110
001-549-30-3100	PROFESSIONAL SERVICES	0.00	500.00	0.00	500.00	0
001-549-30-3400	OTHER CONTRACTUAL SERVICES	5,796.96	10,000.00	4,327.14	5,672.86	43
001-549-30-3450	CLOTHING AND UNIFORMS	2,243.35	3,500.00	2,115.65	1,384.35	60
001-549-30-4000	TRAVEL & PER DIEM	0.00	100.00	20.34	79.66	20
001-549-30-4100	TELEPHONE EXPENSE	2,218.61	3,000.00	1,511.83	1,488.17	50
001-549-30-4110	IT LICENSING / EQUIPMENT	24,974.59	72,000.00	59,728.22	12,271.78	83
001-549-30-4200	POSTAGE/TRANSPORTATION FEES	0.00	100.00	0.00	100.00	0
001-549-30-4300	UTILITIES EXPENSE	4,634.75	7,000.00	3,743.89	3,256.11	53

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-549-30-4400	RENTAL & LEASING	1,826.15	2,500.00	1,568.30	931.70	63
001-549-30-4600	REPAIR & MAINTENANCE	3,541.97	5,000.00	5,337.51	337.51-	107
001-549-30-4900	MISC. EXPENSE & OTHER CURRENT	0.00	100.00	0.00	100.00	0
001-549-30-4960	BOOT ALLOWANCE	624.88	700.00	175.00	525.00	25
001-549-30-5100	OFFICE SUPPLIES	341.16	1,500.00	460.70	1,039.30	31
001-549-30-5200	OPERATING SUPPLIES	77,233.33	83,000.00	45,991.03	37,008.97	55
001-549-30-5250	FUEL EXPENSE	3,911.64	4,000.00	3,031.90	968.10	76
001-549-30-5400	SUBSCRIPTIONS/DUES	323.00	800.00	450.49	349.51	56
001-549-30-5500	TRAINING	1,766.50	4,000.00	2,210.35	1,789.65	55
001-549-60-6400	CAP. IMPROVEMENTS-MACHINERY/EQUIP	0.00	200,700.00	196,408.43	4,291.57	98
	549 FLEET MAINTENANCE DEPT:	**548,369.20**	**848,400.00**	**686,521.55**	**161,878.45**	**81**
001-572-00-0000	PARKS & RECREATION:	0.00	0.00	0.00	0.00	0
001-572-10-1200	SALARIES	861,994.26	1,628,800.00	986,910.02	641,889.98	61
001-572-10-1250	ON CALL	6,500.00	6,500.00	5,000.00	1,500.00	77
001-572-10-1300	OVERTIME	13,157.48	10,000.00	7,190.77	2,809.23	72
001-572-10-1500	SICK LEAVE	17,509.90	0.00	27,202.86	27,202.86-	0
001-572-10-1600	VACATION PAY	33,363.23	0.00	38,098.56	38,098.56-	0
001-572-10-1800	HOLIDAY PAY	31,202.61	0.00	35,306.18	35,306.18-	0
001-572-10-1820	HOLIDAY PREMIUM	45.48	0.00	29,122.68	29,122.68-	0
001-572-10-2100	FICA EXPENSE	74,869.01	125,000.00	86,476.58	38,523.42	69
001-572-10-2200	RETIREMENT	128,592.49	215,600.00	153,963.65	61,636.35	71
001-572-10-2210	BENEFIT ADMIN FEES	171.00	100.00	288.00	188.00-	288
001-572-10-2300	LIFE & HEALTH INSURANCE	167,113.35	334,800.00	208,228.50	126,571.50	62
001-572-10-2600	WORKERS COMPENSATION INSURANCE	12,215.11	15,500.00	17,047.93	1,547.93-	110
001-572-30-3100	PROFESSIONAL SERVICES	22,378.39	131,895.00	43,953.00	87,942.00	33
001-572-30-3400	OTHER CONTRACTUAL SERVICES	178,648.77	205,080.00	165,803.42	39,276.58	81

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-572-30-3450	CLOTHING AND UNIFORMS	10,539.23	15,000.00	9,892.50	5,107.50	66
001-572-30-4000	TRAVEL & PER DIEM	4,970.42	4,550.00	262.64	4,287.36	6
001-572-30-4100	TELEPHONE EXPENSE	33,732.26	30,000.00	14,134.28	15,865.72	47
001-572-30-4110	IT LICENSING / EQUIPMENT	36,320.33	71,000.00	57,691.71	13,308.29	81
001-572-30-4150	ADVERTISING AND PROMOTIONS	25,388.04	25,000.00	25,927.92	927.92-	104
001-572-30-4200	POSTAGE/TRANSPORTATION FEES	4.14	150.00	2.96	147.04	2
001-572-30-4300	UTILITIES EXPENSE	41,409.37	50,000.00	29,901.77	20,098.23	60
001-572-30-4400	RENTAL & LEASING	4,830.46	7,500.00	1,981.20	5,518.80	26
001-572-30-4600	REPAIR & MAINTENANCE	106,944.62	125,000.00	66,794.96	58,205.04	53
001-572-30-4601	REPAIR & MAINTENANCE - BUILDINGS	8,334.65	38,000.00	80.75	37,919.25	0
001-572-30-4610	BAKER HOUSE MAINTENANCE	1,681.40	10,000.00	414.85	9,585.15	4
001-572-30-4620	BAKER HOUSE OPERATIONS-OTHER MISC.	3,691.49	5,300.00	5,235.26	64.74	99
001-572-30-4630	BAKER HOUSE SPECIAL EVENTS	11,513.18	20,000.00	17,616.16	2,383.84	88
001-572-30-4900	MISC. EXPENSE & OTHER CURRENT	80.93	5,000.00	0.00	5,000.00	0
001-572-30-4910	SPECIAL EVENTS	182,861.48	170,000.00	152,520.07	17,479.93	90
001-572-30-4915	ATHLETIC LEAGUES & ACTIVITIES	120,957.82	140,000.00	148,373.67	8,373.67-	106
001-572-30-4920	YOUTH CAMPS & PROGRAMS	53,747.99	43,000.00	10,945.81	32,054.19	25
001-572-30-4960	BOOT ALLOWANCE	1,536.66	3,500.00	1,512.14	1,987.86	43
001-572-30-5100	OFFICE SUPPLIES	4,131.78	4,500.00	2,010.99	2,489.01	45
001-572-30-5200	OPERATING SUPPLIES	101,201.28	134,400.00	93,859.95	40,540.05	70
001-572-30-5250	FUEL EXPENSE	19,709.13	25,000.00	18,493.13	6,506.87	74
001-572-30-5280	LANDSCAPING	35,382.83	70,000.00	23,354.37	46,645.63	33
001-572-30-5400	SUBSCRIPTIONS/DUES	3,803.80	3,210.00	1,089.91	2,120.09	34
001-572-30-5500	TRAINING	8,908.83	12,000.00	4,377.01	7,622.99	36
001-572-60-6200	CAP. IMPROVEMENT-BUILDINGS	0.00	200,000.00	13,500.00	186,500.00	7
001-572-60-6300	CAPITAL IMPROVEMENT-OTHER	0.00	8,000.00	7,656.33	343.67	96
001-572-60-6400	CAP. IMPROVEMENT-MACHINERY	121,352.04	49,800.00	43,992.00	5,808.00	88

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
	572 PARKS & RECREATION:	**2,490,795.24**	**3,943,185.00**	**2,556,214.49**	**1,386,970.51**	**65**
001-575-00-0000	COMMUNITY CENTER:	0.00	0.00	0.00	0.00	0
001-575-10-1200	SALARIES	91,236.38	127,900.00	78,804.26	49,095.74	62
001-575-10-1300	OVERTIME	317.45	0.00	1,309.00	1,309.00-	0
001-575-10-1500	SICK LEAVE	43.67	0.00	0.00	0.00	0
001-575-10-1600	VACATION PAY	322.99	0.00	0.00	0.00	0
001-575-10-1800	HOLIDAY PAY	600.96	0.00	0.00	0.00	0
001-575-10-1820	HOLIDAY PREMIUM	0.00	0.00	3,569.07	3,569.07-	0
001-575-10-2100	FICA EXPENSE	5,929.29	10,000.00	6,401.72	3,598.28	64
001-575-10-2200	RETIREMENT	12,690.60	12,000.00	11,651.97	348.03	97
001-575-10-2300	LIFE & HEALTH INSURANCE	1,053.80-	0.00	0.00	0.00	0
001-575-30-3100	PROFESSIONAL SERVICES	0.00	500.00	245.00	255.00	49
001-575-30-3400	OTHER CONTRACTUAL SERVICES	19,541.25	20,000.00	16,726.91	3,273.09	84
001-575-30-3450	CLOTHING AND UNIFORMS	1,038.92	1,200.00	269.10	930.90	22
001-575-30-4100	TELEPHONE EXPENSE	513.35	6,680.00	8,967.35	2,287.35-	134
001-575-30-4200	POSTAGE/TRANSPORTATION FEES	0.69	150.00	15.29	134.71	10
001-575-30-4300	UTILITIES EXPENSE	64,118.72	60,000.00	41,733.45	18,266.55	70
001-575-30-4400	RENTAL & LEASING	1,593.64	2,500.00	1,158.55	1,341.45	46
001-575-30-4600	REPAIR & MAINTENANCE	14,563.78	50,000.00	42,325.49	7,674.51	85
001-575-30-5100	OFFICE SUPPLIES	0.00	1,000.00	0.00	1,000.00	0
001-575-30-5200	OPERATING SUPPLIES	21,739.43	30,000.00	9,877.48	20,122.52	33
001-575-30-5400	SUBSCRIPTIONS/DUES	100.00	0.00	25.00	25.00-	0
001-575-60-6200	CAP. IMPROVEMENT-BUILDINGS	56,958.03	0.00	0.00	0.00	0
	575 COMMUNITY CENTER:	**290,255.35**	**321,930.00**	**223,079.64**	**98,850.36**	**69**
001-580-90-9901	CONTINGENCY RESERVE-GEN FUND	0.00	4,639,485.91	0.00	4,639,485.91	0

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
	580 Total	**0.00**	**4,639,485.91**	**0.00**	**4,639,485.91**	**0**
001-581-00-1040	TRANSFER TO EXPANDED CRA	247,524.97	326,004.00	326,003.66	0.34	100
001-581-00-4020	TRANSFER TO UTILITY CAP PROJECTS FUNI	7,500,000.00	4,500,000.00	4,500,000.00	0.00	100
001-581-90-3010	TRANSFER TO CAPITAL PROJECT FUND	10,000,000.00	11,000,000.00	11,000,000.00	0.00	100
	581 Total	**17,747,524.97**	**15,826,004.00**	**15,826,003.66**	**0.34**	**100**
	GENERAL FUND Expenditure Totals	**41,822,476.40**	**53,120,650.00**	**36,839,751.30**	**16,280,898.70**	**69**

001 GENERAL FUND	**Prior**	**YTD**
Revenues:	**42,154,946.61**	**42,741,974.90**
Expenditures:	**41,822,476.40**	**36,839,751.30**
Net Income:	**332,470.21**	**5,902,223.60**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
101-361-1350	INTEREST EARNED	239.95	200.00	78.16	121.84-	39
101-366-1350	CONTRIBUTIONS/DUES	1,325.00	2,000.00	1,780.00	220.00-	89
101-366-1360	GRAVE OPENING PERMITS	1,350.00	600.00	300.00	300.00-	50
101-389-5000	NON-OPER/ CEMETERY RESERVES FORWAR	0.00	67,900.00	0.00	67,900.00-	0
	CEMETERY FUND Revenue Totals	**2,914.95**	**70,700.00**	**2,158.16**	**68,541.84-**	**3**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
101-569-00-0000	GREENWOOD CEMETERY:	0.00	0.00	0.00	0.00	0
101-569-30-4600	REPAIR & MAINTENANCE	0.00	500.00	0.00	500.00	0
101-569-30-4900	MISC. EXPENSE & OTHER CURRENT	7.53	2,000.00	2,105.32	105.32-	105
101-569-30-5200	OPERATING SUPPLIES	0.00	100.00	0.00	100.00	0
	569 GREENWOOD CEMETERY:	**7.53**	**2,600.00**	**2,105.32**	**494.68**	**81**
101-580-90-9999	CONTINGENCY	0.00	68,100.00	0.00	68,100.00	0
	580 Total	**0.00**	**68,100.00**	**0.00**	**68,100.00**	**0**
	CEMETERY FUND Expenditure Totals	**7.53**	**70,700.00**	**2,105.32**	**68,594.68**	**3**

101 CEMETERY FUND	**Prior**	**YTD**
Revenues:	**2,914.95**	**2,158.16**
Expenditures:	**7.53**	**2,105.32**
Net Income:	**2,907.42**	**52.84**

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
104-361-0000	INTEREST	19,970.12	5,000.00	10,593.47	5,593.47	212
104-369-9000	TAX INCREMENT FINANCING - SUM CTY	427,869.00	505,000.00	0.00	505,000.00-	0
104-382-0010	TRANSFER FROM GENERAL	247,524.97	326,004.00	326,003.66	0.34-	100
104-389-5006	CASH FORWARD - CRA DISTRICT	0.00	1,550,000.00	0.00	1,550,000.00-	0
	COMMUNITY REDEVELOPMENT Revenue Tot	**695,364.09**	**2,386,004.00**	**336,597.13**	**2,049,406.87-**	**14**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
104-550-00-0000	COMM REDEVELOPMENT DEPT.:	0.00	0.00	0.00	0.00	0
104-550-10-1200	SALARIES	46,094.74	77,700.00	37,651.56	40,048.44	48
104-550-10-1500	SICK LEAVE	2,493.09	0.00	3,313.97	3,313.97-	0
104-550-10-1600	VACATION PAY	5,657.19	0.00	5,732.93	5,732.93-	0
104-550-10-1800	HOLIDAY PAY	1,937.68	0.00	1,846.59	1,846.59-	0
104-550-10-2100	FICA EXPENSE	4,298.01	6,000.00	3,713.63	2,286.37	62
104-550-10-2200	RETIREMENT	19,197.49	25,800.00	16,106.15	9,693.85	62
104-550-10-2300	LIFE & HEALTH INSURANCE	4,035.00	5,400.00	3,629.80	1,770.20	67
104-550-30-5400	SUBSCRIPTIONS/DUES	0.00	200.00	175.00	25.00	88
104-550-60-6330	FACADE IMPROVEMENT GRANT	2,180.00	40,000.00	0.00	40,000.00	0
104-550-60-6360	OLD WIRE RD WATER LINE REPLACEMENT	0.00	900,000.00	490,952.52	409,047.48	55
104-550-60-6390	OTHER MISC PROJECTS	887,772.15	64,854.30	64,854.30	0.00	100
104-550-70-7303	DEMOLITIONS	0.00	25,000.00	0.00	25,000.00	0
104-550-70-7307	MISC. OTHER PROJECTS	0.00	200,000.00	0.00	200,000.00	0
	550 COMM REDEVELOPMENT DEPT.:	**973,665.35**	**1,344,954.30**	**627,976.45**	**716,977.85**	**47**
104-580-90-9904	CONTINGENCY - CRA DISTRICT	0.00	1,041,049.70	0.00	1,041,049.70	0
	580 Total	**0.00**	**1,041,049.70**	**0.00**	**1,041,049.70**	**0**
	COMMUNITY REDEVELOPMENT Expenditure	**973,665.35**	**2,386,004.00**	**627,976.45**	**1,758,027.55**	**26**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

104 COMMUNITY REDEVELOPMENT	Prior	YTD
Revenues:	695,364.09	336,597.13
Expenditures:	973,665.35	627,976.45
Net Income:	278,301.26-	291,379.32-

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
105-361-0000	INTEREST	72.03	100.00	61.35	38.65-	61
105-369-0058	DONATIONS	32,505.00	20,000.00	34,756.00	14,756.00	174
105-389-5010	CASH FORWARD - BAKER HOUSE	0.00	38,900.00	0.00	38,900.00-	0
	BAKER HOUSE Revenue Totals	**32,577.03**	**59,000.00**	**34,817.35**	**24,182.65-**	**59**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
105-576-00-0000	BAKER HOUSE DEPARTMENT:	0.00	0.00	0.00	0.00	0
105-576-30-4620	BAKER HOUSE OPERATIONS	23,224.88	25,000.00	4,889.71	20,110.29	20
	576 BAKER HOUSE DEPARTMENT:	**23,224.88**	**25,000.00**	**4,889.71**	**20,110.29**	**20**
105-580-90-9910	CONTINGENCY - BAKER HOUSE	0.00	34,000.00	0.00	34,000.00	0
	580 Total	**0.00**	**34,000.00**	**0.00**	**34,000.00**	**0**
	BAKER HOUSE Expenditure Totals	**23,224.88**	**59,000.00**	**4,889.71**	**54,110.29**	**8**

105 BAKER HOUSE	**Prior**	**YTD**
Revenues:	**32,577.03**	**34,817.35**
Expenditures:	**23,224.88**	**4,889.71**
Net Income:	**9,352.15**	**29,927.64**

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

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

106 WILDWOOD AREA HISTORICAL ASSOCIA	**Prior**	**YTD**
Revenues:	**0.00**	**0.00**
Expenditures:	**0.00**	**0.00**
Net Income:	**0.00**	**0.00**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
107-341-3004	RECREATION IMPACT FEES	208,491.12	250,000.00	362,774.83	112,774.83	145
107-361-0000	INTEREST	12,295.75	5,000.00	10,362.13	5,362.13	207
107-389-5004	CASH FORWARD - P & R IMPACT FEE	0.00	1,310,000.00	0.00	1,310,000.00-	0
	RECREATION IMPACT FEES Revenue Totals	**220,786.87**	**1,565,000.00**	**373,136.96**	**1,191,863.04-**	**23**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
107-572-00-0000	RECREATION IMPACT FEES:	0.00	0.00	0.00	0.00	0
107-572-60-6301	MILLENNIUM PARK IMPROVEMENTS	0.00	1,500,000.00	1,500,000.00	0.00	100
107-572-60-6400	CAPITAL IMPROVEMENT-MACHINERY & EQUI	0.00	13,500.00	0.00	13,500.00	0
	572 RECREATION IMPACT FEES:	**0.00**	**1,513,500.00**	**1,500,000.00**	**13,500.00**	**99**
107-580-90-9903	CONTINGENCY - P&R IMPACT FEES	0.00	51,500.00	0.00	51,500.00	0
	580 Total	**0.00**	**51,500.00**	**0.00**	**51,500.00**	**0**
	RECREATION IMPACT FEES Expenditure Tota	**0.00**	**1,565,000.00**	**1,500,000.00**	**65,000.00**	**96**

107 RECREATION IMPACT FEES	**Prior**	**YTD**
Revenues:	**220,786.87**	**373,136.96**
Expenditures:	**0.00**	**1,500,000.00**
Net Income:	**220,786.87**	**1,126,863.04-**

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
108-341-3001	LAW ENFORCEMENT IMPACT FEES	1,168,712.00	1,100,000.00	1,048,379.79	51,620.21-	95
108-361-0000	INTEREST	243.90	200.00	41,694.72	41,494.72	***
108-389-5002	CASH FORWARD - POLICE IMPACT FEE	0.00	2,630,000.00	0.00	2,630,000.00-	0
	LAW ENFORCEMENT IMPACT FEES Revenue	**1,168,955.90**	**3,730,200.00**	**1,090,074.51**	**2,640,125.49-**	**29**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
108-521-00-0000	LAW ENFORCEMENT IMPACT FEES:	0.00	0.00	0.00	0.00	0
108-521-30-4900	MISC. EXPENSE & OTHER CURRENT	405.25	0.00	265.97	265.97-	0
108-521-60-6200	CAP.IMPROVEMENT-BUILDINGS	0.00	1,014,100.00	0.00	1,014,100.00	0
108-521-70-9105	TRANSFER TO GENERAL FUND - LOAN PAYM	412,800.00	412,800.00	412,800.00	0.00	100
	521 LAW ENFORCEMENT IMPACT FEES:	**413,205.25**	**1,426,900.00**	**413,065.97**	**1,013,834.03**	**29**
108-580-90-9902	CONTINGENCY -LAW ENFORCEMENT IMPAC˜	0.00	2,303,300.00	0.00	2,303,300.00	0
	580 Total	**0.00**	**2,303,300.00**	**0.00**	**2,303,300.00**	**0**
	LAW ENFORCEMENT IMPACT Expenditure To	**413,205.25**	**3,730,200.00**	**413,065.97**	**3,317,134.03**	**11**

108 LAW ENFORCEMENT IMPACT FEES	**Prior**	**YTD**
Revenues:	**1,168,955.90**	**1,090,074.51**
Expenditures:	**413,205.25**	**413,065.97**
Net Income:	**755,750.65**	**677,008.54**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
301-334-9000	STATE GRANT REVENUE	0.00	0.00	200,000.00	200,000.00	0
301-361-0000	INTEREST	146,252.74	7,000.00	116,911.23	109,911.23	***
301-382-0010	TRANSFER FROM GENERAL FUND	10,000,000.00	11,000,000.00	11,000,000.00	0.00	100
301-389-5000	NON-OPERATIONAL CASH FORWARD-CAP.IM	0.00	14,150,000.00	0.00	14,150,000.00-	0
	CAPITAL IMPROVEMENT FUND Revenue Tota	**10,146,252.74**	**25,157,000.00**	**11,316,911.23**	**13,840,088.77-**	**44**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
301-500-00-0000	CAPITAL IMPROVEMENT FUND	0.00	0.00	0.00	0.00	0
301-516-60-6301	DOWNTOWN MASTER PLAN PROJECTS	27,380.83	325,000.00	0.00	325,000.00	0
	516 Total	**27,380.83**	**325,000.00**	**0.00**	**325,000.00**	**0**
301-521-60-6201	THE VILLAGES PD SUBSTATION	0.00	2,000,000.00	0.00	2,000,000.00	0
	521 Total	**0.00**	**2,000,000.00**	**0.00**	**2,000,000.00**	**0**
301-541-60-6101	DRAINAGE PROJECT LAND ACQUISITION	322,576.01	344,776.38	62,885.13	281,891.25	18
301-541-60-6202	MUNICIPAL SERVICES COMPLEX PROJECT	0.00	903,600.00	86,627.11	816,972.89	10
301-541-60-6206	PUBLIC WORKS DEPARTMENT ANNEX	0.00	1,545,500.00	54,114.00	1,491,386.00	4
301-541-60-6302	BARWICK REHAB	27,744.74	3,049,664.33	152,283.49	2,897,380.84	5
301-541-60-6303	OAK GROVE VILLAGE DRAINAGE IMPROVEM	362,792.92	251,240.08	259,258.03	8,017.95-	103
301-541-60-6306	CLAY DRAIN ROAD DESIGN	158,486.35	651,104.15	486,299.37	164,804.78	75
301-541-60-6307	JACKSON ST IMPROVEMENTS	610,967.13	1,956.15	1,956.15	0.00	100
301-541-60-6308	HUEY ST IMPROVEMENTS	1,569,580.04	0.00	0.00	0.00	0
301-541-60-6310	DOWNTOWN PARKING GARAGE	267,558.74	0.00	0.00	0.00	0
301-541-60-6313	CSX ROAD REHAB	0.00	50,000.00	0.00	50,000.00	0
301-541-60-6315	PETERS ST STORMWATER BMP IMPROVEME	0.00	435,000.00	113,618.50	321,381.50	26
301-541-60-6318	RAILYARD TRASH COMPACTOR	0.00	100,000.00	935.34	99,064.66	1

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
	541 Total	**3,319,705.93**	**7,332,841.09**	**1,217,977.12**	**6,114,863.97**	**17**
301-572-60-6205	RECREATION CENTER AT MLK PARK	1,884.50	0.00	0.00	0.00	0
301-572-60-6302	MILLENNIUM PARK IMPROVEMENTS	5,713,826.85	8,250,000.00	3,214,592.99	5,035,407.01	39
301-572-60-6305	CITY HALL COURTYARD REHAB	0.00	300,000.00	20,985.00	279,015.00	7
301-572-60-6306	OXFORD PARK IMPROVEMENTS	54,280.00	525,420.00	27,520.00	497,900.00	5
301-572-60-6308	MILLENNIUM PARK PLAYGROUND	0.00	500,000.00	0.00	500,000.00	0
	572 Total	**5,769,991.35**	**9,575,420.00**	**3,263,097.99**	**6,312,322.01**	**34**
301-575-60-6201	COMMUNITY CENTER HVAC UPGRADES	304,485.92	462,932.75	298,068.73	164,864.02	64
301-575-60-6202	COMMUNITY CENTER RENOVATIONS	5,793.03	205,000.00	96,886.57	108,113.43	47
	575 Total	**310,278.95**	**667,932.75**	**394,955.30**	**272,977.45**	**59**
301-580-90-9901	CONTINGENCY-CAP.IMPROVEMENT FUND	0.00	5,255,806.16	0.00	5,255,806.16	0
	580 Total	**0.00**	**5,255,806.16**	**0.00**	**5,255,806.16**	**0**
301-581-00-4020	TRANSFER TO UTILITY CAP PROJECTS FUNI	5,000,000.00	0.00	0.00	0.00	0
	581 Total	**5,000,000.00**	**0.00**	**0.00**	**0.00**	**0**
	CAPITAL IMPROVEMENT FUN Expenditure To	**14,427,357.06**	**25,157,000.00**	**4,876,030.41**	**20,280,969.59**	**19**

301 CAPITAL IMPROVEMENT FUND	**Prior**	**YTD**
Revenues:	**10,146,252.74**	**11,316,911.23**
Expenditures:	**14,427,357.06**	**4,876,030.41**
Net Income:	**4,281,104.32-**	**6,440,880.82**

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
401-343-3100	WATER SALES-OPERATING INCOME	5,104,970.40	5,522,210.00	4,043,358.62	1,478,851.38-	73
401-343-3150	BULK WATER SALES	7.38	0.00	0.00	0.00	0
401-343-3500	WATER- METER INSTALLATIONS	256,036.31	263,000.00	406,218.92	143,218.92	154
401-343-3510	WATER- OTHER (ON/OFF FEES)	47,624.68	33,020.00	46,075.00	13,055.00	140
401-343-3520	WATER INCOME-OTHER	30,654.94	10,000.00	30,445.98	20,445.98	304
401-343-3521	RETURN CHECK BILLINGS	15.00	0.00	0.00	0.00	0
401-343-3550	WATER UTILITY TAX	398.24-	0.00	15,332.71	15,332.71	0
401-343-5100	SEWER OPERATING INCOME-BILLINGS	9,424,277.64	12,285,940.00	8,698,775.07	3,587,164.93-	71
401-343-5510	SEWER OTHER MISC	1,295.00	13,375.00	552.20	12,822.80-	4
401-343-5511	LAND LEASE-TURTLE MOUNT(TOWER)	15,870.00	15,000.00	13,225.00	1,775.00-	88
401-343-5520	TSS/COD WASTEWATER FEES	924,272.57	1,000,000.00	643,447.84	356,552.16-	64
401-343-6100	REUSE WATER OPERATIONS	86,599.85	139,650.00	132,182.16	7,467.84-	95
401-361-0000	INTEREST EARNINGS	73,471.02	60,000.00	52,474.89	7,525.11-	87
401-364-0000	GAIN/LOSS OR SALE OF FIXED ASSETS	10,101.00	0.00	1,358.00	1,358.00	0
401-381-1007	TRANSFER FROM 2013 DEBT REFI CONST FU	11,140,343.00	0.00	0.00	0.00	0
401-381-1011	TRANSFER FROM WATER SDC FUND	2,435,883.97	0.00	0.00	0.00	0
401-381-1014	TRANSFER FROM SEWER SDC FUND	1,678,360.70	0.00	0.00	0.00	0
401-389-5000	Non-Operational-Cash Forward- W/S	0.00	9,000,000.00	0.00	9,000,000.00-	0
	UTILITY FUND Revenue Totals	**31,229,385.22**	**28,342,195.00**	**14,083,446.39**	**14,258,748.61-**	**49**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-530-00-0000	PHYSICAL ENVIRONMENT/ADMIN:	0.00	0.00	0.00	0.00	0
401-530-10-1200	SALARIES	162,640.27	227,900.00	131,588.37	96,311.63	58
401-530-10-1300	OVERTIME	0.00	0.00	15.42	15.42-	0
401-530-10-1500	SICK LEAVE	6,997.94	0.00	6,033.19	6,033.19-	0
401-530-10-1600	VACATION PAY	9,339.75	0.00	7,035.03	7,035.03-	0

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-530-10-1800	HOLIDAY PAY	6,570.79	0.00	5,614.12	5,614.12-	0
401-530-10-2100	FICA EXPENSE	14,168.74	17,500.00	11,605.52	5,894.48	66
401-530-10-2200	RETIREMENT	25,489.20	31,800.00	21,027.32	10,772.68	66
401-530-10-2210	BENEFIT ADMIN FEES	54.00	100.00	19.50	80.50	20
401-530-10-2300	LIFE & HEALTH INSURANCE	36,035.74	54,000.00	27,701.33	26,298.67	51
401-530-10-2500	UNEMPLOYMENT COMPENSATION	0.00	0.00	1,100.00	1,100.00-	0
401-530-10-2600	WORKERS COMPENSATION INSURANCE	1,503.44	2,100.00	2,309.75	209.75-	110
401-530-30-3100	PROFESSIONAL SERVICES	3,017.50	1,000.00	845.00	155.00	84
401-530-30-3200	ACCOUNTING & AUDITING FEES	25,125.00	30,000.00	26,675.00	3,325.00	89
401-530-30-3400	OTHER CONTRACTUAL SERVICES	36,575.67	39,750.00	38,926.13	823.87	98
401-530-30-4000	TRAVEL & PER DIEM	0.00	500.00	0.00	500.00	0
401-530-30-4100	TELEPHONE EXPENSE	5,225.15	6,500.00	3,353.52	3,146.48	52
401-530-30-4110	IT LICENSING / EQUIPMENT	29,449.35	44,000.00	34,110.58	9,889.42	78
401-530-30-4200	POSTAGE/TRANSPORTATION FEES	22,789.98	32,800.00	25,999.63	6,800.37	79
401-530-30-4300	UTILITIES EXPENSE	18,030.52	20,000.00	11,773.62	8,226.38	59
401-530-30-4400	RENTAL & LEASING	1,452.74	1,500.00	1,053.25	446.75	70
401-530-30-4500	GENERAL INSURANCE	364,728.50	512,000.00	407,670.01	104,329.99	80
401-530-30-4600	REPAIR & MAINTENANCE	12,510.66	28,100.00	4,870.11	23,229.89	17
401-530-30-4900	MISC. EXPENSE & OTHER CURRENT	18,326.98	23,000.00	15,047.99	7,952.01	65
401-530-30-5100	OFFICE SUPPLIES	319.39	1,000.00	613.65	386.35	61
401-530-30-5200	OPERATING SUPPLIES	5,112.87	11,100.00	3,760.87	7,339.13	34
401-530-30-5400	SUBSCRIPTIONS/DUES	231.30	500.00	0.00	500.00	0
401-530-30-5500	TRAINING	760.00	2,000.00	1,140.00	860.00	57
	530 PHYSICAL ENVIRONMENT/ADMIN:	**806,455.48**	**1,087,150.00**	**789,888.91**	**297,261.09**	**73**
401-533-00-0000	WATER DEPARTMENT:	0.00	0.00	0.00	0.00	0
401-533-10-1200	SALARIES	928,913.19	1,135,900.00	920,821.94	215,078.06	81

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-533-10-1250	ON CALL	12,500.00	19,500.00	11,000.00	8,500.00	56
401-533-10-1300	OVERTIME	21,386.54	17,000.00	19,054.65	2,054.65-	112
401-533-10-1500	SICK LEAVE	28,839.67	0.00	23,713.06	23,713.06-	0
401-533-10-1600	VACATION PAY	40,119.73	0.00	43,486.09	43,486.09-	0
401-533-10-1700	INCENTIVE PAY	2,800.00	0.00	2,300.00	2,300.00-	0
401-533-10-1800	HOLIDAY PAY	32,545.10	0.00	36,496.44	36,496.44-	0
401-533-10-1820	HOLIDAY PREMIUM	13,164.90	10,000.00	5,052.14	4,947.86	51
401-533-10-2100	FICA EXPENSE	83,090.59	88,100.00	81,239.03	6,860.97	92
401-533-10-2200	RETIREMENT	149,853.72	158,800.00	151,779.09	7,020.91	96
401-533-10-2210	BENEFIT ADMIN FEES	90.00	100.00	67.50	32.50	68
401-533-10-2300	LIFE & HEALTH INSURANCE	161,499.68	210,600.00	143,829.68	66,770.32	68
401-533-10-2600	WORKERS COMPENSATION INSURANCE	23,960.46	33,000.00	36,295.60	3,295.60-	110
401-533-30-3100	PROFESSIONAL SERVICES	79,484.92	255,000.00	59,071.52	195,928.48	23
401-533-30-3400	OTHER CONTRACTUAL SERVICES	265,382.40	332,700.00	81,134.07	251,565.93	24
401-533-30-3450	CLOTHING AND UNIFORMS	7,918.39	11,000.00	6,183.07	4,816.93	56
401-533-30-4000	TRAVEL & PER DIEM	10,428.47	8,000.00	4,272.91	3,727.09	53
401-533-30-4100	TELEPHONE EXPENSE	37,875.97	40,000.00	27,345.71	12,654.29	68
401-533-30-4110	IT LICENSING / EQUIPMENT	29,091.71	40,000.00	30,043.45	9,956.55	75
401-533-30-4200	POSTAGE/TRANSPORTATION FEES	716.95	3,500.00	220.86	3,279.14	6
401-533-30-4300	UTILITIES EXPENSE	209,754.94	230,000.00	159,362.29	70,637.71	69
401-533-30-4400	RENTAL & LEASING	3,171.87	9,000.00	2,571.96	6,428.04	29
401-533-30-4600	REPAIR & MAINTENANCE	182,204.86	220,000.00	125,825.34	94,174.66	57
401-533-30-4900	MISC. EXPENSE & OTHER CURRENT	102.50	6,000.00	807.19	5,192.81	13
401-533-30-4960	BOOT ALLOWANCE	2,200.84	4,000.00	1,677.40	2,322.60	42
401-533-30-5100	OFFICE SUPPLIES	1,494.65	6,500.00	1,483.28	5,016.72	23
401-533-30-5200	OPERATING SUPPLIES	145,708.49	200,000.00	144,072.18	55,927.82	72
401-533-30-5220	WATER METERS	0.34	360,000.00	136,455.09	223,544.91	38

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-533-30-5250	FUEL EXPENSE	42,646.62	50,000.00	50,614.93	614.93-	101
401-533-30-5260	CHEMICALS	535,599.92	530,000.00	426,955.69	103,044.31	81
401-533-30-5270	LABORATORY SAMPLES	38,546.00	40,000.00	35,158.00	4,842.00	88
401-533-30-5400	SUBSCRIPTIONS/DUES	6,148.55	7,000.00	1,365.40	5,634.60	20
401-533-30-5500	TRAINING	11,176.85	12,500.00	7,671.30	4,828.70	61
401-533-60-6300	CAPITAL IMPROVEMENT-OTHER	99,772.55	691,010.24	368,580.18	322,430.06	53
401-533-60-6301	METER CHANGE OUT PROGRAM	93,681.40	321,010.00	146,093.08	174,916.92	46
401-533-60-6350	LOOP/UPGRADE WATER MAINS	617,937.37	1,224,479.20	234,547.36	989,931.84	19
401-533-60-6400	CAP. IMPROVEMENT-MACHINERY	0.24	290,700.00	272,951.00	17,749.00	94
401-533-60-6681	LEASE PURCHASE PRINCIPAL PMT	0.00	20,760.00	20,763.22	3.22-	100
401-533-60-6691	LEASE PURCHASE INTEREST PMT	1,638.07	840.00	835.19	4.81	99
401-533-70-7306	FDOT 301 WIDENING	0.00	4,500,000.00	175,200.00	4,324,800.00	4
	533 WATER DEPARTMENT:	**3,921,448.45**	**11,086,999.44**	**3,996,396.89**	**7,090,602.55**	**36**
401-535-00-0000	WASTEWATER DEPARTMENT:	0.00	0.00	0.00	0.00	0
401-535-10-1200	SALARIES	1,484,694.87	2,290,500.00	1,383,679.38	906,820.62	60
401-535-10-1250	ON CALL	19,500.00	19,500.00	15,750.00	3,750.00	81
401-535-10-1300	OVERTIME	44,327.95	25,000.00	18,918.14	6,081.86	76
401-535-10-1500	SICK LEAVE	55,031.04	0.00	44,046.98	44,046.98-	0
401-535-10-1600	VACATION PAY	72,826.37	0.00	59,153.18	59,153.18-	0
401-535-10-1700	INCENTIVE PAY	5,100.00	0.00	3,950.00	3,950.00-	0
401-535-10-1800	HOLIDAY PAY	51,628.40	0.00	55,666.70	55,666.70-	0
401-535-10-1820	HOLIDAY PREMIUM	35,694.26	20,000.00	8,023.81	11,976.19	40
401-535-10-2100	FICA EXPENSE	135,261.64	177,200.00	121,597.32	55,602.68	69
401-535-10-2200	RETIREMENT	242,050.89	321,200.00	222,265.90	98,934.10	69
401-535-10-2210	BENEFIT ADMIN FEES	531.00	500.00	498.00	2.00	100
401-535-10-2300	LIFE & HEALTH INSURANCE	254,213.92	415,800.00	234,490.00	181,310.00	56

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-535-10-2500	UNEMPLOYMENT COMPENSATION	782.88	0.00	0.00	0.00	0
401-535-10-2600	WORKERS COMPENSATION INSURANCE	47,733.00	66,000.00	72,590.99	6,590.99-	110
401-535-30-3100	PROFESSIONAL SERVICES	71,764.78	188,375.00	66,671.05	121,703.95	35
401-535-30-3400	OTHER CONTRACTUAL SERVICES	795,385.88	1,100,000.00	786,087.97	313,912.03	71
401-535-30-3450	CLOTHING AND UNIFORMS	10,042.90	11,000.00	8,048.74	2,951.26	73
401-535-30-4000	TRAVEL & PER DIEM	14,852.23	16,000.00	10,423.40	5,576.60	65
401-535-30-4100	TELEPHONE EXPENSE	29,733.61	30,000.00	19,298.01	10,701.99	64
401-535-30-4110	IT LICENSING / EQUIPMENT	32,680.60	55,000.00	46,449.57	8,550.43	84
401-535-30-4200	POSTAGE/TRANSPORTATION FEES	1,830.83	3,000.00	1,349.36	1,650.64	45
401-535-30-4300	UTILITIES EXPENSE	498,504.29	570,000.00	366,329.83	203,670.17	64
401-535-30-4400	RENTAL & LEASING	27,964.44	50,000.00	8,420.20	41,579.80	17
401-535-30-4600	REPAIR & MAINTENANCE	668,955.73	782,000.00	459,637.46	322,362.54	59
401-535-30-4900	MISC. EXPENSE & OTHER CURRENT	13,640.36	5,000.00	203.10	4,796.90	4
401-535-30-4940	LANDFILL DISPOSAL FEES	161,300.52	235,000.00	110,134.33	124,865.67	47
401-535-30-4960	BOOT ALLOWANCE	3,182.55	5,000.00	1,843.98	3,156.02	37
401-535-30-5100	OFFICE SUPPLIES	5,976.71	7,500.00	5,965.20	1,534.80	80
401-535-30-5200	OPERATING SUPPLIES	217,690.06	275,000.00	196,565.31	78,434.69	71
401-535-30-5250	FUEL EXPENSE	91,632.69	120,000.00	60,115.45	59,884.55	50
401-535-30-5260	CHEMICALS	278,173.23	350,000.00	194,306.50	155,693.50	56
401-535-30-5270	LABORATORY SAMPLES	328,945.00	320,000.00	207,445.00	112,555.00	65
401-535-30-5400	SUBSCRIPTIONS/DUES	2,016.59	6,500.00	1,354.21	5,145.79	21
401-535-30-5500	TRAINING	8,279.08	16,000.00	11,147.67	4,852.33	70
401-535-60-6200	CAP. IMPROVEMENT-BUILDINGS	63,055.16	0.00	1,595.77	1,595.77-	0
401-535-60-6250	LIFT STATION UPGRADES	290,627.07	897,146.00	489,641.87	407,504.13	55
401-535-60-6300	CAPITAL IMPROVEMENT-OTHER	0.00	155,409.42	126,136.01	29,273.41	81
401-535-60-6330	CR 209 LS UPGRADES	0.12-	0.00	0.00	0.00	0
401-535-60-6340	GRAVITY SYSTEM RENEWAL & REPLACEMEN	161,036.45	0.00	0.00	0.00	0

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-535-60-6400	CAP. IMPROVEMENT-MACHINERY	44,716.10	370,500.00	348,855.33	21,644.67	94
401-535-60-6610	SEWER SYSTEM RENEWAL AND REPLACEME	587,040.84	660,000.00	230,448.04	429,551.96	35
401-535-60-6681	LEASE PURCHASE PRINCIPAL PMT	0.00	88,830.00	88,833.98	3.98-	100
401-535-60-6691	LEASE PURCHASE INTEREST PMT	0.00	31,850.00	31,844.72	5.28	100
401-535-60-6770	SR 44 FM / CCC DECOMMISSIONING	0.48-	0.00	0.00	0.00	0
	535 WASTEWATER DEPARTMENT:	**6,858,403.32**	**9,684,810.42**	**6,119,782.46**	**3,565,027.96**	**63**
401-580-90-0000	CONTINGENCY:	0.00	0.00	0.00	0.00	0
401-580-90-9912	CONTIN- WATER SEWER-REFUSE	0.00	5,798,695.14	0.00	5,798,695.14	0
	580 Total	**0.00**	**5,798,695.14**	**0.00**	**5,798,695.14**	**0**
401-581-00-0000	TRANSFERS:	0.00	0.00	0.00	0.00	0
401-581-90-9110	TRANSFER TO UTILITY CAP PROJECT FUND	0.00	0.00	80,157,564.23	80,157,564.23-	0
	581 TRANSFERS:	**0.00**	**0.00**	**80,157,564.23**	**80,157,564.23-**	**0**
401-582-00-0000	DEBT SERVICE:	0.00	0.00	0.00	0.00	0
401-582-30-5900	DEPRECIATION	3,191,196.00	0.00	0.00	0.00	0
401-582-30-5920	BAD DEBT EXPENSE	96,180.00	0.00	0.00	0.00	0
401-582-70-7100	SUMTER SCHOOL BOARD LEASE PURCHASE	0.00	170,000.00	170,000.00	0.00	100
401-582-70-7103	DBT SRV.-SRF LOAN PRIN-2007	0.00	362,640.00	180,380.52	182,259.48	50
401-582-70-7106	DEBT SERV-2016 CONTINENTAL LOAN (BB&T	0.00	116,300.00	116,300.05	0.05-	100
401-582-70-7204	INT EXP.-SRF LOAN-3 (2007)	24,704.70	17,280.00	18,364.62	1,084.62-	106
401-582-70-7206	DEBT SERV-INTERST-2016 CONTINENTAL (BE	21,236.07	18,320.00	9,527.29	8,792.71	52
401-582-71-7010	ISSUANCE COSTS - SERIES 2026A BONDS	0.00	0.00	576,518.44	576,518.44-	0
	582 DEBT SERVICE:	**3,333,316.77**	**684,540.00**	**1,071,090.92**	**386,550.92-**	**156**
	UTILITY FUND Expenditure Totals	**14,919,624.02**	**28,342,195.00**	**92,134,723.41**	**63,792,528.41-**	**325**

CITY OF WILDWOOD

YEAR TO DATE REVENUE-EXPENDITURE REPORT

COMMISSION MEETING JULY 27 2026

401 UTILITY FUND	Prior	YTD
Revenues:	**31,229,385.22**	**14,083,446.39**
Expenditures:	**14,919,624.02**	**92,134,723.41**
Net Income:	**16,309,761.20**	**78,051,277.02-**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
402-334-3500	STATE GRANT	0.00	6,684,524.00	0.00	6,684,524.00-	0
402-361-0000	INTEREST	135,865.25	15,000.00	114,843.79	99,843.79	766
402-382-0010	TRANSFER FROM GENERAL FUND	7,500,000.00	4,500,000.00	4,500,000.00	0.00	100
402-382-3010	TRANSFER FROM CAPITAL IMPROVEMENT FI	5,000,000.00	0.00	0.00	0.00	0
402-382-4090	TRANSFER FROM WW SDC FUND	10,000,000.00	0.00	0.00	0.00	0
402-389-5000	CASH FORWARD	0.00	24,000,000.00	0.00	24,000,000.00-	0
402-389-9001	SERIES 2026A BOND PROCEEDS	0.00	90,000,000.00	0.00	90,000,000.00-	0
402-389-9002	SRF PHASE II 60021	0.00	20,000,000.00	0.00	20,000,000.00-	0
	CAPITAL PROJECTS (LOAN/GRANT) Revenue	**22,635,865.25**	**145,199,524.00**	**4,614,843.79**	**140,584,680.21-**	**3**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
402-536-00-0000	CONSTRUCTION FUND:	0.00	0.00	0.00	0.00	0
402-536-30-4900	MISC EXPENSE & OTHER CURRENT	0.00	0.00	205.30	205.30-	0
402-536-60-6912	RIB SITE EXPANSION	0.00	4,650,000.00	145,856.50	4,504,143.50	3
402-536-60-6913	MILL PARK PROJECT - R-12 PUMP STATION	0.00	5,017,105.00	2,490,218.00	2,526,887.00	50
402-536-60-6914	MLK REUSE PUMP STATION	0.00	760,000.00	70,700.00	689,300.00	9
402-536-70-7353	WWTP PROJECT	65,075.46	121,931,801.31	38,550,041.66	83,381,759.65	32
	536 Total	**65,075.46**	**132,358,906.31**	**41,257,021.46**	**91,101,884.85**	**31**
402-580-90-9913	CONTINGENCY - CONSTRUCTION FUND	0.00	22,840,617.69	0.00	22,840,617.69	0
	580 Total	**0.00**	**22,840,617.69**	**0.00**	**22,840,617.69**	**0**
402-581-90-9101	TRANSFER TO W/S REVENUE FUND	11,140,343.00	0.00	0.00	0.00	0
	581 Total	**11,140,343.00**	**0.00**	**0.00**	**0.00**	**0**
	CAPITAL PROJECTS (LOAN/ Expenditure Tot	**11,205,418.46**	**155,199,524.00**	**41,257,021.46**	**113,942,502.54**	**27**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

402 CAPITAL PROJECTS (LOAN/GRANT)	Prior	YTD
Revenues:	22,635,865.25	4,614,843.79
Expenditures:	11,205,418.46	41,257,021.46
Net Income:	11,430,446.79	36,642,177.67-

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
403-361-0000	INTEREST EARNINGS	126.48	100.00	1.58	98.42-	2
403-389-5000	NON-OPERATIONAL-CASH FORWARD	0.00	43,900.00	0.00	43,900.00-	0
	INDUSTRIAL FUND Revenue Totals	**126.48**	**44,000.00**	**1.58**	**43,998.42-**	**0**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
403-552-00-0000	INDUSTRIAL PARK:	0.00	0.00	0.00	0.00	0
403-552-30-3100	PROFESSIONAL SERVICES	0.00	1,000.00	0.00	1,000.00	0
403-552-30-4900	MISC. EXPENSE & OTHER CURRENT	0.00	0.00	23.63	23.63-	0
403-552-30-4980	DEPRECIATION EXPENSE	6,607.00	0.00	0.00	0.00	0
	552 INDUSTRIAL PARK:	**6,607.00**	**1,000.00**	**23.63**	**976.37**	**2**
403-580-90-9999	CONTINGENCY	0.00	33,000.00	0.00	33,000.00	0
	580 Total	**0.00**	**33,000.00**	**0.00**	**33,000.00**	**0**
403-581-00-0000	INDUSTRIAL PARK:	0.00	0.00	0.00	0.00	0
403-581-00-0100	TRANSFER TO GENERAL FUND	10,000.00	10,000.00	10,000.00	0.00	100
	581 INDUSTRIAL PARK:	**10,000.00**	**10,000.00**	**10,000.00**	**0.00**	**100**
	INDUSTRIAL FUND Expenditure Totals	**16,607.00**	**44,000.00**	**10,023.63**	**33,976.37**	**23**

403 INDUSTRIAL FUND	**Prior**	**YTD**
Revenues:	**126.48**	**1.58**
Expenditures:	**16,607.00**	**10,023.63**
Net Income:	**16,480.52-**	**10,022.05-**

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
404-361-0000	INTEREST	7.97	0.00	1,032.15	1,032.15	0
404-389-5002	CASH FORWARD - WATER CONNECTIONS	0.00	79,400.00	0.00	79,400.00-	0
	WATER CONNECTION FEES Revenue Totals	**7.97**	**79,400.00**	**1,032.15**	**78,367.85-**	**1**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
404-533-30-4900	MISC. EXPENSE & OTHER CURRENT	360.00	200.00	240.00	40.00-	120
	533 Total	**360.00**	**200.00**	**240.00**	**40.00-**	**120**
404-580-90-9909	CONTINGENCY - WATER CONNECTION FEES	0.00	79,200.00	0.00	79,200.00	0
	580 Total	**0.00**	**79,200.00**	**0.00**	**79,200.00**	**0**
	WATER CONNECTION FEES Expenditure Tota	**360.00**	**79,400.00**	**240.00**	**79,160.00**	**0**

404 WATER CONNECTION FEES	**Prior**	**YTD**
Revenues:	**7.97**	**1,032.15**
Expenditures:	**360.00**	**240.00**
Net Income:	**352.03-**	**792.15**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
406-361-0000	INTEREST	25.93	0.00	2.52	2.52	0
406-389-5006	CASH FORWARD - WASTEWATER CONNECTI	0.00	154,050.00	0.00	154,050.00-	0
	WASTEWATER CONNECTION FEES Revenue	**25.93**	**154,050.00**	**2.52**	**154,047.48-**	**0**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
406-535-00-0000	SEWER TAP CONNECTION FEES:	0.00	0.00	0.00	0.00	0
406-535-30-4900	MISC. EXPENSE & OTHER CURRENT	362.18	200.00	60.30	139.70	30
	535 SEWER TAP CONNECTION FEES:	**362.18**	**200.00**	**60.30**	**139.70**	**30**
406-580-90-5006	CONTINGENCY - WASTEWATER CONNECTIOI	0.00	153,850.00	0.00	153,850.00	0
	580 Total	**0.00**	**153,850.00**	**0.00**	**153,850.00**	**0**
406-581-00-4020	TRANSFER TO UTILITY CAP PROJECTS FUNI	0.00	0.00	153,997.38	153,997.38-	0
	581 Total	**0.00**	**0.00**	**153,997.38**	**153,997.38-**	**0**
	WASTEWATER CONNECTION F Expenditure T	**362.18**	**154,050.00**	**154,057.68**	**7.68-**	**100**

406 WASTEWATER CONNECTION FEES	**Prior**	**YTD**
Revenues:	**25.93**	**2.52**
Expenditures:	**362.18**	**154,057.68**
Net Income:	**336.25-**	**154,055.16-**

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
408-343-3560	WATER SDC FEES	814,280.00	1,887,940.00	1,381,550.77	506,389.23-	73
408-361-0000	INTEREST EARNED	529.22	100.00	48,766.96	48,666.96	***
408-389-5012	CASH FORWARD - WATER SDC	0.00	1,604,340.00	0.00	1,604,340.00-	0
	WATER SDC FEES Revenue Totals	**814,809.22**	**3,492,380.00**	**1,430,317.73**	**2,062,062.27-**	**40**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
408-533-30-3401	DEVELOPER REIMBURSEMENTS	1,069,023.04	0.00	0.00	0.00	0
408-533-30-4900	MISC. EXPENSE & OTHER CURRENT	400.36	0.00	265.59	265.59-	0
408-533-60-6310	OXFORD WTP PHOSPHATE INJECTION	29,948.00	0.00	0.00	0.00	0
408-533-60-6321	CR121 WATER MAIN INTERCONNECT	0.00	170,000.00	0.00	170,000.00	0
408-533-70-7351	CR 501 IRON FILTRATION PLANT UPGRADES	0.08-	1,119,973.81	451,278.74	668,695.07	40
	533 Total	**1,099,371.32**	**1,289,973.81**	**451,544.33**	**838,429.48**	**35**
408-580-90-9914	CONTINGENCY - WATER SDC FUND	0.00	1,946,376.19	0.00	1,946,376.19	0
	580 Total	**0.00**	**1,946,376.19**	**0.00**	**1,946,376.19**	**0**
408-581-90-9101	TRANSFER TO W/S FUND	2,435,883.97	0.00	0.00	0.00	0
	581 Total	**2,435,883.97**	**0.00**	**0.00**	**0.00**	**0**
408-582-70-7107	SRF PRINCIPAL - OXFORD WTP	0.00	226,910.00	226,911.69	1.69-	100
408-582-70-7207	SRF INTEREST - OXFORD WTP	31,101.63	29,120.00	29,117.91	2.09	100
	582 Total	**31,101.63**	**256,030.00**	**256,029.60**	**0.40**	**100**
	WATER SDC FEES Expenditure Totals	**3,566,356.92**	**3,492,380.00**	**707,573.93**	**2,784,806.07**	**20**

408 WATER SDC FEES	**Prior**	**YTD**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Revenues:	**814,809.22**	**1,430,317.73**
Expenditures:	**3,566,356.92**	**707,573.93**
Net Income:	**2,751,547.70-**	**722,743.80**

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
409-343-5560	WASTEWATER SDC FEES	2,164,144.31	3,271,270.00	3,149,114.38	122,155.62-	96
409-361-0000	INTEREST EARNED	1,095.45	500.00	74,630.56	74,130.56	***
409-389-5013	CASH FORWARD	0.00	4,040,000.00	0.00	4,040,000.00-	0
	WASTEWATER SDC FEES Revenue Totals	**2,165,239.76**	**7,311,770.00**	**3,223,744.94**	**4,088,025.06-**	**44**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
409-535-30-4900	MISC. EXPENSE & OTHER CURRENT	400.92	0.00	267.65	267.65-	0
409-535-60-6310	MILLENIUM PARK REUSE LINE	0.00	1,554,950.00	46,624.04	1,508,325.96	3
409-535-60-6316	PRISON FM PROJECT	0.00	250,000.00	50,000.00	200,000.00	20
409-535-70-7346	WWTP FACILITY PLAN	70,126.59	67,574.26	1,199.08	66,375.18	2
409-535-70-7347	CHARLOTTE LS UPGRADES	0.00	290,000.00	0.00	290,000.00	0
409-535-70-7348	CR209 AND TRAILWINDS FM REPUMP STATIC	0.00	400,000.00	0.00	400,000.00	0
409-535-70-7356	BEAUMONT LS CAPACITY DECREASE	0.00	90,000.00	88,265.00	1,735.00	98
	535 Total	**70,527.51**	**2,652,524.26**	**186,355.77**	**2,466,168.49**	**7**
409-580-90-9915	CONTINGENCY - WASTEWATER SDC FUND	0.00	4,583,655.74	0.00	4,583,655.74	0
	580 Total	**0.00**	**4,583,655.74**	**0.00**	**4,583,655.74**	**0**
409-581-00-4020	TRANSFER TO UTILITY CAP PROJECTS FUNI	10,000,000.00	0.00	0.00	0.00	0
409-581-90-9101	TRANSFER TO W/S REVENUE FUND	1,678,360.70	0.00	0.00	0.00	0
	581 Total	**11,678,360.70**	**0.00**	**0.00**	**0.00**	**0**
409-582-70-7101	DBT SERV-SRF CRC09 FORCEMAIN DESIGN F	0.00	4,620.00	2,297.59	2,322.41	50
409-582-70-7102	DBT SRV-SRF CR209 FM CONSTRUCTION PR	0.00	69,850.00	69,851.12	1.12-	100
409-582-70-7200	INTEREST EXPENSE-CR209 FM SRF CONSTR	288.62	270.00	267.68	2.32	99
409-582-70-7202	INT EXP.-SRF DESIGN LOAN-CR209 FORCEM/	926.70	850.00	435.52	414.48	51

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
	582 Total	**1,215.32**	**75,590.00**	**72,851.91**	**2,738.09**	**96**
	WASTEWATER SDC FEES Expenditure Totals	**11,750,103.53**	**7,311,770.00**	**259,207.68**	**7,052,562.32**	**4**

409 WASTEWATER SDC FEES	**Prior**	**YTD**
Revenues:	**2,165,239.76**	**3,223,744.94**
Expenditures:	**11,750,103.53**	**259,207.68**
Net Income:	**9,584,863.77**	**- 2,964,537.26**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JULY 27 2026

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
601-361-0000	INTEREST	117.10	100.00	9.72	90.28-	10
601-389-5000	NON-OPERATIONAL- CASH FORWARD	0.00	52,050.00	0.00	52,050.00-	0
	LAW ENFORCEMENT FUND Revenue Totals	**117.10**	**52,150.00**	**9.72**	**52,140.28-**	**0**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
601-521-00-0000	LAW ENFORCEMENT TRUST:	0.00	0.00	0.00	0.00	0
601-521-30-4900	MISC. EXPENSE & OTHER CURRENT	0.00	0.00	5.46	5.46-	0
	521 LAW ENFORCEMENT TRUST:	**0.00**	**0.00**	**5.46**	**5.46-**	**0**
601-580-90-9999	CONTINGENCY	0.00	52,150.00	0.00	52,150.00	0
	580 Total	**0.00**	**52,150.00**	**0.00**	**52,150.00**	**0**
	LAW ENFORCEMENT FUND Expenditure Tota	**0.00**	**52,150.00**	**5.46**	**52,144.54**	**0**

601 LAW ENFORCEMENT FUND	**Prior**	**YTD**
Revenues:	**117.10**	**9.72**
Expenditures:	**0.00**	**5.46**
Net Income:	**117.10**	**4.26**

Grand Totals	Prior	YTD
Revenues:	111,267,375.12	79,249,069.06
Expenditures:	99,118,768.58	178,786,672.41
Net Income:	12,148,606.54	99,537,603.35-

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA
REGULAR MEETING
July 13, 2026 9:00 AM
CITY HALL COMMISSION CHAMBER

(meeting taped)

1. Call to Order

Attendee Name	Title	Status
Ed Wolf	Mayor	Present
Dave Fountaine	Commissioner	Present
Joe Elliott	Commissioner	Present
Marcos Flores	Mayor Pro Tem/Commissioner	Present
Julian Green	Commissioner	Present
Jason McHugh	City Manager	Present
Joshua Bills	City Attorney	Present
Cassandra Smith	Assistant City Manager/CFO	Present
Jessica Barnes	City Clerk	Present
Randall Parmer	Police Chief	Present
Melanie Strickland	Development Services Director	Present
Jeremy Hockenbury	Public Works Director	Present
Jason Martin	Utilities Deputy Director	Present
Courtney Kellem	Parks and Recreation Director	Present
Silas Daniel	Technical Data Manager	Present

Mayor Wolf called the meeting to order at 9:00 a.m. followed by the invocation and Pledge of Allegiance.

2. Consent Agenda/Informational Items

No items were removed from the Consent Agenda. Items A - I were approved. Motion by Commissioner Green, seconded by Commissioner Flores, to approve the consent agenda as presented. The motion passed unanimously.

RESULT:	**Passed**
MOVER:	Commissioner Green
SECONDER:	Mayor Pro Tem/Commissioner Flores
AYES:	Mayor Wolf, Commissioner Elliott, Mayor Pro Tem/Commissioner Flores, Commissioner Green, Commissioner Fountaine

A. Expenditure Report

B. Minutes for Approval: June 8, 2026 Regular Meeting

C. Minutes for Approval: June 15, 2026 Special Meeting

D. Minutes for Approval: June 22, 2026 Regular Meeting

E. Villages of Southern Oaks Right-of-Way Deed Unit Nos. 261, 282, 283, 285, & 292

F. Villages of Southern Oaks Right-of-Way Deed Unit Nos. 264, 265, & 278

G. Villages of Southern Oaks Right-of-Way Deed Unit Nos. 260 & 291

H. Villages of Southern Oaks Right-of-way Deed Unit No. 281

I. Villages of Southern Oaks Right-of-Way Deed Unit No. 284

3. Presentations and/or Proclamations

None.

4. Public Hearings - Timed - Legislative

A. Swear in City Staff and Public Speakers

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

B. Golf Cart Ordinance

Mayor Wolf read aloud the title of Ordinance O2026-28. Chief Parmer explained this ordinance had undergone several iterations and reviews by city staff along with the city attorney. The ordinance was developed in compliance with Florida Department of Transportation requirements and state statutes to ensure consistency with surrounding agencies. Commissioner Green commented on signs prohibiting golf carts in certain areas and asked how residents would navigate from one area to another when crossing was not permitted. He noted that some residents had inquired about this issue. Commissioner Elliott explained that golf carts could operate on city roads with speed limits of less than 30 miles per hour and roads with higher speeds required Florida Department of Transportation approval at the City's request. Commissioner Elliott remarked that he found the language used within the ordinance to be inconsistent in some areas and had policy concerns about operators that had committed traffic violations, including DUIs. City Attorney Bills stated he would need to review the ordinance language, noting there was a difference in operation requirements between low-speed vehicles and golf carts.

Motion by Commissioner Elliott to table Ordinance O2026-28. The motion failed for lack of a

second.

RESULT:	**Failed**
MOVER:	Commissioner Elliott
SECONDER:	None
AYES:	None

Chief Parmer explained that a golf cart was not considered a registered vehicle, whereas a low-speed vehicle must be registered and was operated as a motor vehicle. Motion by Commissioner Flores, seconded by Commissioner Green, to approve Ordinance O2026-28. The motion passed 4-1 with Commissioner Elliott opposed.

RESULT:	Passed
MOVER:	Commissioner Flores
SECONDER:	Commissioner Green
AYES:	Mayor Wolf, Mayor Pro Tem/Commissioner Flores, Commissioner Green, Commissioner Fountaine
NAYS:	Commissioner Elliott

Mayor Wolf then realized he had failed to call for public input before the vote. He reopened public comment and asked if anyone from the public wished to comment on the golf cart ordinance. Hearing none, he stated the vote would stand as recorded.

5. Public Hearings - Timed - Quasi-Judicial

A. 26-2107 (AN) 40 Magnolia Development

Mayor Wolf read aloud the title of Ordinance O2026-27. Development Services Director Strickland presented the item. She reported the applicant was required to submit a full transportation impact analysis at the land use stage, as well as reviews for water and sewer connections. Mayor Wolf confirmed that this request was for annexation, to which Stickland affirmed. There were no public comments. Motion by Commissioner Green, seconded by Commissioner Elliott, to approve Ordinance O2026-27. The motion passed unanimously.

RESULT:	**Passed**
MOVER:	Commissioner Green
SECONDER:	Commissioner Elliott
AYES:	Mayor Wolf, Commissioner Elliott, Mayor Pro Tem/Commissioner Flores, Commissioner Green, Commissioner Fountaine

B. 26-2159 (AN) Silver Oaks at Warm Springs

Mayor Wolf read aloud the title of Ordinance O2026-29. Development Services Director Strickland presented the item, explained the request was for annexation only, and that all requirements for traffic impact and utilities analysis would be conducted at the land use stage of the process. She noted a scrivener's error within the ordinance title that would be corrected before recording. There were no public comments. Motion by Commissioner Green, seconded by Commissioner Elliott, to approve Ordinance O2026-29. The motion passed unanimously.

RESULT:	**Passed**

MOVER:	Commissioner Green
SECONDER:	Commissioner Elliott
AYES:	Mayor Wolf, Commissioner Elliott, Mayor Pro Tem/Commissioner Flores, Commissioner Green, Commissioner Fountaine

6. Public Forum - 4 minute time limit

None.

7. Ordinances First Reading Only (No Vote)

A. 26-1976 - (AN) Wildwood 50-Unit Subdivision

Mayor Wolf read aloud the title of Ordinance O2026-30. Development Services Director Strickland provided a brief overview of the annexation request, noting that staff recommended approval. First reading only. No vote.

RESULT:	**FIRST READING** **PUBLIC HEARING: July 27, 2026**

8. Resolutions for Approval

A. Resolution to Adopt the Golf Cart District Map

Mayor Wolf read aloud the title of Resolution R2026-15. City Manager McHugh made reference to the previously adopted golf cart ordinance and explained an interactive map that staff would maintain as roads were added to the city. Technical Data Manager Daniel provided a presentation of the interactive map that would be available to the public on the Development Services Department's portion of the city website. He noted that citizens would have access to a multitude of features, explaining the color coordinations and delineations that showed the statuses and ownership of different roads within the city. He demonstrated how the search function would show citizens which roads and areas were accessible or prohibited. Commissioner Elliott asked if there would be signage on the streets that provided information on what roads were accessible, to which the City Manager affirmed. City Attorney Bills interjected that there was a disclaimer on the interactive map that indicated street signs took precedence over the map. Mayor Wolf noted certain areas where it was impossible to cross from one golf cart area to another and questioned why mobility scooters could use certain crosswalks and not golf carts. City Manager McHugh stated that there may be possibilities to cross highways such as CR 44, US 301, and CR 466, and he would look at potential opportunities. There were no public comments. Motion by Commissioner Elliott, seconded by Commissioner Green, to approve Resolution R2026-15. The motion passed unanimously.

RESULT:	**Passed**
MOVER:	Commissioner Elliott
SECONDER:	Commissioner Green
AYES:	Mayor Wolf, Commissioner Elliott, Mayor Pro Tem/Commissioner Flores, Commissioner Green, Commissioner Fountaine

9. Financial & Contracts & Agreements

A. Millennium Park Phase 1 & 2 Project Payment Application No. 17 in the Amount of $511,694.86

Public Works Director Hockenbury presented an approval request for the Millennium Park Phase

1 & 2 Project Payment Application No. 17. He reported the majority of this payment was associated with the airitorium, concrete work, steel structures, and electrical work. Motion by Commissioner Flores, seconded by Commissioner Green, to approve Millennium Park Phase 1 & 2 Project Payment Application No. 17. The motion passed unanimously.

RESULT:	**Passed**
MOVER:	Mayor Pro Tem/Commissioner Flores
SECONDER:	Commissioner Green
AYES:	Mayor Wolf, Commissioner Elliott, Mayor Pro Tem/Commissioner Flores, Commissioner Green, Commissioner Fountaine

B. Pay Application No. 16 for the Water Reclamation Facility Project in the Amount of $3,169,069.45

Utilties Deputy Director Martin presented an approval request for Pay Application No. 16 for the Water Reclamation Facility Project. He explained the majority of work was on the DAVCO system, and it was projected to start within the August-September timeframe. Motion by Commissioner Green, seconded by Commissioner Elliott, to approve Pay Application No. 16 for the Water Reclamation Facility Project. The motion passed unanimously.

RESULT:	**Passed**
MOVER:	Commissioner Green
SECONDER:	Commissioner Elliott
AYES:	Mayor Wolf, Commissioner Elliott, Mayor Pro Tem/Commissioner Flores, Commissioner Green, Commissioner Fountaine

C. Employment Contract for Police Officer Recruit Jessica Stevens

Chief Parmer presented an employment contract for Police Officer Recruit Jessica Stevens. He explained the contract was for one of the city's sponsorship candidates. Commissioner Elliott noted the contract required that Officer Stevens not have any absences from the police academy course, questioning whether it was a realistic expectation. Chief Parmer clarified that if she missed a class, she would be required to make it up. Motion by Commissioner Green, seconded by Commissioner Flores, to approve the employment contract for Police Officer Recruit Jessica Stevens. The motion passed unanimously.

RESULT:	**Passed**
MOVER:	Commissioner Green
SECONDER:	Mayor Pro Tem/Commissioner Flores
AYES:	Mayor Wolf, Commissioner Elliott, Mayor Pro Tem/Commissioner Flores, Commissioner Green, Commissioner Fountaine

D. Approval to Award the Parks and Recreation Pole Barn Contract to Mark Cook Builders, Inc. in the Amount of $223,723

Parks and Recreation Director Kellem presented a request to award the Parks and Recreation Pole Barn Contract to Mark Cook Builders, Inc. She explained the city received six bids with Mark Cook Builders, Inc. being the lowest bidder. She noted that staff met with the vendor several weeks ago, and they appeared well-qualified. Mayor Wolf noted the specifications showed this was a top of the line pole barn. Motion by Commissioner Flores, seconded by Commissioner

Green, to approve the request to award the Parks and Recreation Pole Barn Contract to Mark Cook Builders, Inc. The motion passed unanimously.

RESULT:	**Passed**
MOVER:	Mayor Pro Tem/Commissioner Flores
SECONDER:	Commissioner Green
AYES:	Mayor Wolf, Commissioner Elliott, Mayor Pro Tem/Commissioner Flores, Commissioner Green, Commissioner Fountaine

E. Amendment No. 1 to Agreement with Sumter County Dragon Boat Club Inc.

Parks and Recreation Director Kellem presented Amendment No. 1 to the Agreement with Sumter County Dragon Boat Club, Inc. She explained the Dragon Boat Club had a successful season with South Sumter High School and Wildwood Middle High School, so the club was requesting an additional boat in the contract. Kellem noted it was a 10-person boat that the club advised was more suitable for training children. Commissioner Fountaine asked if there was space for the additional boat, to which Kellem agreed. Mayor Wolf expressed concerns that the boat ramp was half the size of the Lake Miona boat ramp and questioned whether there was space for parking. Motion by Commissioner Elliott, seconded by Commissioner Green, to approve Amendment No. 1 to the Agreement with Sumter County Dragon Boat Club Inc. The motion passed 4-1 with Mayor Wolf in opposition.

RESULT:	**Passed**
MOVER:	Commissioner Elliott
SECONDER:	Commissioner Green
AYES:	Commissioner Elliott, Mayor Pro Tem/Commissioner Flores, Commissioner Green, Commissioner Fountaine
NAYS:	Mayor Wolf

10. General Items for Consideration/Discussion and Other Business

None.

11. Appointments

A. Designation of the City of Wildwood's Voting Delegate for the FLC 2026 Annual Business Session

City Manager McHugh explained there was an annual requirement for the Commission to determine who would be the voting delegate at the annual business meeting during the Florida League of Cities Conference. Commissioner Green nominated Commissioner Elliott to be the voting delegate. Motion by Commissioner Fountaine, seconded by Commissioner Green, to appoint Commissioner Elliott as the City's voting delegate. The motion passed unanimously.

RESULT:	**Passed**
MOVER:	Commissioner Fountaine
SECONDER:	Commissioner Green
AYES:	Mayor Wolf, Commissioner Elliott, Mayor Pro Tem/Commissioner Flores, Commissioner Green, Commissioner Fountaine

Mayor Wolf noted the Florida League of Cities conference was expensive, and he suggested the Commission consider whether it was necessary to send three representatives each time. He

stated if the Commission was going to ask department heads to make budget cuts, they should review their own budget as well.

12. City Manager Reports

A. Martin Theatre Redevelopment Project Public Input

City Manager McHugh reported that the event was not as well attended as he hoped, but there were local business owners in attendance and the city received positive feedback from those who did attend. He added that staff would continue to work with the architectural firm on the project, but would wait to see what happened with the November election before proceeding further with the project, as the election would dictate what scale the city would pursue or not pursue.

B. First Budget Workshop on July 20, 2026, at 9 a.m.

City Manager McHugh announced the upcoming budget workshop, and thanked the Commission for their input on budget topics.

13. Other Department Reports

None.

14. Commission Members Reports

Commissioner Elliott reported on the Ronald Reagan Center on Civility and Democracy, detailing booklets he received from them, as well as his attendance at several recent events. He also commented on the issue of local taxes and the significant impact they have.

Commissioner Green detailed an upcoming FRCA meeting he would be attending, thanked City staff for assistance with his recent family reunion, and recognized three of his family members who had attended the meeting.

Commissioner Fountaine reported on the finalization of recommended policy and procedures for the Tourism Development Council.

Mayor Wolf complimented the new sign at the community center, and raised concerns about an inoperable CSX crossing, which still had signage that either needed to be removed or annotated that the crossing was no longer being utilized.

15. City Attorney Reports

City Attorney Bills reported on attending the 44th Annual Florida Municipal Attorneys Association seminar.

16. Adjournment

With no further business to discuss, the meeting was adjourned at 9:45 a.m. Motion by Commissioner Green, seconded by Commissioner Elliott, to adjourn. Motion passed unanimously.

RESULT:	**Passed**

MOVER:	Commissioner Green
SECONDER:	Commissioner Elliott
AYES:	Mayor Wolf, Commissioner Elliott, Mayor Pro Tem/Commissioner Flores, Commissioner Green, Commissioner Fountaine

Upcoming Events

July 18, 2026 - Picnic in the Park at the Wildwood Community Center from 10am to 12pm
July 20, 2026 - City Commission Workshop at City Hall at 9am
July 20, 2026 - Mondays with the Manager at Dr. Martin Luther King Jr. Community Center from 12pm to 1pm
July 27, 2026 - City Commission Meeting at City Hall at 7pm

CITY COMMISSION
SEAL CITY OF WILDWOOD, FLORIDA

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

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **25-1500 Preston Place Commercial Site**

REQUESTED ACTION: The Special Magistrate recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

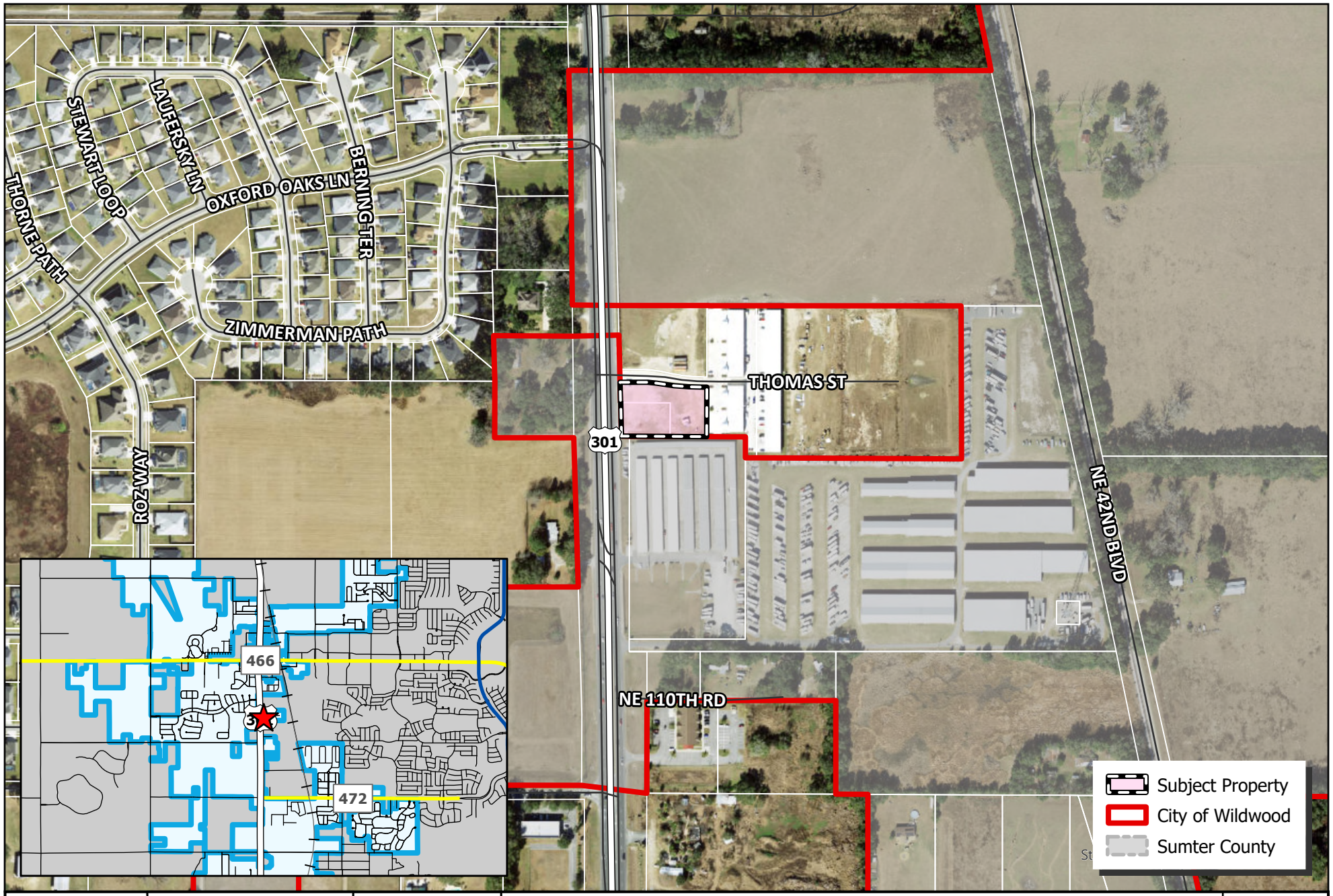
Case Number	25-1500 - Preston Place Commercial Site
Owner/Applicant	CW4 Inc. / Winston Bailey
Acreage	1.10 +/-
Property Location	The subject property is generally located on the east side of N US 301, south side of Thomas Street, and approximately a mile from the intersection of N US 301 and E C 466.
Parcel Number	D17M002
Date	July 13, 2026

The applicant is seeking approval from the City Commission 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



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

N

US Feet
0 95 190 380

#A25-1500

PRESTON PLACE COMMERICAL SITE

PARCELS D17-131 & D17-134

MAP 1B

LOCATION MAP

APR 2026



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

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.)

GENERAL STATEMENT:

THE CHARACTER AND INTENDED USE OF THIS PROPOSED DEVELOPMENT SHALL BE FOR A MEDICAL OFFICE BUILDING, ALONG WITH ACCOMODATING 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 N00°02'46"E, ALONG THE WEST LINE OF SAID S.W. 1/4 OF SECTION 17, A DISTANCE OF 1149.89 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 (150 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 N00°03'49"W, 163.86 FEET; THENCE S89°59'25"W, 10.92 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 527.00 FEET AND A CENTRAL ANGLE OF 09°51'36"; THENCE WESTERLY ALONG ARC OF SAID CURVE, A DISTANCE OF 90.69 FEET (CHORD BEARING & DISTANCE OF N85°04'47"W, 90.58 FEET) TO THE POINT OF REVERSE CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 397.00 FEET AND A CENTRAL ANGLE OF 11°10'11"; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 77.39 FEET (CHORD BEARING AND DISTANCE OF N85°44'05"W, 77.27 FEET) TO THE POINT OF TANGENCY; THENCE S88°40'50"W, 101.46 FEET TO A POINT ON THE AFORESAID EASTERLY RIGHT-OF-WAY LINE OF US 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.

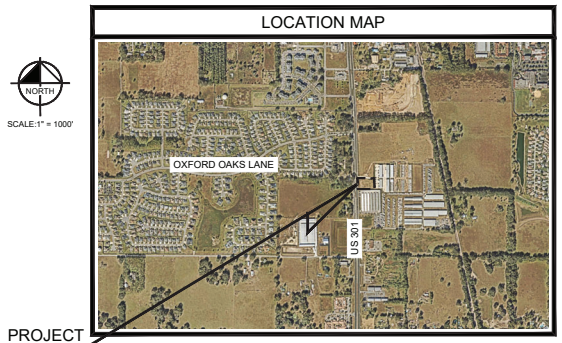
CW4, INC.

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

LOCATION MAP



AGENCY CONTACT LISTING

ELECTRIC	WATER & SEWER	TELEPHONE	GARBAGE
DUKE ENERGY 452 E. CROWN POINT RD. WINTER GARDEN, FL 34787 (352) 299-0088	CITY OF WILDWOOD 1290 INDUSTRIAL DR. WILDWOOD, FL 34785 JASON MARTIN (352) 330-1346	CENTURY LINK 1325 BLAIRSTONE RD, RM 113 TALLAHASSEE, FL 32301 KURT JODD	WASTE MANAGEMENT 8708 NE 44TH DRIVE WILDWOOD, FL 34785 SCOTT SOUTHARD (566) 684-3142

PROJECT OWNER AND CONSULTANTS

OWNER	CIVIL ENGINEERING CONSULTANT:	GEOTECHNICAL CONSULTANT:
CW4, INC. 3649 COUNTY RD 214, P.O. BOX 680 OXFORD, FL 34484 WINSTON BAILEY WINSTON@CW4.BIZ (352) 748-1266	KIMLEY-HORN AND ASSOCIATES, INC. 1700 SE 17TH STREET, SUITE 200 OCALA, FL 34471 (352) 438-3000	GEO-TECH, INC. 1016 SE 3RD ACE OCALA, FL 34471 (352) 694-7711

APPLICANT	SURVEYOR:
CW4, INC. 3649 COUNTY RD 214, P.O. BOX 680 OXFORD, FL 34484 WINSTON BAILEY WINSTON@CW4.BIZ (352) 748-1266	ROGERS ENGINEERING, LLC. 1105 SE 3RD AVE OCALA, FL 34471 (352) 622-9214

STANDARD NOTES:

1. REPRODUCTION OF THESE PLANS IS NOT VALID UNLESS SIGNED BY THE ENGINEER IN RESPONSIBLE CHARGE AND SEALED WITH RAISED EMBOSSED SEAL.
2. 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 SURVEYOR'S CERTIFICATION. ELEVATIONS SHOWN HEREON ARE BASED ON NATIONAL GEODETIC SURVEY BENCHMARK #U753 A, HAVING AN ELEVATION OF 102.52' (NAVD88 DATUM).

SITE DATA:

PROJECT NAME	PRESTON PLACE COMMERCIAL SITE
PROJECT LOCATION	4061 THOMAS ST OXFORD, FL 34784
OWNER	CW4, INC. 3649 COUNTY RD 214, P.O. BOX 680 OXFORD, FL 34484
APPLICANT	CW4, INC. 3649 COUNTY RD 214, P.O. BOX 680 OXFORD, FL 34484 WINSTON BAILEY WINSTON@CW4.BIZ (352) 748-1266
ZONING	C3
FUTURE LAND USE	COM
PARCEL ACCT. NO.	D17M002
PROJECT AREA	47,480 S.F. = 1.09 ACRES
IMPERVIOUS AREA	35,472 S.F. = 0.81 ACRES
FLOOD ZONE	X (AREA OF MINIMAL FLOOD HAZARD)
PROPOSED BUILDINGS SIZE	5,200 S.F.
PROPOSED BUILDINGS NUMBER OF STORIES	1 STORY
PROPOSED BUILDING HEIGHT	18'
PROPOSED NUMBER OF EMPLOYEES	10
CONSTRUCTION TYPE	IIB
MINIMUM REQUIRED FIRE FLOW PER FFPC	1500 GPM

REQUIRED BUILDING SETBACKS:	PROPOSED BUILDING SETBACKS:
FRONT: 25'	FRONT: 95.7'
REAR: 15'	REAR: 132.2'
SIDE: 15'	SIDE: 36.8'

PARKING CALCULATIONS:

PARKING REQUIRED	MEDICAL: 1 PER 250 GFA @ 5,200 SF = 21 SPACES 3 VAN/ACCESSIBLE PARKING SPACES REQUIRED
PARKING PROVIDED	45 STANDARD PARKING SPACES PROVIDED 3 VAN/ACCESSIBLE PARKING SPACES PROVIDED 48 TOTAL PARKING SPACES PROVIDED

CONCURRENCY DEFERRAL NOTE:

THIS PROJECT HAS NOT BEEN GRANTED CONCURRENCY APPROVAL AND/OR GRANTED 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 WAIVED, 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 SIGHT DISTANCE AT DRIVEWAYS COMPLY WITH A.A.S.H.T.O. AND THE F.D.O.T. SITE IMPACT HANDBOOK. I FURTHER CERTIFY THAT THIS PLAN MEETS ALL REQUIREMENTS OF THE F.D.E.P. AND S.W.F.W.M.D.

OF KIMLEY-HORN AND ASSOCIATES, INC. DATE:

AGENCY PERMITS:

CITY OF WILDWOOD	ONGOING
FDEP	ONGOING
SWFWMD	ONGOING

IMPERATIVE:
IT IS THE SURVEYOR'S AND CONTRACTOR'S RESPONSIBILITY TO HAVE THE MOST CURRENT PLANS DURING CONSTRUCTION. CONTACT PROJECT ENGINEER, PRIOR TO LAYOUT OF IMPROVEMENTS, TO OBTAIN COORDINATE DATA.

CALL 2 BUSINESS DAYS BEFORE YOU DIG
IT'S THE LAW!
DIAL 811
Know what's below. Call before you dig.
SUNSHINE STATE ONE-CALL OF FLORIDA, INC.

No.	REVISIONS	DATE	BY
-	NOT FOR CONSTRUCTION	-	-

Kimley»Horn
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1700 SE 17TH STREET, SUITE 200, OCALA, FLORIDA, 34471
PHONE: 352-438-3000
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

LICENSED PROFESSIONAL
PHILIP H. SMITH, P.E.
FLORIDA LICENSE NUMBER
97462
DATE: _____

KHA PROJECT 142820002
DATE MARCH 2026
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA

COVER SHEET

PRESTON PLACE COMMERCIAL SITE
PREPARED FOR
CW4, INC.
CITY OF WILDWOOD FLORIDA

SHEET NUMBER
C01.00

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

K:\OCA_Civil\142820002\Production Plan Sets\Plan\C01.00 COVER SHEET.dwg, Layout:C01.00 COVER SHEET, Apr 16, 2026

K:\ODA_Cvil\142820002-Preston Place Site Plan\CAD\PlanSheet\C03.01 HORIZONTAL GEOMETRY PLAN.dwg, Layout:C03.01 HORIZONTAL GEOMETRY PLAN Mar 27, 2026
XREFS: xBorder1 142820002 W:\address-ca\Drawing\Data dll.dwt 142820002 xHatch W:\2020\002-ca\survey 142820002

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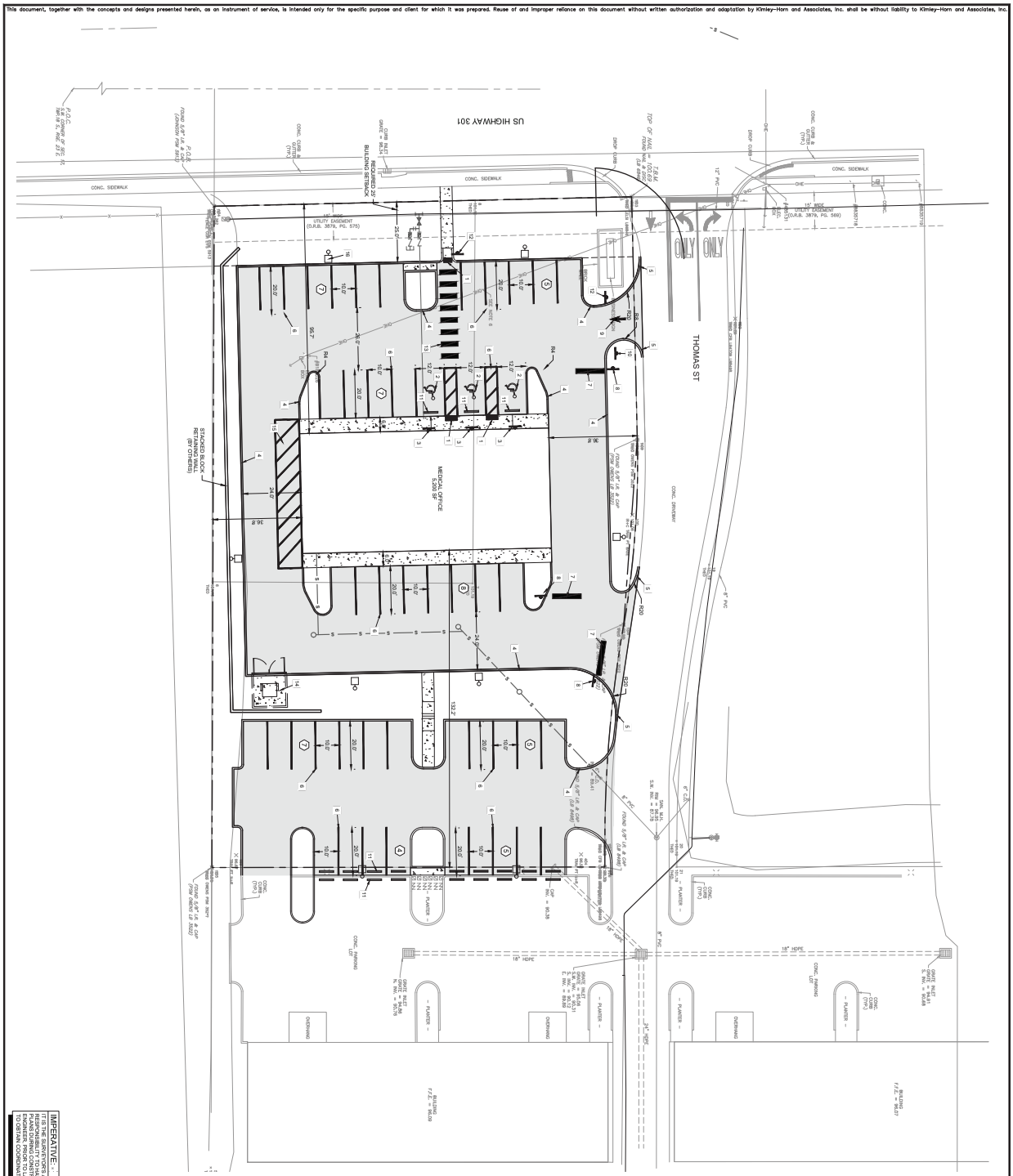

KEYNOTE LEGEND

1	PARKING COUNT
2	SIDEWALK RAMP, TYPE D RAMP PER FDOT INDEX 522-002
3	ADA PARKING SPACE SIGN - SEE DETAIL ON SHEET C08.01
4	TYPE D CURB - SEE DETAIL ON SHEET C08.01
5	CURB TAPER C08.01
6	4" SINGLE SOLID WHITE LINE
7	STOP BAR - SEE DETAIL ON SHEET C08.01
8	STOP SIGN - SEE DETAIL ON SHEET C08.01
9	"DO NOT ENTER SIGN, MUTCD R5-1, 30"X30"
10	WHEEL STOP - SEE DETAIL ON SHEET C08.01
11	"NO PARKING" SIGN, MUTCD R7-1, 12"X18"
12	6' WIDE CROSSWALK WITH WHITE STRIPES SPACED 60" ON CENTER AS SHOWN
13	PROPOSED 12'X 12' DUMPSTER ENCLOSURE WITH 8' CMU WALLS AND GATES
14	LOADING ZONE
15	LIGHT POLE

SITE NOTES

1) ALL DIMENSIONS MEASURED TO THE EDGE OF PAVEMENT.
2) ALL RADIUS IS 5 FEET, UNLESS OTHERWISE NOTED.

PAVEMENT LEGEND

- CONCRETE PAVEMENT OR ASPHALT PAVEMENT (SEE DETAIL SHEET C08.01)
- CONCRETE PAVEMENT TO BE REMOVED AND REPLACED TO CONSTRUCT EITHER NEW CONCRETE SIDEWALK OR DRIVEWAY (PER FDOT INDEX 522-001)

NOTES:

- ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY OF WILDWOOD REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
- PRIOR TO CONSTRUCTION WITHIN ANY EXISTING PUBLIC RIGHT-OF-WAY, CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FROM THE AUTHORITY HAVING JURISDICTION.
- SITE BOUNDARY, TOPOGRAPHY, UTILITY AND ROAD INFORMATION PER SURVEY DATED DECEMBER 16, 2024 BY ROGERS ENGINEERING, LLC.
- MAXIMUM RUNNING SLOPE ON SIDEWALKS SHALL NOT EXCEED 5.00% (1:20).
- MAXIMUM CROSS SLOPE ON SIDEWALKS SHALL NOT EXCEED 2% (1:50) IN ANY DIRECTION.
- ALL ACCESSIBLE PARKING AREAS SHALL NOT EXCEED 2%.
- BIFOLD DOORS FOR THE DUMPSTER SHALL BE MOUNTED SO THAT THE DOOR PANELS, WHEN FULLY OPENED, DO NOT PROJECT INTO THE REQUIRED TO BE INSTALLED INTO THE GROUND SO THAT THE DOOR PANELS CAN BE SECURED OPEN AND CLOSED.
- ALL FUTURE BUILDINGS TO INCLUDE LOADING ZONES PER WILDWOOD CODE

IMPERATIVE

IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE THE MOST CURRENT APPROVED PLANS AVAILABLE TO HIS ENGINEER PRIOR TO LAYOUT OF IMPROVEMENTS TO OBTAIN COORDINATE DATA.

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PROJECT	PRESTON PLACE COMMERCIAL SITE
	PREPARED FOR CW4, INC.
	CITY OF WILDWOOD FLORIDA
SHEET NUMBER	C03.01
	HORIZONTAL GEOMETRY PLAN
KHA PROJECT	142820002
DATE	MARCH 2026
SCALE	AS SHOWN
DESIGNED BY	KHA
DRAWN BY	KHA
CHECKED BY	KHA
DATE:	

LICENSED PROFESSIONAL

PHILIP H. SMITH, P.E.

FLORIDA LICENSE NUMBER 97462

Kimley»Horn

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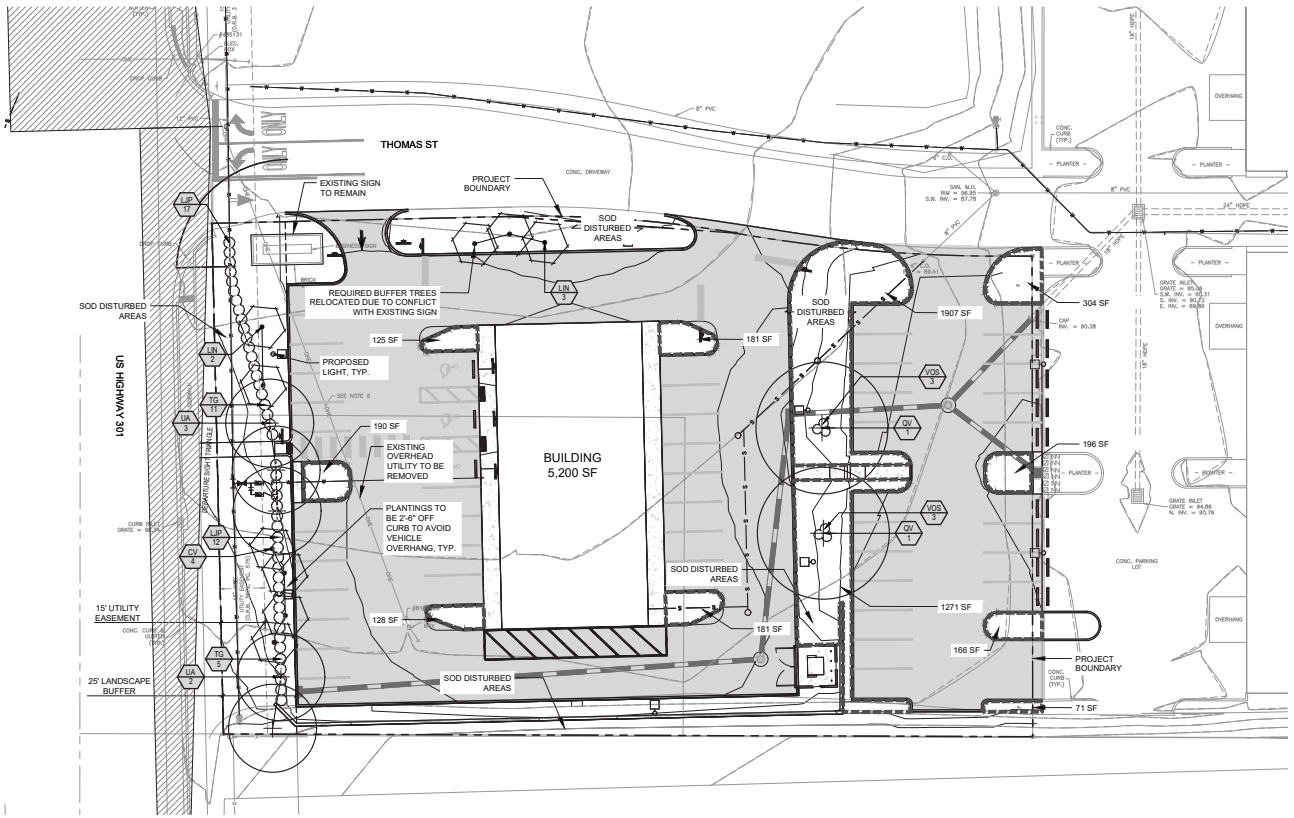
PHONE: 352-438-3000
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

No.	REVISIONS	DATE	BY
1	NOT FOR CONSTRUCTION	-	-



LEGEND

+ PROPOSED TREE

LANDSCAPE BUFFERS
Per the City of Wildwood Design District Standards, Chapter 1 (A) HIGHWAY DISTRICT (4) Landscape Buffer.

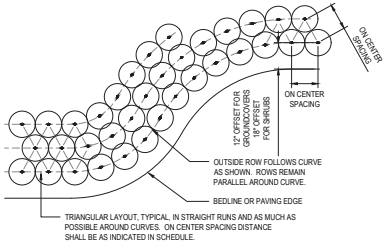
Location / Type Requirement	Length (LF) (excluding driveways)	Length / 100 LF	Required	Provided
West 25 ft. width Per 100LF: 3 canopy trees 5 understory trees Continuous shrub row	170	1.70	5.10 8.50	5 Canopy trees 9 Understory trees Continuous shrub row

PARKING LOT REQUIREMENTS
Per the City of Wildwood Design District Standards, Chapter 1 (H) LANDSCAPING STANDARDS (7) Parking Lot Requirements.

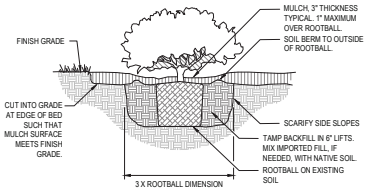
REQUIREMENT	Parking Spaces	# spaces / 25	PROVIDED
1 Canopy Tree and 3 shrubs/ 25 parking spaces	48	1.9	2 trees 6 shrubs
REQUIREMENT	Parking Lot Area (SF)	10% Area (SF)	PROVIDED
10% Area in Landscape	27617	2761.7	4,720 SF landscape areas

PLANT SCHEDULE

CODE	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING	NOTES
UNDERSTORY TREES					
CV	4	Callistemon viminalis / Weeping Bottlebrush	30 gal., 9'ht., 3'6"spr., 2" DBH.,	As shown	
LIN	5	Lagerstroemia indica x fauriei 'Natchez' / Natchez Crape Myrtle	30 gal., 10'ht., 48"sprd., 2" DBH.,	As shown	Multi-trunk, 5 canes minimum or standard
CANOPY TREES					
QV	2	Quercus virginiana / Southern Live Oak	30 gal., 11'ht. 48"sprd., 2" DBH.,	As shown	
UA	5	Ulmus alata / Winged Elm	30 gal.,10'ht.,48"sprd., 2" DBH.,	As shown	
SHRUBS					
LIP	29	Ligustrum japonicum / Ligustrum	7 gal., 30" ht., 24" sprd.	48" o.c.	
TG	16	Tripsacum dactyloides / Fakahatchee Grass	3 gal., 30" ht. x 18" sprd.	42" o.c.	
VOS	6	Viburnum obovatum 'Mrs Shillers Delight' / Mrs Shillers Delight Viburnum	3 gal., 18" ht. x 16" sprd.	36" o.c.	
SOD/SEED					
SOD		Paspalum notatum 'Argentine' / Argentine Bahia Grass			Sand grown and weed free



1 SHRUB AND GROUNDCOVER LAYOUT DETAIL
SCALE: N.T.S



2 SHRUB AND GROUNDCOVER PLANTING DETAIL
SCALE: N.T.S

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PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. THE SIGNATURE MUST BE VERIFIED ON THE ELECTRONIC DOCUMENTS. THE REGISTERED LANDSCAPE ARCHITECT AS LISTED IN THE SEAL SHALL BE RESPONSIBLE FOR THIS SHEET IN ACCORDANCE WITH RULE 61G10-11.011 F.A.C.

NO.	REVISIONS	DATE	BY
1	NOT FOR CONSTRUCTION	-	-

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PHONE: 352-438-3000
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

REGISTERED LANDSCAPE ARCHITECT KRISTEN ELIZABETH ALLEN LA 6666722 STATE OF FLORIDA

KHA PROJECT 142820002
DATE MARCH 2026
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY MA
CHECKED BY CEM

PRESTON PLACE COMMERCIAL SITE

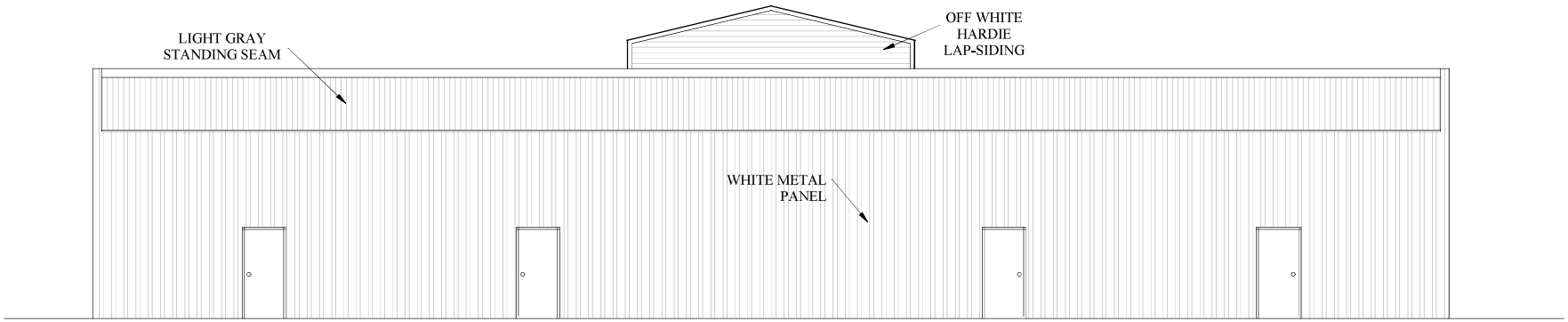
PREPARED FOR CW4, INC.

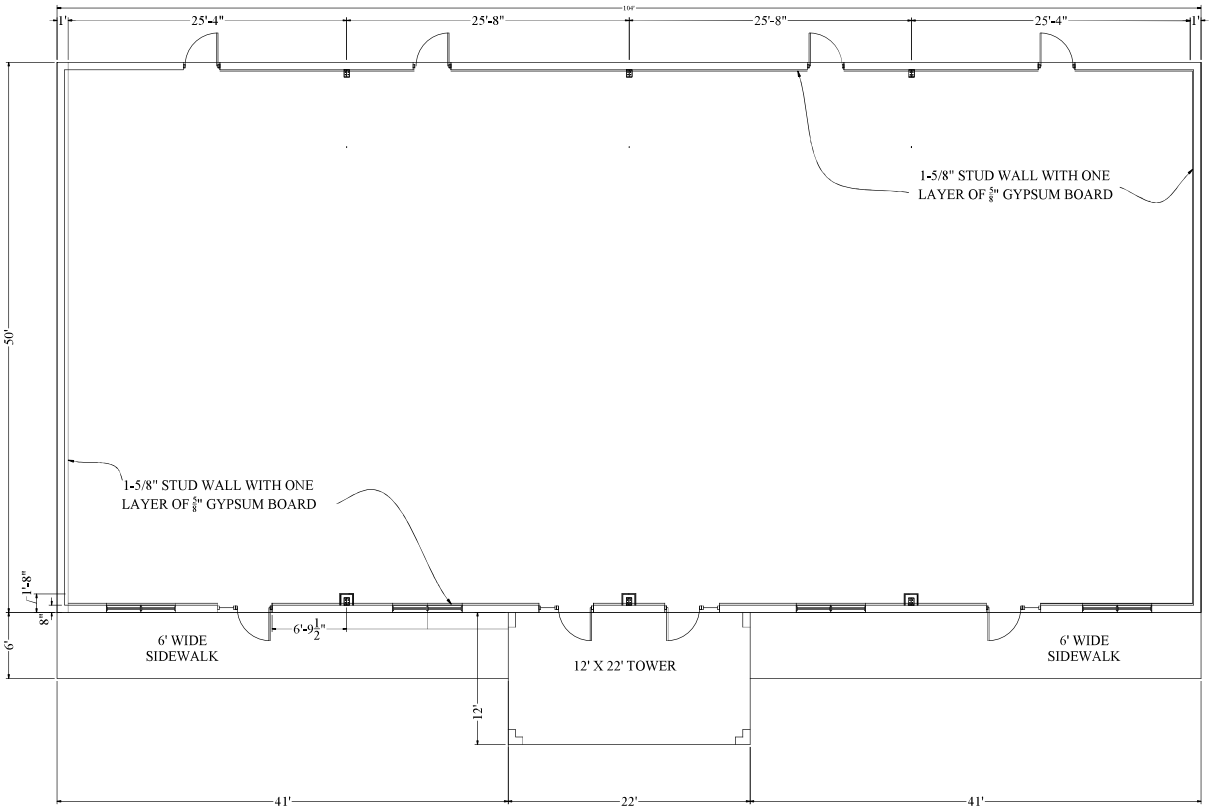
CITY OF WILDWOOD FLORIDA

LANDSCAPE PLAN, SCHEDULE, DETAILS, AND CALCULATIONS

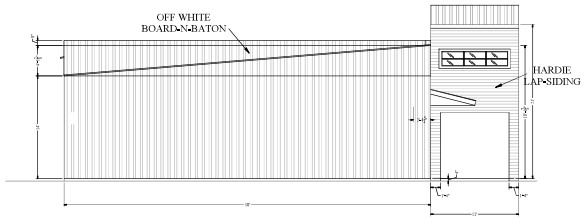
SHEET NUMBER L01.01

REAR ELEVATION
SCALE: 1'-0" = 1/4"





FLOOR PLAN
SCALE: 1'-0" = 3/16"



SIDE ELEVATION
SCALE: 1'-0" = 1/8"

MILES CHRISTIAN ANDERSON CONSULTING ENGINEERS, INC.
CIVIL STRUCTURAL LAND PLANNING
1515 E. SILVER SPRINGS BLVD., SUITE 132 (352) 629-5591
OCALA, FLORIDA 34470 FAX (352) 629-4402

DRAWN: MS
CHECKED: MCA
FILE: CULLI...
DATE: 3-6-26
REVISED:
JOB No.: 26-014

PRESTON COMPLEX
CULLISON-WRIGHT CONSTRUCTION
FLOOR & ELEVATION PLAN

SHEET: 2 OF 2


OFF WHITE
BOARD-N-BATON
Signage by
others
OFF WHITE
HARDIE
LAP-SIDING
OFF WHITE
BOARD-N-BATON
LIGHT
GRAY
STANDING
SEAM
CONCRETE PAVEMENT
GRADE GRADE -1/4"

City of Wildwood, Florida

Planning & Zoning Board/Special Magistrate

The case below was heard on Tuesday, July 7, 2026, by the Special Magistrate. The applicant is seeking a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a 5,200 SF medical office on 1.10 acres MOL. 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.

Case Number: 25-1500 Preston Place Commercial Site

Applicant(s): CW4 Inc. / Winston Bailey

Owner(s): CW4 Inc. / Winston Bailey

Parcel(s): D17M002

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

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

☒ recommends approval.

☐ recommends approval with the following conditions:

_____

☐ recommends denial.

Dated: July 7, 2026

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

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **25-3741- SP - Indian Oaks Self Storage**

REQUESTED ACTION: Special Magistrate recommends approval.

CONTRACT:

BUDGET IMPACT:

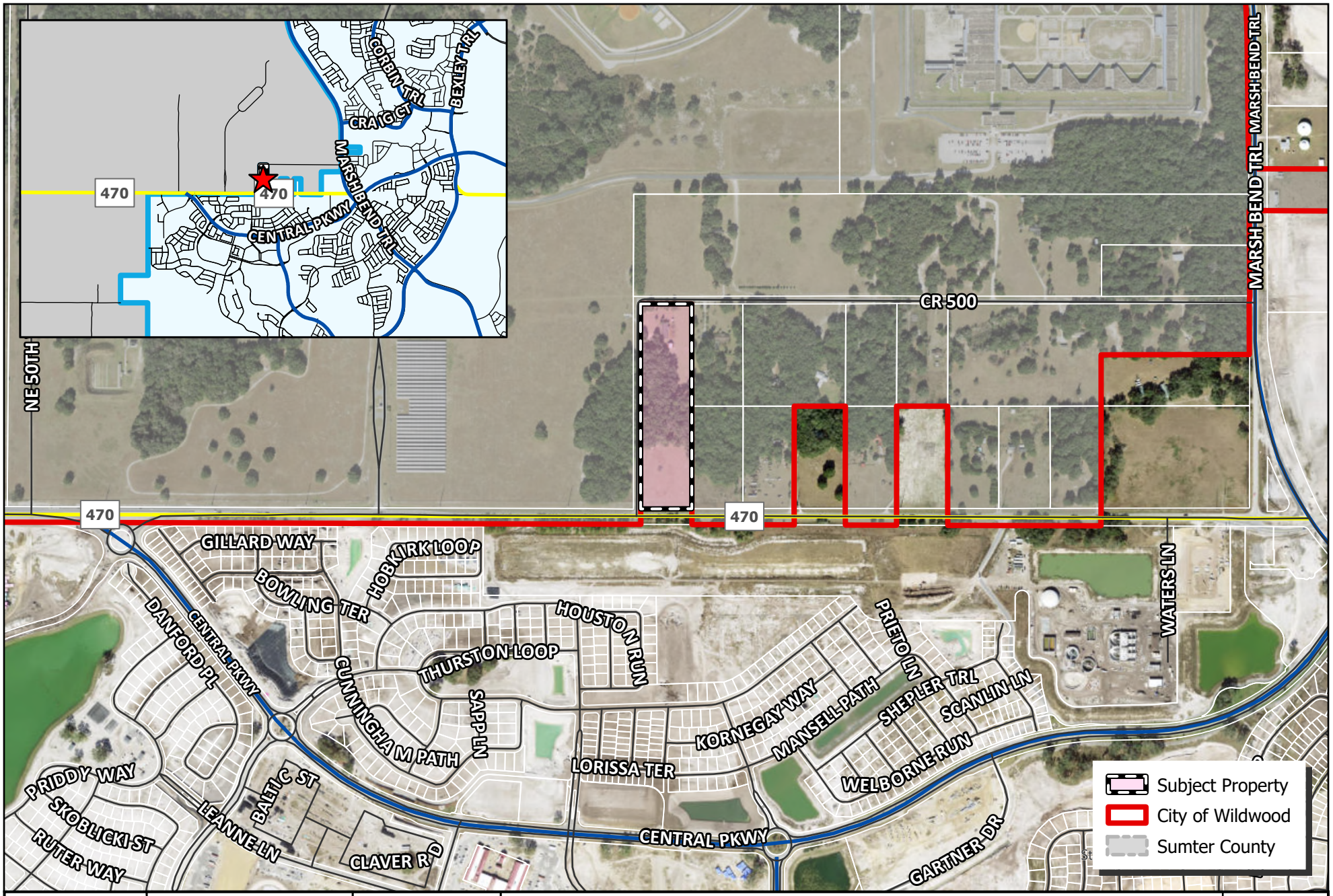
HISTORY/FACTS/ISSUES:

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 northeast corner of CR 500 and Old C 470.
Parcel Number	K09A020
Date	July 8, 2026

The applicant is seeking approval from the City Commission 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



WILDWOOD FLORIDA EST. 1877

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

N

US Feet
0 195 390 780

#A25-3741

INDIAN OAKS SELF STORAGE

PARCEL K09A020

MAP 1B

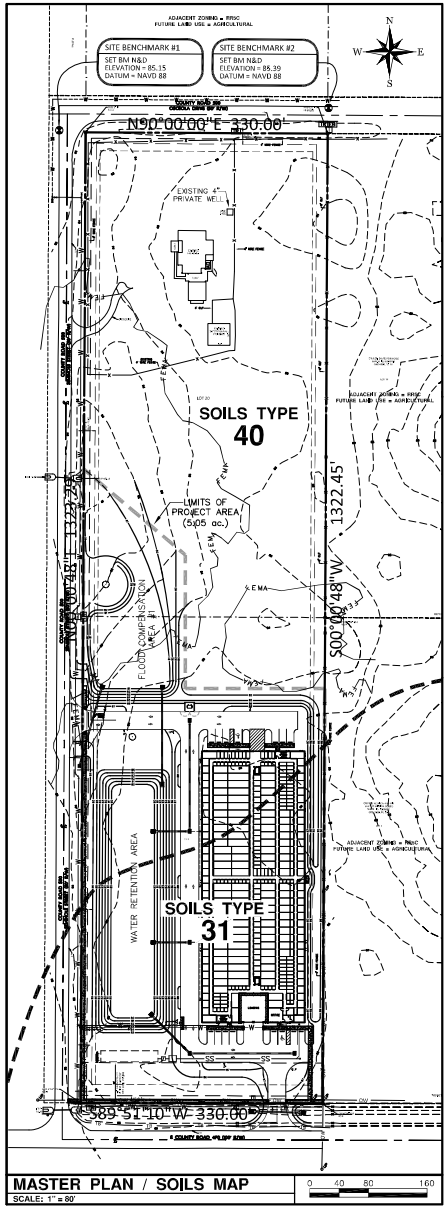
LOCATION MAP

SEP 2025

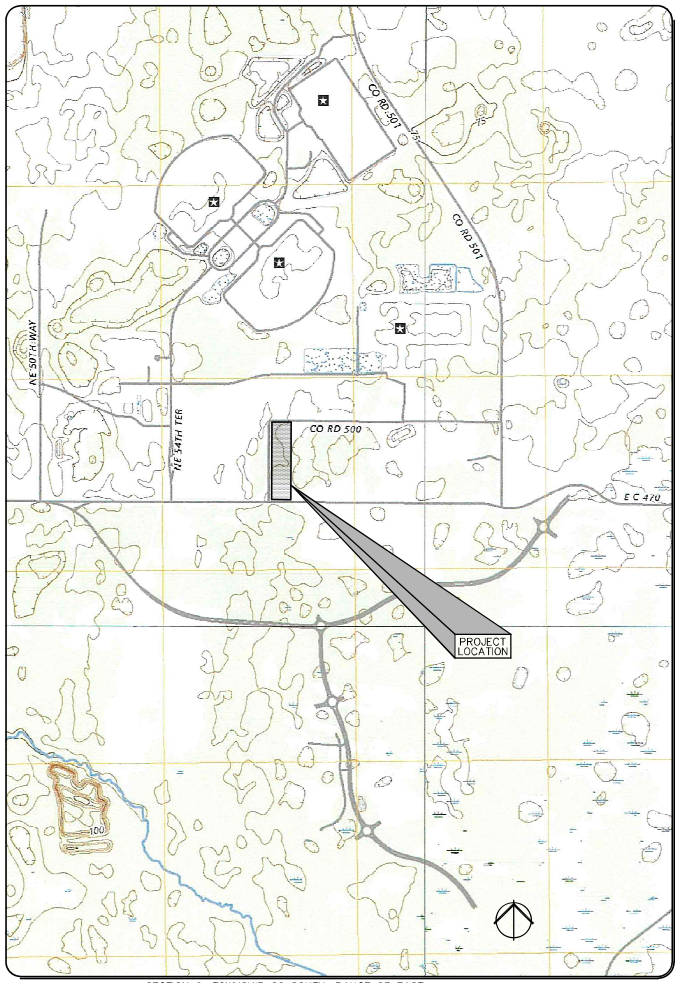
INDIAN OAKS SELF STORAGE
WILDWOOD, FLORIDA

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

Required Permitting	
Agency	*Status*
CITY OF WILDWOOD	PENDING
SWFWMD	PENDING
DEP NPDES	PENDING
DEP WATER	PENDING



MASTER PLAN / SOILS MAP
SCALE: 1" = 80'
0 40 80 160



SECTION 9, TOWNSHIP 20 SOUTH, RANGE 23 EAST

NORTH

LOCATION PLAN
SCALE: 1"=1,000'

1,000 500 0 1,000
1 inch = 1,000 ft.
GRAPHIC SCALE

GENERAL NOTES

1. BOUNDARY AND TOPOGRAPHICAL INFORMATION SHOWN ARE PER DRAWINGS PREPARED BY ALTAMAX SURVEYING, DATED 8/6/2024.
2. CONTRACTOR SHALL VERIFY ALL ELEVATIONS PRIOR TO CONSTRUCTION AND BRING ANY DISCREPANCIES TO THE ATTENTION OF THE ENGINEER OR ARCHITECT.
3. 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.
4. 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.
5. ALL DISTURBED OPEN AREAS SHALL BE SODDED OR SEEDED AND MULCHED IMMEDIATELY FOLLOWING COMPLETION OF THE BUILDING CONSTRUCTION AS SHOWN ELSEWHERE IN THESE PLANS.
6. CONTRACTOR SHALL SUPPLY THE ENGINEER WITH "AS-BUILT" CONDITIONS OF ACTUAL CONSTRUCTION.
7. CONSTRUCTION SURVEYING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR UNLESS OTHERWISE SPECIFIED.
8. CONTRACTOR TO PAY COST OF WET TAPS INTO CITY OF WILDWOOD WATER MAIN.
9. ALL WATER LINE CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH CITY OF WILDWOOD REQUIREMENTS.
10. 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 UNIFIED SOIL CLASSIFICATION SYSTEM. FINES (MATERIAL PASSING THE NO. 200 SIEVE) SHALL BE LESS THAN 5%.
11. 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 DEP DURING CONSTRUCTION. INFORMATION PERTAINING TO THE NPDES PROGRAM IS AVAILABLE ON LINE AT WWW.DEP.STATE.FL.US/WATER/STORMWATER/NPDES OR BY CALLING FDEP NPDES STORMWATER SECTION AT 850-245-7522.
12. FDOT STANDARDS' LATEST EDITION SHALL DICTATE ALL SPECIFICATIONS AND REGULATIONS FOR MATERIALS, INSTALLATION AND INSPECTIONS.

LEGAL DESCRIPTION

PARCEL NO. 20, INDIAN 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.

WAIVER REQUEST

REQUESTING WAIVER TO DDS (G) (1), (2), (3) TO ELIMINATE CANOPY TREES FROM FRONT LANDSCAPING BUFFER DUE TO EXISTING OVERHEAD POWER LINES.

REQUESTING WAIVER TO LDR 6.6 (G) TABLE 6-12 TO REDUCE THE REQUIRED MINIMUM NUMBER OF PARKING SPACES FROM 51 TO 15.

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

Utility Providers

WATER	CITY OF WILDWOOD
SEWER	SEPTIC – PRIVATE
ELECTRIC	DUKE ENERGY
CABLE	SPECTRUM
PHONE	SPECTRUM
REFUSE	CITY OF WILDWOOD

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: IIB (SPRINKLED)
MINIMUM REQUIRED FIRE FLOW PER FFPC = 6750 GPM FOR 4 HRS
BUILDING SPRINKLED (REDUCE BY 75%)
REQUIRED FLOW = 1688 GPM
FIRE FLOW PROVIDED PER CITY ENGINEER MODEL = 2,488 GPM

BUILDING TWO STORIES
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 HC spaces

SETBACKS: FRONT = 25' / REAR = 15' / SIDE = 15'
BUFFERS: FRONT = 25' / REAR = 25' / SIDE = 20'

ELEVATIONS BASED ON N.A.V.D. 1988 VERTICAL DATUM

UTILITY OWNERSHIP

8" WATER – CITY OF WILDWOOD
8" ONSITE WATER – PRIVATE
SEWER – PRIVATE SEPTIC
STORM – PRIVATE
ROADS – PRIVATE
STREET LIGHTS – PRIVATE

OWNER

Judy Snell & Pamela Hansard, Co-Trustees of the Margie E. Sovercool Living Trust
54149 Third Street
Astor, Florida 32102
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
PHONE (352) 787-7482
FAX (352) 787-7412
Keith@riddlenewman.com
CA# 00002883

RIDDLE NEWMAN ENGINEERING INC. ESTABLISHED 1991

REV #5 REVISED PER WILDWOOD & SWFWMD 1/28/26
REV #4 REVISED PER WILDWOOD 3/11/26 & 4/20/26
REV #3 REVISED PER CITY OF WILDWOOD 8/8/26
REV #2
REV #1

Keith E. Riddle, P.E.
State of Florida
Professional Engineer
No. 38800

Digitally signed by Keith E Riddle
Date: 2026.06.08 10:56:52 -04'00'

KEITH E. RIDDLE, P.E.
STATE OF FLORIDA
PROFESSIONAL ENGINEER
LICENSE NO. 38800

THIS ITEM HAS BEEN ELECTRONICALLY SIGNED AND SEALED BY KEITH E. RIDDLE, P.E. ON THE DATE ADJACENT TO THE SEAL USING A DIGITAL AUTHENTICATION CODE. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE DIGITAL AUTHENTICATION CODE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

DRAWN: R.S.H.
CHECKED: K.E.R.
SCALE: AS SHOWN
DATE: 9/22/25
PROJECT NO: 25.03

COVER SHEET
INDIAN OAKS SELF STORAGE
WILDWOOD FLORIDA

SHEET NO.
C1.1

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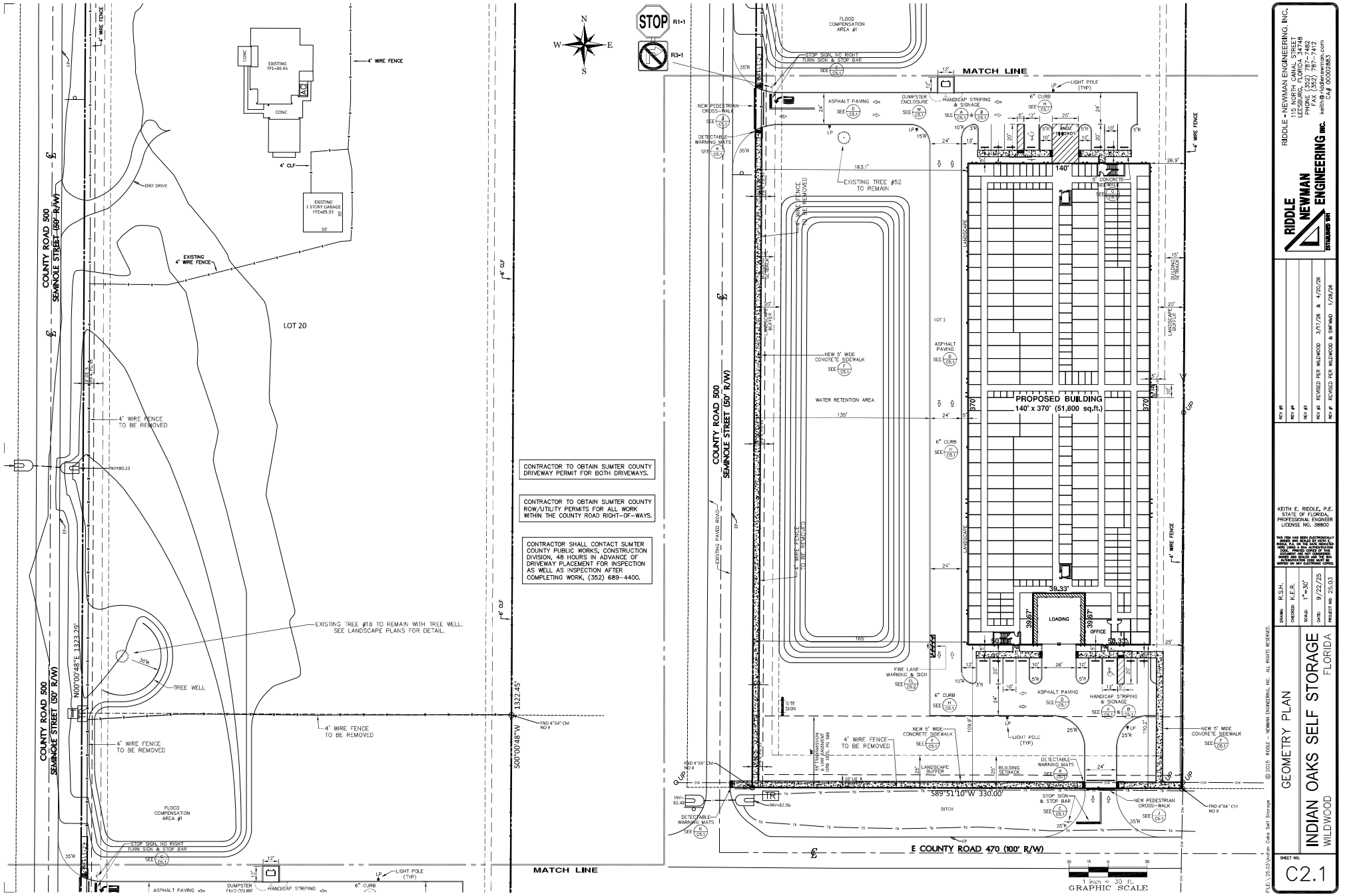
P:\E\L\25.03\Indian Oaks Self Storage



RIDDLE - NEWMAN ENGINEERING INC.
115 NORTH CANAL STREET
LEESBURG, FLORIDA 34748
PHONE (352) 787-7412
FAX (352) 787-7412
keith@riddlenewman.com
CA# 00002883

RIDDLE NEWMAN ENGINEERING INC. ESTABLISHED 1991

REV #5	
REV #4	
REV #3	
REV #2	REVISED PER WILDWOOD 3/11/26 & 4/20/26
REV #1	REVISED PER WILDWOOD & SWFWMD 1/28/26

KEITH E. RIDDLE, P.E.
STATE OF FLORIDA
PROFESSIONAL ENGINEER
LICENSE NO. 38800

THIS ITEM HAS BEEN ELECTRONICALLY SIGNED AND SEALED BY KEITH E. RIDDLE, P.E. ON THE DATE ADJACENT TO THE SEAL USING A DIGITAL AUTHENTICATION CODE. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE DIGITAL AUTHENTICATION CODE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

DRAWN:	R.S.H.
CHECKED:	K.E.R.
SCALE:	1"=30'
DATE:	9/22/25
PROJECT NO:	25.03

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GEOMETRY PLAN

INDIAN OAKS SELF STORAGE

WILDWOOD FLORIDA

SHEET NO.
C2.1

P:\E_25.03 Indian Oaks Self Storage

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'

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

RIDDLE NEWMAN ENGINEERING INC.
ESTABLISHED 1961

Keith E. Riddle, P.E.

Civil Engineering
Structural Engineering
Land Development
Drinking Water
Wastewater
Stormwater Management
Environmental Permitting

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, were 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.

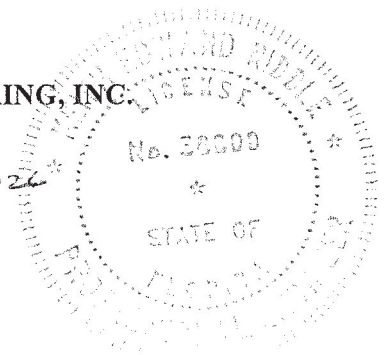
Should you have any questions, please do not hesitate to call.

Respectfully submitted,

RIDDLE – NEWMAN ENGINEERING, INC.

1/29/2026

Keith E. Riddle, P.E.
Florida Registration No. 38800



File: K25.03-03

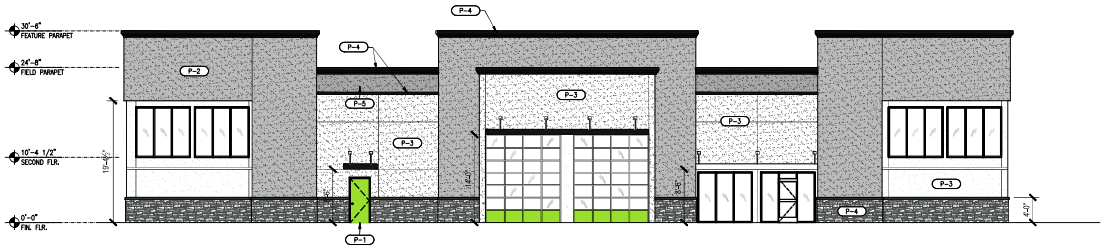

ExtraSpaceStorage
P


BlueSpaceStorage

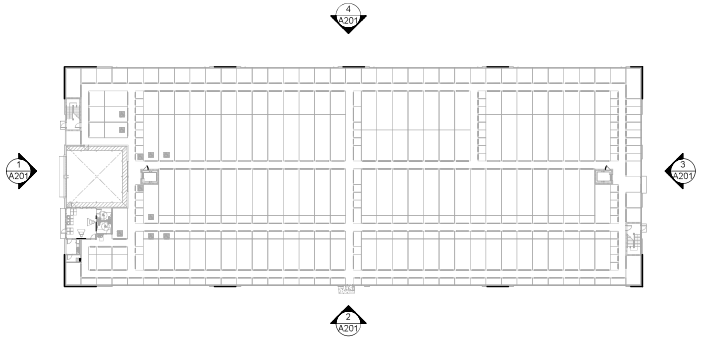

Extra Space Storage


ExtraSpace Storage
ExtraSpace Storage
P

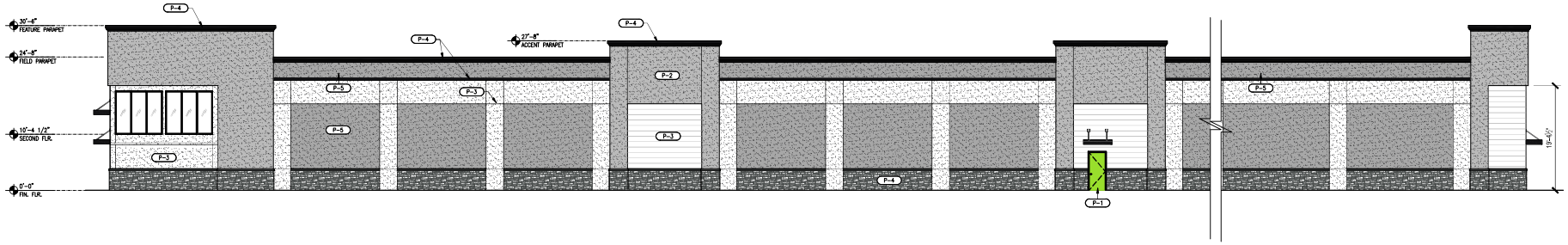

ExtraSpace Storage
ExtraSpaceStorage



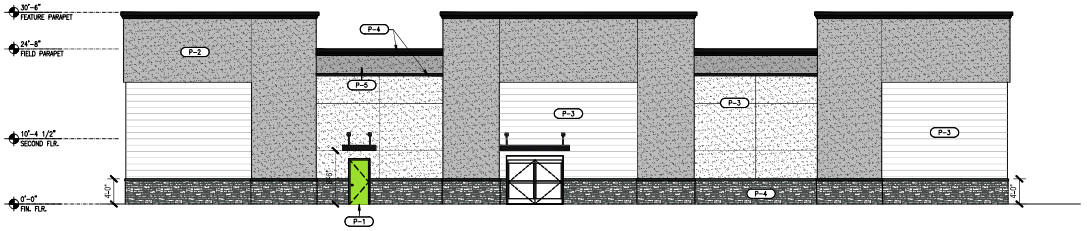
1 South Exterior Elevation
Scale: 1/8" = 1'-0"



5 Key Plan
Scale: 1/32" = 1'-0"

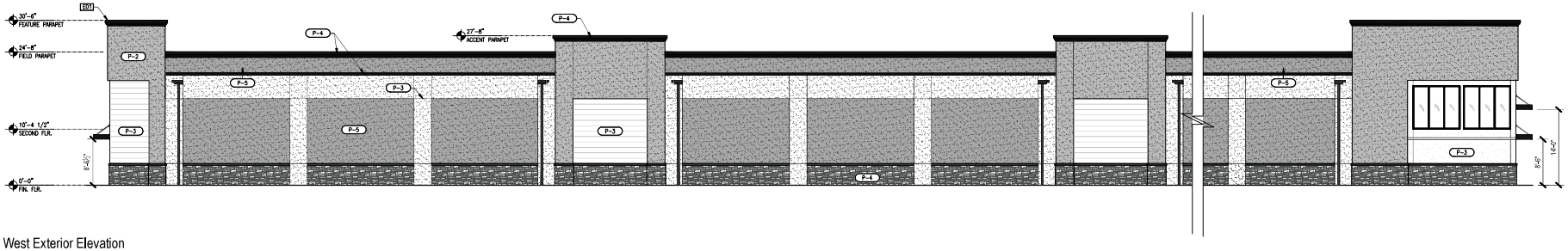


2 East Exterior Elevation
Scale: 1/8" = 1'-0"



3 North Exterior Elevation
Scale: 1/8" = 1'-0"

SHERWIN WILLIAMS PAINT COLORS/MATCH				
P-1	P-2	P-3	P-4	P-5
WASABI GREEN EXTRASPACE STORAGE	GAUNTLET GRAY SW 7019	PURE WHITE SW 7005	TRICORN BLACK SW 6258	REPOSE GRAY SW 7015



4 West Exterior Elevation
Scale: 1/8" = 1'-0"

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ARCHITECT / ENGINEER
LIS ARCHITECTURE ENGINEERING
CA NO: 8893
LAND INVESTMENT SERVICES, LLC
AB0813 CA NO: 29005
3972 West State Road 426
Suite 1 Oviedo, FL 32765
Phone: (321) 754-5440
Fax: (321) 754-5448

CLIENT NAME
SHADOWBROOK DEVELOPMENT
SELF-STORAGE AND INDUSTRIAL REAL ESTATE
300 RONALD REAGAN BLVD. STE 100
LONGWOOD, FLORIDA 32750

Shadowbrook DEVELOPMENT

PROJECT NAME
SHADOWBROOK
STORAGE FACILITY
277 C.R. 500
WILDWOOD, FLORIDA 34785

SHEET TITLE
Exterior Elevations

SEAL
HAROLD DANIEL HUTTER III
FL LIC: AR99913

RELEASE	DATE
1	-
2	-
3	-
4	-
5	-
6	-

PROJECT NO.
2025-015

ISSUE DATE
-

DRAWN -
CHECKED -

SHEET NO.
A201

City of Wildwood, Florida

Planning & Zoning Board/Special Magistrate

The case below was heard on Tuesday, July 7th, 2026, by the Special Magistrate. The applicant is seeking a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a 120,000 square-foot self-storage facility on 10 acres MOL. The subject property is generally located at the north-east corner of CR 500 and Old C 470.

Case Number: 25-3741 – Indian Oaks Self Storage

Applicant: Benton B. Leach

Owner(s): Judy R. Snell and Pamela A. Hansard, as CO- Trustees of the Margie E. Sovercool Living Trust

Parcel: K09A020

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

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

☒ recommends approval.

☐ recommends approval with the following conditions:

_____

☐ recommends denial.

Dated: July 7th, 2026

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

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **WUDD FY26-27 Proposed Budget**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity: WUDD

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Attached for the City Commission's consideration is the FY 2026-2027 proposed budget for the Wildwood Utility Dependent District pursuant to Ordinance No. O2021-16. The Wildwood Utility Dependent District Governing Board of Directors adopted a resolution approving the proposed Fiscal Year 2026-27 budget at their July 7, 2026, meeting.

The City Manager has reviewed the proposed budget and recommends approval.

WUDD Wildwood Utility Dependent District

July 7, 2026

Mr. Jason McHugh
City Manager
City of Wildwood, Florida
100 N. Main Street
Wildwood, Florida 34785

Dear Mr. McHugh:

Enclosed is a copy of the Fiscal Year 2026-27 Proposed Budget for the Wildwood Utility Dependent District approved by the Governing Board at its July 7, 2026 meeting. The Proposed Budget has been prepared and submitted to the City of Wildwood City Manager in accordance to City of Wildwood Ordinance No. O2021-16.

If you have any questions, please feel free to contact Brandy Cook, Budget Director or myself at (352) 751-3939.

Thank you for your cooperation in this matter.

Sincerely,

Kenneth C. Blocker
District Manager

Enclosure

AGENDA REQUEST

TO: Wildwood Utility Dependent District
FROM: Brandy Cook, Budget Director
DATE: July 7, 2026
SUBJECT: FY2026-2027 Proposed Budget

ISSUE:
Adoption of Resolution 2026-07 to approve the Fiscal Year 2026-27 Proposed Budget for the Wildwood Utility Dependent District (WUDD).

ANALYSIS/INFORMATION:
In accordance with Ordinance O2021-16, the Wildwood Utility Dependent District (WUDD) must approve a Proposed Budget to be submitted to the Wildwood City Council no later than July 15th of each year. Once the Proposed Budget is submitted, the Wildwood City Council will adopt the Wildwood Utility Dependent District Final Budget.

The WUDD Governing Board of Directors held a public budget review on May 5, 2026, where the Recommended Budget for the South Sumter Utility Fund (SSU), working capital and reserve balances, and capital improvement/major maintenance plan were reviewed and discussed. As there were no adjustments made during the review, the attached Proposed Budget is the same budget reviewed during the meeting.

The South Sumter Utility Fund FY2026-27 Proposed Budget is $23,708,430 which reflects an increase of $315,013 or 1.3% from the current year amended budget. The increase is primarily due to increases in the principal portion of the Debt Expense per the amortization schedule.

BUDGET IMPACT:
Adoption of Resolution 2026-07 approves the Fiscal Year 2026-27 Proposed Budget for the Wildwood Utility Dependent District, in the total amount of $23,708,430.

STAFF RECOMMENDATION:
Staff recommend adoption of the Resolution 2026-07 to approve the Fiscal Year 2026-27 Proposed Budget for the Wildwood Utility Dependent District, total amount of $23,708,430.

MOTION:
Move to adopt Resolution 2026-07 approving the Fiscal Year 2026-27 Proposed Budget for the Wildwood Utility Dependent District, total amount of $23,708,430

ATTACHMENTS:

1. WUDD Proposed Budget FY 26-27

RESOLUTION 2026-07

A RESOLUTION APPROVING THE PROPOSED BUDGET OF THE WILDWOOD UTILITY DEPENDENT DISTRICT BUDGET FOR FISCAL YEAR 2026-27 FOR SUBMISSION TO THE CITY OF WILDWOOD CITY COUNCIL

WHEREAS, the District Manager has heretofore prepared and submitted to the Governing Board of Directors, the District's Proposed Budget for the forthcoming Fiscal Year 2026-27; and,

WHEREAS, the Governing Board of Directors reviewed and discussed the budget during the Budget Meeting held on May 5, 2026; and,

WHEREAS, once approved by the Governing Board of Directors, the Fiscal Year 2026-27 Proposed Budget will be submitted to the City of Wildwood City Council for the final adoption.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE WILDWOOD UTILITY DEPENDENT DISTRICT;

The operating budget proposed by the District Manager for Fiscal Year 2026-27 is hereby approved for the amount listed below:

South Sumter Utilities	**$ 23,708,430**

Adopted this 7th day of July, 2026 .

WILDWOOD UTILITY DEPENDENT DISTRICT

Roger Kass, Chair

Kenneth C. Blocker, Secretary

GL NUMBER	DESCRIPTION	2024-25 ACTIVITY	2025-26 ORIGINAL BUDGET	2025-26 AMENDED BUDGET	2025-26 ACTIVITY THRU 05/31/26	2026-27 PROPOSED BUDGET
Fund: 45.450 SOUTH SUMTER UTILITY						
ESTIMATED REVENUES						
341.905	PROPERTY DAMAGE REIMBURSEMENTS	0	0	0	201,841	0
341.911	LIEN FEES	1,640	0	0	720	0
341.999	MISCELLANEOUS REVENUE	79	500	500	107	100
343.601	WATER FEES - RESIDENTIAL	5,985,309	5,799,450	5,799,450	4,297,723	6,150,000
343.602	WATER FEES - COMMERCIAL	247,437	207,460	207,460	180,621	246,000
343.603	SEWER FEES - RESIDENTIAL	8,280,767	8,345,550	8,345,550	5,825,872	8,712,500
343.604	SEWER FEES - COMMERCIAL	278,822	217,833	217,833	206,097	297,250
343.609	RECONNECT FEES	22,267	20,000	20,000	15,506	22,550
343.610	FIRE PROTECTION WATER	49,546	42,850	42,850	39,026	46,125
343.611	METERED IRRIGATION WATER	10,190,039	9,840,000	9,840,000	6,004,500	10,250,000
343.612	METERED CONSTRUCTION WATER	3,340	65,000	65,000	160	5,125
343.613	RETURNED CHECK FEES ($25)	9,244	9,000	9,000	6,696	10,250
343.615	OTHER MISC WATER & SEWER	25,226	10,000	10,000	17,630	12,300
343.616	UTILITY LATE PENALTY FEE	29,149	30,000	30,000	22,044	31,775
361.101	INT INCOME - CFB	51,687	67,000	67,000	24,607	67,000
361.102	INT INCOME - CASH EQUIV	632,149	700,000	700,000	362,852	700,000
361.103	INT INCOME - USB	667,569	817,450	817,450	288,105	877,450
361.306	FLGIT-UNREALIZED GAIN/LOSS	10,076	0	0	15,085	0
361.307	LTP UNREALIZED GAIN/LOSS	0	0	0	1,221	0
361.309	FLFIT-UNREALIZED GAIN/LOSS	1,162	0	0	(13,271)	0
361.407	LTP REALIZED GAIN/LOSS	0	0	0	149	0
361.409	FLFIT-REALIZED GAIN/LOSS	7,931	0	0	37,065	0
365.001	SALES OF SURPLUS MATERIAL & SC	0	0	0	377	0
366.001	CONTRIBUTIONS FROM DEVELOPER	135,447	0	0	0	0
669.901	(ADD)/USE-WORKING CAPITAL	0	(3,406,676)	(2,778,676)	0	(3,719,995)
TOTAL ESTIMATED REVENUES		26,628,886	22,765,417	23,393,417	17,534,733	23,708,430
APPROPRIATIONS						
111	EXECUTIVE SALARIES	8,400	13,000	13,000	3,800	13,000
211	SOCIAL SECURITY TAXES	521	806	806	236	806
212	MEDICARE TAXES	122	189	189	55	189
241	WORKER'S COMPENSATION	19	25	25	25	25
311	ADMINISTRATIVE SVCS	217,011	553,187	553,187	362,475	320,688
311	MANAGEMENT FEES	441,383	0	0	0	0
312	ENGINEERING SERVICES	441,779	471,368	471,368	288,234	31,500
313	LEGAL SERVICES	29,458	20,000	20,000	14,002	25,000
319	OTHER PROFESSIONAL SVCS	6,456	54,212	53,712	4,915	39,441
321	ACCOUNTING SERVICES	2,000	2,000	2,000	2,000	2,000
322	AUDITING SERVICES	20,835	22,660	22,660	0	26,513
323	TRUSTEE SERVICES	21,281	21,281	21,281	11,314	21,281
324	ARBITRAGE SERVICES	2,400	1,800	1,800	600	1,200
343	SYSTEMS MGMT SUPPORT	140,522	154,248	154,248	90,229	88,167
349	MISC CONTRACTUAL SVCS	2,130,948	2,365,760	2,394,960	1,584,252	2,499,898
431	ELECTRICITY	816,870	824,000	822,800	449,017	901,000
432	NATURAL GAS	3,657	3,605	3,605	2,294	3,900
433	WATER & SEWER	13	5,000	25,000	18,893	2,500
442	EQUIPMENT RENTAL	12,660	10,000	10,000	1,138	30,000
451	CASUALTY & LIABILITY INSUR	399,332	400,801	400,801	259,534	365,407
462	BUILDING/STRUCTURE MAINT	235,444	325,266	344,766	142,628	338,100
463	LANDSCAPE MAINT-RECURRING	0	2,575	2,575	0	2,200
469	OTHER MAINTENANCE	39,502	46,350	46,350	32,179	43,680

GL NUMBER	DESCRIPTION	2024-25 ACTIVITY	2025-26 ORIGINAL BUDGET	2025-26 AMENDED BUDGET	2025-26 ACTIVITY THRU 05/31/26	2026-27 PROPOSED BUDGET
Fund: 45.450 SOUTH SUMTER UTILITY						
APPROPRIATIONS						
471	PRINTING & BINDING	0	0	1,200	83	0
491	BANK CHARGES	36	250	250	0	250
493	PERMITS & LICENSES	2,225	2,250	2,250	0	2,225
497	LEGAL ADVERTISING	1,136	1,300	1,300	550	1,300
499	MISC CURRENT CHARGES	1,460,118	1,545,000	2,105,500	1,187,738	1,606,800
522	OPERATING SUPPLIES	278	0	0	0	0
524	NON CAPITAL FF&E	0	0	1,800	1,799	0
525	NON CAPITAL HARDWARE/SOFTWARE	0	5,000	0	0	5,000
526	METER SUPPLIES	157,279	180,690	150,690	40,350	180,690
529	OPERATING SUPPLIES OTHER	242,915	316,250	316,250	165,662	288,750
543	PROFESSIONAL DUES	472	650	650	108	650
591	DEPRECIATION EXPENSE	3,055,388	0	0	0	0
633	INFRASTRUCTURE	0	153,500	181,500	2,205	400,000
641	VEHICLES	0	90,000	94,500	94,473	0
710	PRINCIPAL	0	205,000	205,000	205,000	1,515,000
721	INTEREST EXP - SR DEBT	12,470,163	12,468,513	12,468,513	9,892,213	12,463,638
722	INTEREST EXP - SUBORDINATE	1,498,881	1,498,881	1,498,881	1,162,600	1,487,632
724	INTEREST EXP - NOTES	0	0	0	(41,219)	0
911	TRANS TO GENERAL R&R	1,000,000	1,000,000	1,000,000	666,668	1,000,000
951	AMORTIZATION EXPENSE	0	0	0	(6,922,224)	0
TOTAL APPROPRIATIONS		24,859,504	22,765,417	23,393,417	9,723,826	23,708,430
NET OF REVENUES/APPROPRIATIONS - FUND 45.450		1,769,382	0	0	7,810,907	0

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Grant of Utility Easement to Duke Energy Florida, LLC for the Water Reclamation Facility**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The attached easement with Duke Energy is necessary for electric service at the Water Reclamation Facility, which is currently under construction. The City Attorney and Staff worked closely with representatives from Duke on the easement language.

Prepared by: Duke Energy Florida, LLC
Return To: Duke Energy Florida, LLC
Attn: Emily Bower
299 1st Ave N
Mail Code: FL6240-015
St. Petersburg, Florida 33701

Parcel # G07-W00P11

Industrial Drive
Wildwood, FL

EASEMENT

State of Florida
County of Sumter

THIS EASEMENT ("**Easement**") is made this ____ day of _____ 2026, from **CITY OF WILDWOOD,** a Florida municipal corporation, 100 N. Main Street, Wildwood, Florida 34785 ("**Grantor**", whether one or more), to **DUKE ENERGY FLORIDA, LLC**, a Florida limited liability company, Post Office Box 14042, St. Petersburg, FL 33733 ("**Grantee**").

Grantor, for and in consideration of the sum of One and 00/100 Dollar ($1.00) and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, does hereby grant unto Grantee a perpetual easement, to construct, reconstruct, operate, patrol, maintain, repair, replace, relocate, add to, modify, and remove electric and communication lines including, but not limited to, all necessary supporting structures, and all other appurtenant apparatus and equipment for the transmission and distribution of electrical energy, and for technological purposes related to the operation of the electric facilities and for the communication purposes of Incumbent Local Exchange Carriers (collectively, "**Facilities**").

Grantor is the owner of that certain property described Lot 11, WILLARD PEEBLES SUBDIVISION, as recorded in Plat Book 4, Page 89, of the Public Records of Sumter County, Florida ("**Property**").

The Facilities may be both overhead and underground and located in, upon, over, along, under, through, and across a portion of the Property within an easement area described as follows:

See Exhibit "A", attached hereto and made a part hereof (hereinafter referred to as the "**Easement Area**").

The rights granted herein include, but are not limited to, the following:

1. Grantee shall have the right of ingress and egress over the Easement Area.
2. Grantee shall have the right to trim, cut down, and remove from the Easement Area, at any time or times and using safe and generally accepted arboricultural practices, trees, limbs, undergrowth, other vegetation, and obstructions.
3. Grantee shall have the right to trim, cut down, and remove from the Property, at any time or times and using safe and generally accepted arboricultural practices, dead, diseased, weak, dying, or leaning trees or limbs, which, in the opinion of Grantee, might fall upon the Easement Area or interfere with the safe and reliable operation of the Facilities.
4. Intentionally omitted.
5. Intentionally omitted.
6. Grantor shall not place, or permit the placement of, any structures, improvements, facilities, or obstructions, within or immediately adjacent (i.e. within 10 feet) to the Easement Area, which may interfere with the exercise of the rights granted herein to Grantee. Grantee shall have the right to remove any such structure, improvement, facility, or obstruction at the expense of Grantor. Notwithstanding the foregoing, Grantor is permitted to place pavement for a driveway within the 10 foot buffer adjacent to the Easement Area.
7. Excluding the removal of vegetation, structures, improvements, facilities, and obstructions within the Easement Area, as provided herein, Grantee shall promptly repair or cause to be repaired any physical damage to the surface area of the Easement Area and Property resulting from the exercise of the rights granted herein to Grantee. Such repair shall be to a condition which is reasonably close to the condition prior to the damage, and shall only be to the extent such damage was caused by Grantee or its contractors or employees.
8. Grantee may increase or decrease the voltage and change the quantity and types of Facilities.
9. Intentionally omitted.
10. All other rights and privileges reasonably necessary, in Grantee's sole discretion, for the safe, reliable, and efficient installation, operation, and maintenance of the Facilities.

The terms Grantor and Grantee shall include the respective heirs, successors, and assigns of Grantor and Grantee. The failure of Grantee to exercise or continue to exercise or enforce any of the rights herein granted shall not be construed as a waiver or abandonment of the right thereafter at any time, or from time to time, to exercise any and all such rights.

TO HAVE AND TO HOLD said rights, privilege, and easement unto Grantee, its successors, licensees, and assigns, forever. The rights and easement herein granted are exclusive as to entities engaged in the provision of electric energy service. Grantor warrants and covenants that Grantor has the full right and authority to convey to Grantee this perpetual Easement, and that Grantee shall have quiet and peaceful possession, use and enjoyment of the same.

IN WITNESS WHEREOF, Grantor has signed this Easement under seal effective this ____ day of _____, 2026.

Witnesses:

CITY OF WILDWOOD
a Florida municipal corporation

_____
(Witness #1)
Printed Name: _____
Address: _____

_____
Ed Wolf, Mayor

Grantor(s) Mailing Address:

100 N. Main Street
Wildwood, Florida 34785

_____
(Witness #2)
Printed Name: _____
Address: _____

_____

Attest:

_____
Richard Jackson Shelton III, Deputy City Clerk

STATE OF _____

COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ____ day of _____, 2026 by Richard Jackson Shelton III, Deputy City Clerk of the City of Wildwood, a Florida municipal corporation, and that by authority duly given and as the act of said corporation, the foregoing EASEMENT was signed in its name by its Mayor, sealed with its official seal, and attested by herself/himself as its Deputy City Clerk. He/she is personally known to me or has produced _____ as identification.

(Notary Seal)

Notary Public: _____
Printed/ Typed Name: _____
Commission Expires: _____

This instrument prepared by Manny R. Vilaret, Esquire, 10901 Danka Circle Suite C, St. Petersburg, FL 33716.

For Grantee's Internal Use:
Work Order #: 60696317-20 | 59375838 D

SKETCH:
CITY OF WILDWOOD – DUKE AT INDUSTRIAL DRIVE

SKETCH OF DESCRIPTION

(NOT A BOUNDARY SURVEY)

EXHIBIT "__"
SHEET 1 OF 2

LEGAL DESCRIPTION

A STRIP OF LAND TWENTY (20) FEET WIDE AND LYING WITHIN LOT 11 OF WILLARD PEEBLES INDUSTRIAL PARK, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 4, PAGE 89, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. SAID STRIP LYING TEN (10) FEET EACH SIDE OF THE FOLLOWING–DESCRIBED CENTERLINE:

COMMENCE AT THE SOUTHWEST CORNER OF AFORESAID LOT 11; THENCE ALONG THE WEST LINE OF LOT 11 RUN N00°05'43"E A DISTANCE OF 97.24 FEET TO THE POINT OF BEGINNING OF CENTERLINE; THENCE DEPARTING SAID WEST LINE RUN N38°59'10"E A DISTANCE OF 64.00 FEET TO THE POINT OF TERMINUS OF CENTERLINE. (WITH THE SIDE BOUNDARIES OF STRIP EXTENDING OR TRUNCATING TO ABUT WEST LINE OF LOT 11)

KAYE M. JAMESON
LICENSE NUMBER
No. 5912
STATE OF FLORIDA
PROFESSIONAL SURVEYOR & MAPPER

Kaye M. Jameson 5/15/26

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

GENERAL NOTES:

1. THIS SKETCH OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER (IF A HARD COPY), OR THE ADOBE PDF CONTAINING THE ELECTRONIC SIGNATURE HAS NOT BEEN VALIDATED TO BE THE ORIGINAL SIGNED AND SEALED VERSION (IF AN ELECTRONIC FILE). IF AN ELECTRONIC FILE, PRINTED COPIES OF THE SURVEY MAP ARE NOT CONSIDERED TO BE A VALID SIGNED AND SEALED COPY.
2. THIS SKETCH WAS PREPARED FOR DESCRIPTION PURPOSES ONLY AND DOES NOT REPRESENT A BOUNDARY SURVEY. LEGAL DESCRIPTION IS BASED UPON FIELD LOCATION OF ELECTRIC FACILITIES.
3. BEARINGS ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, WEST ZONE, NORTH AMERICAN DATUM OF 1983 WITH 2011 ADJUSTMENT. AS A REFERENCE FOR THIS SKETCH, THE WEST LINE OF LOT 11 HAS A BEARING OF N00°05'43"E.

JOB SP2026.01489

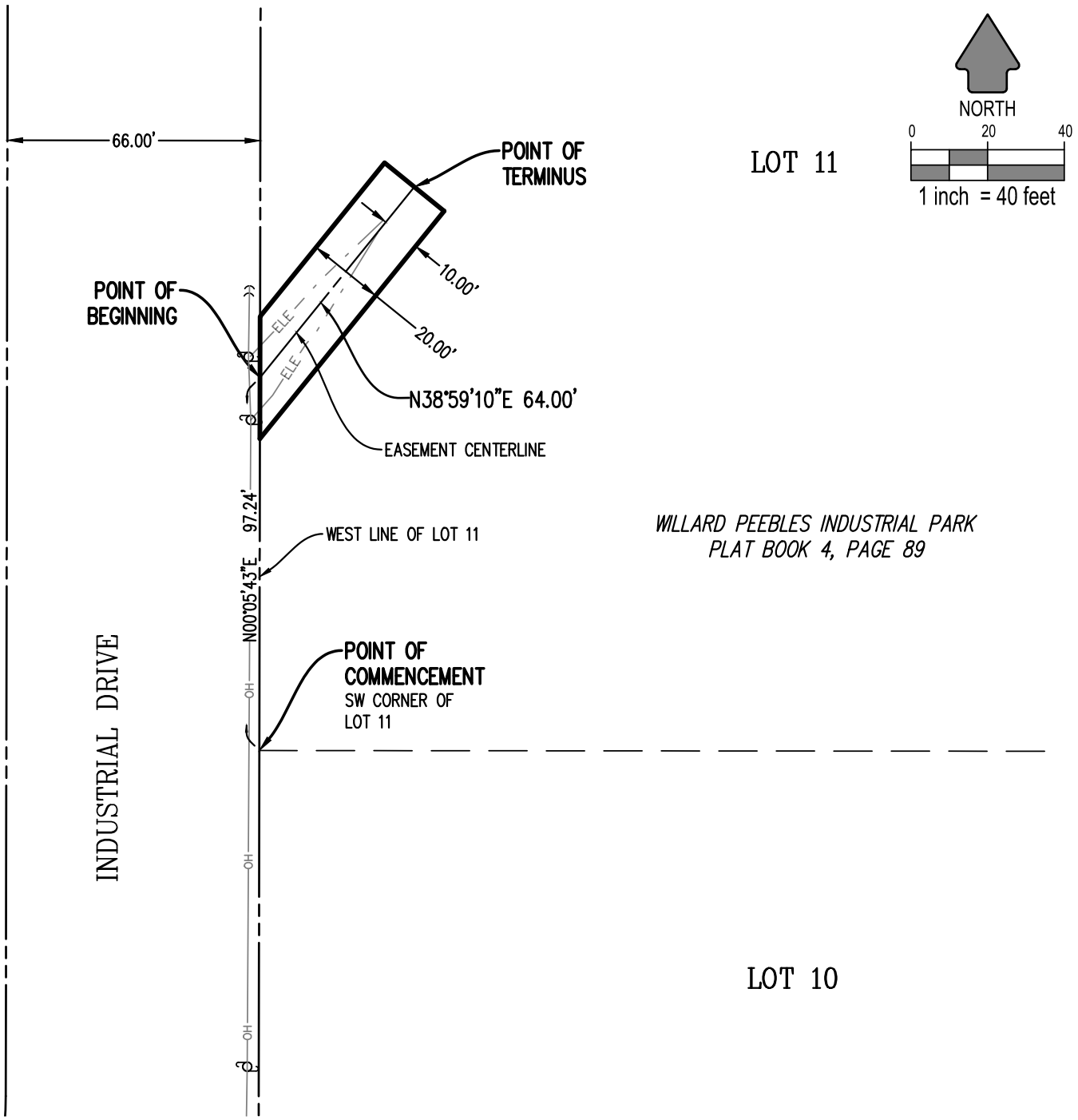
CFB | CLYMER FARNER BARLEY
SURVEYING
7413 ALFORD AVENUE - MIDDLETON, FL 34762
(352) 748-3126 LB8498

DRAWING NAME: S:\SURVEY NEW\SURVEY\SUMTER\NON-FL LICKES PROJECTS\CITY OF WILDWOOD PROJECTS\WWTP SEC 7-19-23\2026-05-06 WRF DUKE EASEMENT SP2026.01489\DWG\CITY OF WILDWOOD - WRF SD.DWG 11 8.5 X 11 5/15/2026 7:19 AM BY: JHURST
CFB_Survey_Standard.ctb

SKETCH:
CITY OF WILDWOOD –
DUKE AT INDUSTRIAL
DRIVE

SKETCH OF DESCRIPTION
(NOT A BOUNDARY SURVEY)

EXHIBIT " "
SHEET 2 OF 2



LEGEND:

LB	= LICENSED BUSINESS
ELE	= UNDERGROUND ELECTRIC LINE
OH	= OVERHEAD UTILITY LINE
	= POWER POLE

JOB SP2026.01489

CFB | CLYMER FARNER BARLEY
SURVEYING
7413 ALFORD AVENUE - MIDDLETON, FL 34762
(352) 748-3126 LB8498

DRAWING NAME: S:\SURVEY\NEW\SURVEY\SUMTER\NON-ILLICKES PROJECTS\CITY OF WILDWOOD PROJECTS\WWP SEC 7-19-23\2026-05-06 WRF DUKE EASEMENT SP2026.01489.DWG\CITY OF WILDWOOD - WRF SD.DWG - 2 8.5 X 11 5/15/2026 7:19 AM BY: JHURST
CFB_Survey_Standard.ctb

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **26-1976 - (AN) Wildwood 50-Unit Subdivision**

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The applicant and owner, AD Wildwood LLC, has submitted a voluntary annexation application for parcel F01-100. The property to be annexed totals 13.28 acres MOL and is located on the east side of CR 217, approximately 0.09 miles northeast of the intersection of CR 217 and C 44A.

Annexation into the City is appropriate because the property is contiguous to the City limits and is within the City's Joint Planning Area with Sumter County.

City water and sewer are available to the subject property. The applicant would like to construct a residential development on the property. The applicant will coordinate with the Development Services Department prior to any development for connections to City Utilities and the requirement of right-of-way dedication to serve the project.

Staff recommends approval of Ordinance O2026-30.



Alex Lammers

Planner I, Development Services

ORDINANCE NO. O2026-30

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 13.44 ACRES LOCATED ON CR 217, APPROXIMATELY 0.09 MILES NORTH OF THE INTERSECTION OF CR 217 AND C 44A, IN SECTION 1, TOWNSHIP 19 SOUTH, RANGE 22 EAST; WHICH IS CONTIGUOUS TO THE CITY LIMITS OF THE CITY OF WILDWOOD AND LOCATED IN THE CITY'S JOINT PLANNING AREA; PROVIDING THAT SECTION 1-14 OF THE CITY OF WILDWOOD CODE OF ORDINANCES IS AMENDED TO INCLUDE THE ANNEXED PROPERTY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

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

SECTION 1. Based upon the petition of the owner of the following described real property, which is approximately located on CR 217, approximately 0.09 miles north of C 44A, to be annexed into the City, the property is hereby annexed into the City of Wildwood pursuant to Sections 171.044 and 171.204, Florida Statutes. The City Commission finds that the property is contiguous to the City of Wildwood; is located within the City's Joint Planning Area with Sumter County; and meets all legal requirements for annexation. The annexed property lying in Sumter County, Florida, owned by AD Wildwood LLC, is more particularly described as follows:

Parcel F01-100
AD Wildwood LLC
Acres 13.44+/-

LEGAL DESCRIPTION

LOT 2, OF AN UNRECORDED SUBDIVISION IN SECTION 1, TOWNSHIP 19 SOUTH, RANGE 22 EAST, AND SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA. COMMENCE AT THE NORTHWEST CORNER OF THE SE 1/4 OF THE NE 1/4 OF SECTION 1, TOWNSHIP 19 SOUTH, RANGE 22 EAST, SUMTER COUNTY, FLORIDA,

THENCE N 89°44'08" E ALONG THE NORTH LINE OF SAID SE 1/4 OF THE NE 1/4, A DISTANCE OF 1328.28 FEET, TO THE NORTHEAST CORNER OF SAID SE 1/4 OF THE NE 1/4, SAID CORNER ALSO BEING THE NORTHWEST CORNER OF THE S 1/2 OF THE NW 1/4 OF SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST,

THENCE S 89°59'41" E A DISTANCE OF 16.59 FEET,

THENCE S 00°01'12" W A DISTANCE OF 430.00 FEET, TO THE POINT OF BEGINNING,

THENCE CONTINUE S 00°01'12" W A DISTANCE OF 430.00 FEET,

THENCE S 89°44'20" W A DISTANCE OF 1345.81 FEET TO THE WEST LINE OF SAID SE 1/4 OF THE NE 1/4,

THENCE N 00°04'56" E ALONG SAID WEST LINE A DISTANCE OF 430.00 FEET, N 89°44'20" E A DISTANCE OF 1345.34 FEET TO THE POINT OF BEGINNING.

SUBJECT TO A ROAD EASEMENT DESCRIBED AS FOLLOWS: COMMENCE AT THE NORTHWEST CORNER OF THE SE 1/4 OF THE NE 1/4 OF SECTION 1, TOWNSHIP 19 SOUTH, RANGE 22 EAST,

THENCE N 89°44'08" E ALONG THE NORTH LINE OF SAID SE 1/4 OF THE NE 1/4, A DISTANCE OF 27.86 FEET,

THENCE S 00°01'12" W A DISTANCE OF 430.00 FEET, TO THE POINT OF BEGINNING,

THENCE CONTINUE S 00°01'12" W A DISTANCE OF 430.00 FEET,

THENCE S 89°44'20" W A DISTANCE OF 28.79 FEET, TO THE WEST LINE OF SAID SE 1/4 OF THE NE 1/4,

THENCE N 00°04'56" E ALONG SAID WEST LINE A DISTANCE OF 430.00 FEET,

THENCE N 89°44'20" E A DISTANCE OF 28.33 FEET, TO THE POINT OF BEGINNING.

SECTION 2. All of the above-described annexed property shall be liable for its proportionate share of the future and existing indebtedness of the City of Wildwood.

SECTION 3. All of the above-described annexed property shall be subject to the laws and ordinances of the City of Wildwood as if this territory had been a part of the City of Wildwood at the time of passage and approval of said laws and ordinances.

SECTION 4. Until such time as the City amends its comprehensive plan, the current Sumter County zoning classification and future land use regulations will remain in full force and effect.

SECTION 5. Section 1-14 of the City of Wildwood Code of Ordinances is hereby amended to include the legal description of the annexed parcel pursuant to this ordinance. The location map identifying the property to be annexed are attached hereto as “Exhibit A” and incorporated herein by reference.

SECTION 6. If any portion of this ordinance is declared invalid for any purpose, the remaining portion shall remain valid and in full force and effect.

SECTION 7. This ordinance shall take effect upon final approval by the City Commission.

SECTION 8. 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

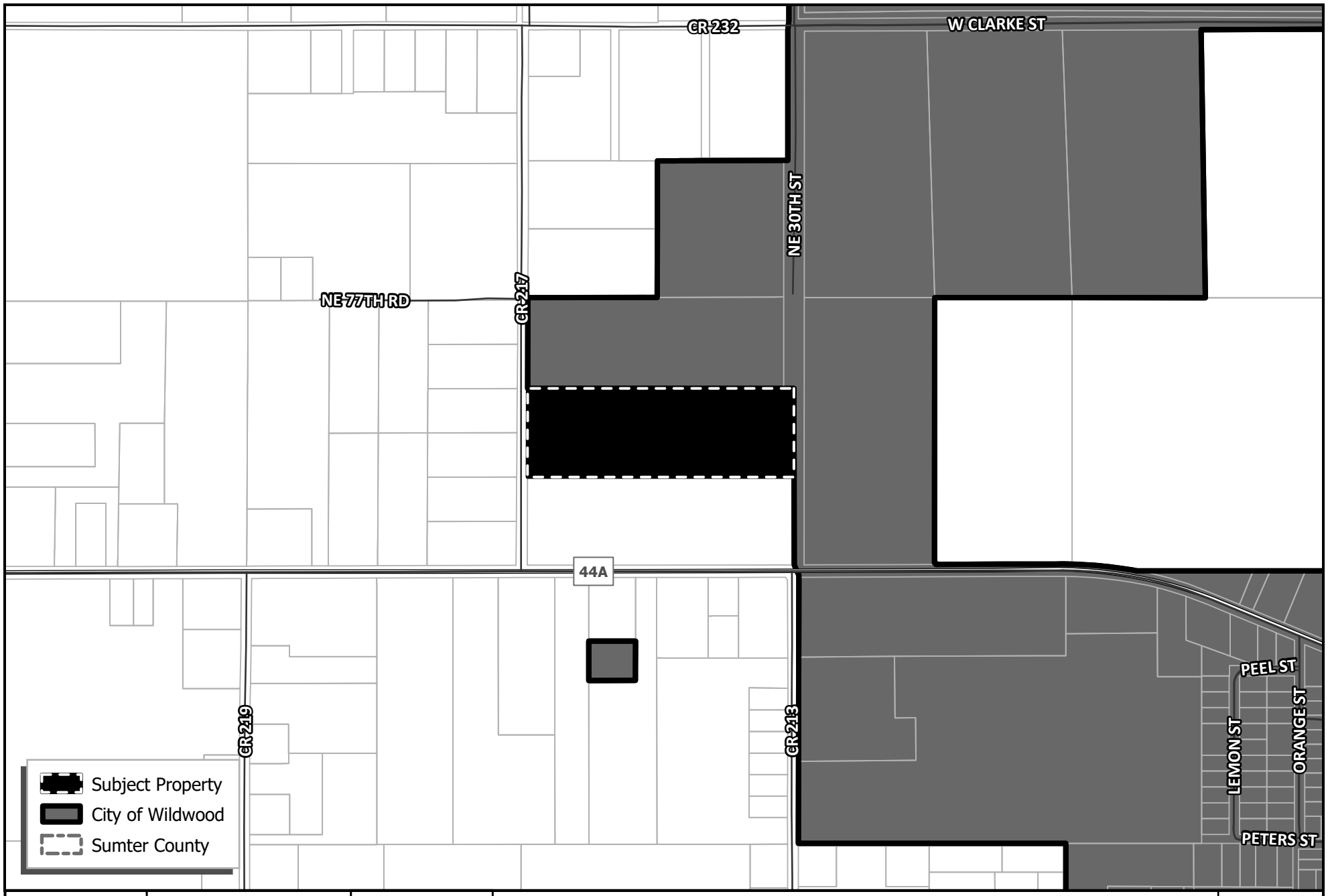
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

EXHIBIT A



WILDWOOD
EST. 1877
FLORIDA

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

N

US Feet
0 140 280 560

#26-1976

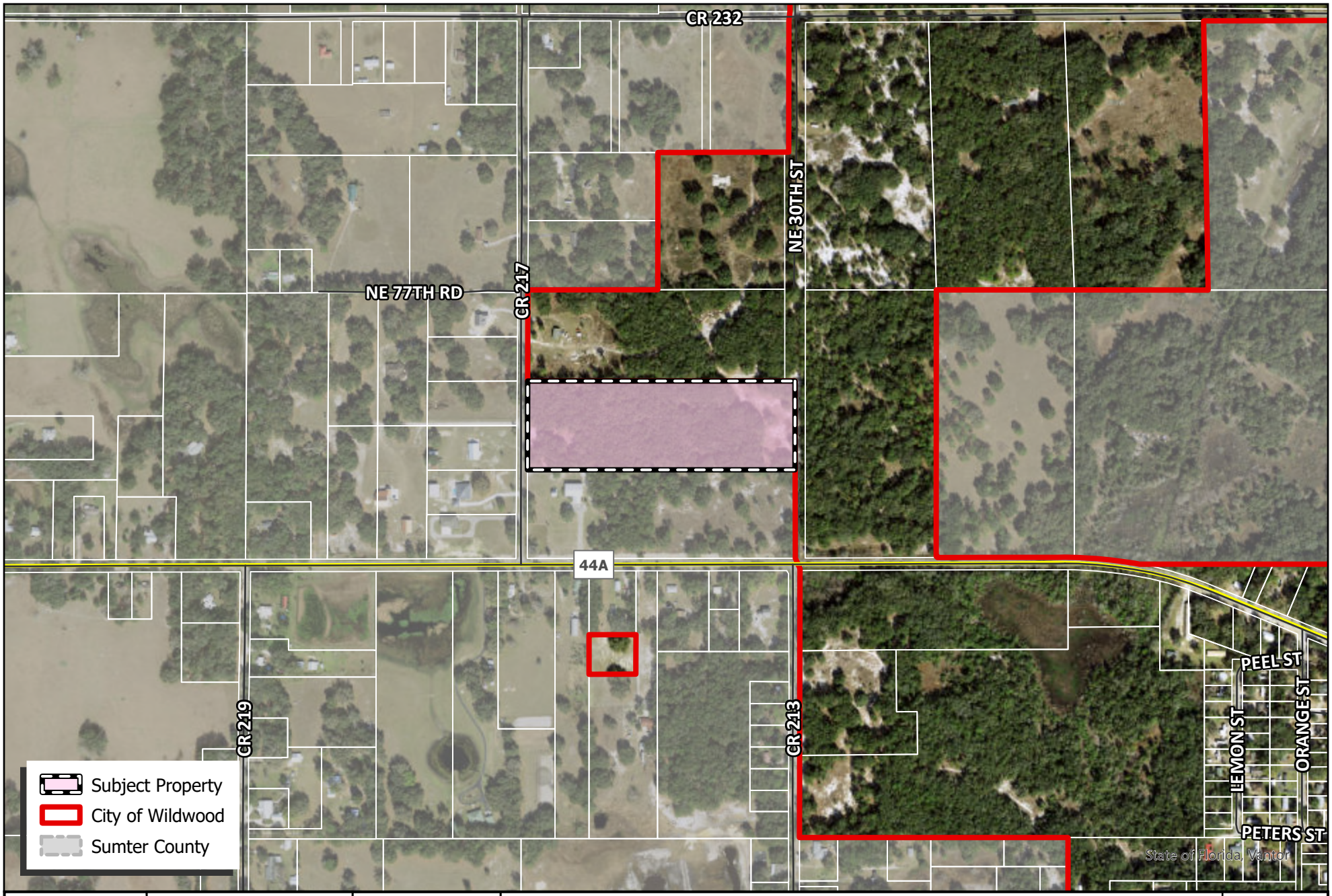
WILDWOOD 50-UNIT SUBDIVISION

PARCEL F01-100

MAP 1A

LOCATION MAP

MAY 2026



WILDWOOD FLORIDA EST. 1877

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

N
US Feet
0 145 290 580

#26-1976

WILDWOOD 50-UNIT SUBDIVISION

PARCEL F01-100

MAP 1B

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: O2026-30

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, a business impact estimate is not required by state law[1] for the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

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

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

ALTA/NSPS LAND TITLE SURVEY
BOUNDARY SURVEY
-FOR-
AD WILDWOOD, LLC
AD WILDWOOD, LLC - F01-100
SECTION 1, TOWNSHIP 19 SOUTH, RANGE 22 EAST
SUMTER COUNTY, FLORIDA

LEGAL DESCRIPTION:

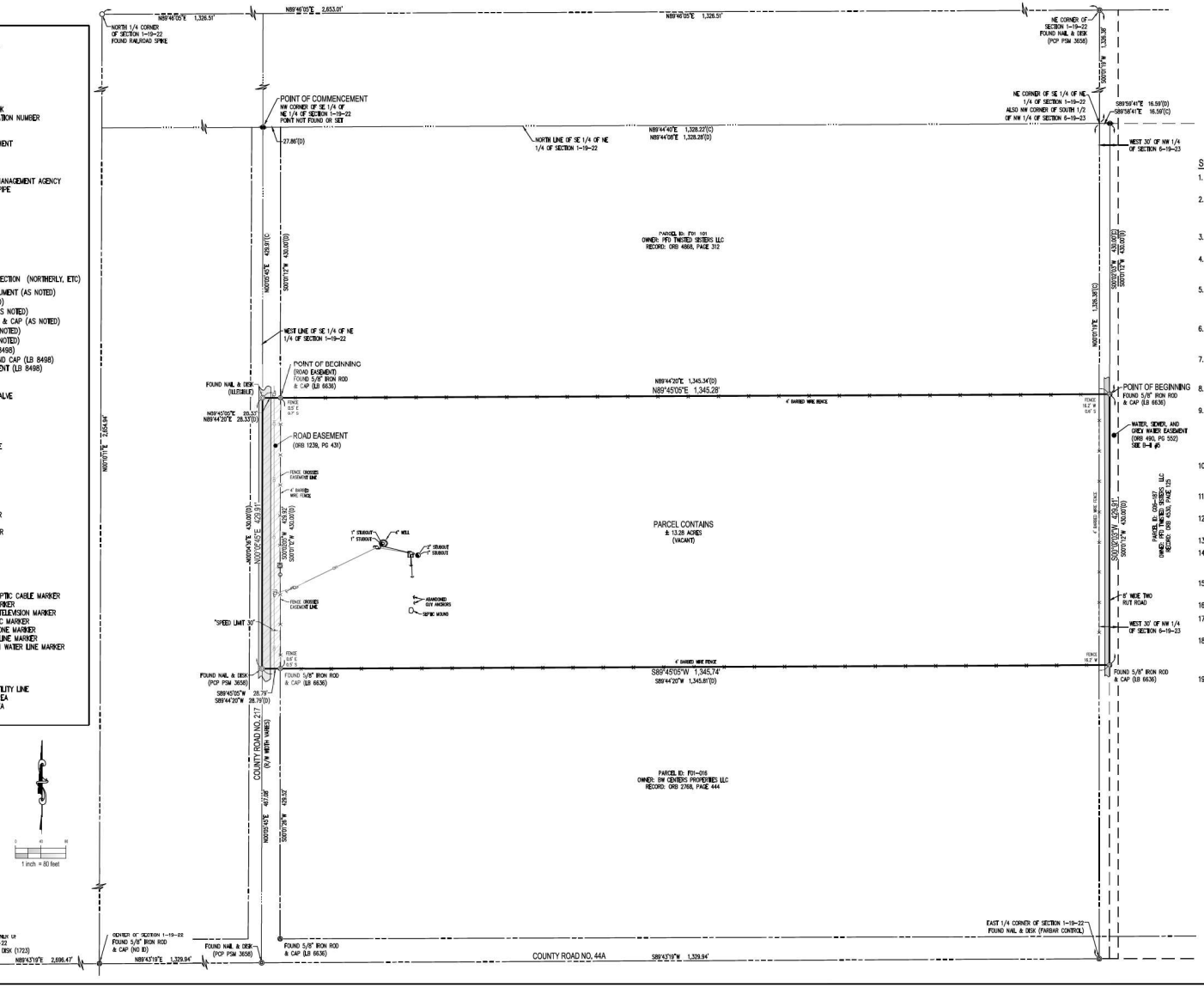
LOT 2, OF AN UNRECORDED SUBDIVISION IN SECTION 1, TOWNSHIP 19 SOUTH, RANGE 22 EAST, AND SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA. COMMENCE AT THE NORTHWEST CORNER OF THE SE 1/4 OF THE NE 1/4 OF SECTION 1, TOWNSHIP 19 SOUTH, RANGE 22 EAST, SUMTER COUNTY, FLORIDA, THENCE N 89°44'08" E ALONG THE NORTH LINE OF SAID SE 1/4 OF THE NE 1/4, A DISTANCE OF 1328.28 FEET, TO THE NORTHEAST CORNER OF SAID SE 1/4 OF THE NE 1/4, SAID CORNER ALSO BEING THE NORTHWEST CORNER OF THE S 1/2 OF THE NW 1/4 OF SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST, THENCE S 89°59'41" E A DISTANCE OF 16.59 FEET, THENCE S 00°01'12" W A DISTANCE OF 430.00 FEET, TO THE POINT OF BEGINNING, THENCE CONTINUE S 00°01'12" W A DISTANCE OF 430.00 FEET, THENCE S 89°44'20" W A DISTANCE OF 1345.81 FEET TO THE WEST LINE OF SAID SE 1/4 OF THE NE 1/4, THENCE N 00°04'56" E ALONG SAID WEST LINE A DISTANCE OF 430.00 FEET, N 89° 44'20" E A DISTANCE OF 1345.34 FEET TO THE POINT OF BEGINNING.

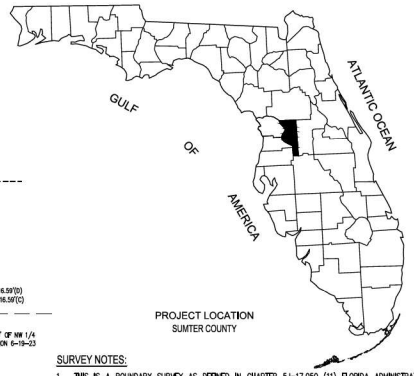
SUBJECT TO A ROAD EASEMENT DESCRIBED AS FOLLOWS: COMMENCE AT THE NORTHWEST CORNER OF THE SE 1/4 OF THE NE 1/4 OF SECTION 1, TOWNSHIP 19 SOUTH, RANGE 22 EAST, THENCE N 89°44'08" E ALONG THE NORTH LINE OF SAID SE 1/4 OF THE NE 1/4, A DISTANCE OF 27.86 FEET, THENCE S 00° 01'12" W A DISTANCE OF 430.00 FEET, TO THE POINT OF BEGINNING, THENCE CONTINUE S 00° 01'12" W A DISTANCE OF 430.00 FEET, THENCE S 89°44'20" W A DISTANCE OF 28.79 FEET, TO THE WEST LINE OF SAID SE 1/4 OF THE NE 1/4, THENCE N 00°04'56" E ALONG SAID WEST LINE A DISTANCE OF 430.00 FEET, THENCE N 89°44'20" E A DISTANCE OF 28.33 FEET, TO THE POINT OF BEGINNING.

LEGEND

±	MORE OR LESS
A/C	AIR CONDITIONING UNIT
CONC	CONCRETE
EL	ELEVATION
FD	FOUND
LB	LICENSED BUSINESS
NO.	NUMBER
ID	IDENTIFICATION
ORB	OFFICIAL RECORDS BOOK
PID#	TAX PARCEL IDENTIFICATION NUMBER
PG	PAGE
PB	PLAT BOOK
(C)	CALCULATED MEASUREMENT
(M)	FIELD MEASUREMENT
(P)	PLAT MEASUREMENT
(D)	DEED MEASUREMENT
FEMA	FEDERAL EMERGENCY MANAGEMENT AGENCY
ECP	ELLIPTICAL CONCRETE PIPE
BWF	BARBED WIRE FENCE
OH	OVERHEAD UTILITIES
C/L	CENTERLINE
CM	CONCRETE MONUMENT
IP	IRON PIPE
IR	IRON ROD
IRC	IRON ROD AND CAP
NOID	NO IDENTIFICATION
W/	WITH
NLY, ELY, SLY, & WLY	GENERAL CARDINAL DIRECTION (NORTHERLY, ETC)

FOUND CONCRETE MONUMENT (AS NOTED)
FOUND NAIL (AS NOTED)
FOUND NAIL & DISK (AS NOTED)
FOUND 5/8" IRON ROD & CAP (AS NOTED)
FOUND IRON PIPE (AS NOTED)
FOUND IRON ROD (AS NOTED)
SET NAIL & DISK (LB 8498)
SET 5/8" IRON ROD AND CAP (LB 8498)
SET CONCRETE MONUMENT (LB 8498)
TELEPHONE MANHOLE
WELL (SIZE NOTED)
IRRIGATION CONTROL VALVE
WATER METER
WATER VALVE
BACKFLOW PREVENTOR
FIRE HYDRANT
WATER SPROUT
CONCRETE UTILITY POLE
METAL UTILITY POLE
WOOD UTILITY POLE
GUY ANCHOR
LIGHT POLE
SIGN
BOLLARD
ELECTRIC RISER
ELECTRIC TRANSFORMER
ELECTRIC METER
CABLE TELEVISION RISER
PULLBOX (ELECTRIC)
PULLBOX (FIBER)
PULLBOX (TELEPHONE)
PULLBOX (TRAFFIC)
PULLBOX (TELEVISION)
TELEVISION RISER
UNDERGROUND FIBER OPTIC CABLE MARKER
UNDERGROUND GAS MARKER
UNDERGROUND CABLE TELEVISION MARKER
UNDERGROUND ELECTRIC MARKER
UNDERGROUND TELEPHONE MARKER
UNDERGROUND WATER LINE MARKER
FLAG POLE
MAILBOX
GATE POST
FENCE
OVERHEAD UTILITY LINE
CONCRETE AREA
ASPHALT AREA
LINE BREAK





SURVEY NOTES:

1. THIS IS A BOUNDARY SURVEY AS DEFINED IN CHAPTER 5J-17.050 (11) FLORIDA ADMINISTRATIVE CODE.
2. BEARINGS SHOWN HEREON ARE BASED ON GRID NORTH AS ESTABLISHED BY THE NATIONAL OCEAN SERVICE (NOS) THROUGH ITS PROGRAM OFFICE NATIONAL GEODETIC SURVEY (NGS). AS A REFERENCE FOR THIS SURVEY, THE NORTH LINE OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 1, TOWNSHIP 19 SOUTH, RANGE 22 EAST HAS A BEARING OF NORTH 89°44'40" EAST.
3. COORDINATES SHOWN HEREON ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, WEST ZONE, NORTH AMERICAN DATUM (NAD) OF 1983 WITH 2011 ADJUSTMENT.
4. ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP (FIRM) NUMBER 12119C0131C, SUMTER COUNTY, FLORIDA, EFFECTIVE DATE OF SEPTEMBER 27, 2013, THE PROPERTY DESCRIBED HEREON LIES WITHIN ZONE "X".
5. THIS SURVEY WAS PREPARED WITH THE BENEFIT OF A TITLE COMMITMENT PREPARED BY REPUBLIC NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NUMBER 1640900, EFFECTIVE DECEMBER 4, 2025 AT 11:00 P.M. THE DESCRIPTION OF THE LAND DEPICTED CONTAINED IN THIS BOUNDARY SURVEY IS PER SAID COMMITMENT.
6. NORTH-SOUTH AND EAST-WEST TIES TO FOUND MONUMENTATION AND IMPROVEMENTS ARE BASED ON CARDINAL DIRECTION, UNLESS ENDING IN "-LY" (NLY, ELY, SLY, WLY) WHICH ARE PERPENDICULAR TIES TO THE BOUNDARY LINE.
7. THE SCOPE OF THIS SURVEY DOES NOT ADDRESS ENVIRONMENTAL MATTERS, JURISDICTIONAL BOUNDARIES SUCH AS WETLANDS, OR HAZARDOUS WASTES CONCERNS SHOULD ANY OF THE FOREGOING EXIST.
8. UNDERGROUND UTILITIES AND FOUNDATIONS, SHOULD ANY EXIST, WERE NOT LOCATED AS PART OF THIS SURVEY.
9. THIS SURVEY MAP AND REPORT (IF APPLICABLE) OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER (IF A HARD COPY), OR THE ADOBE PDF CONTAINING THE ELECTRONIC SIGNATURE HAS NOT BEEN VALIDATED TO BE THE ORIGINAL SIGNED AND SEALED VERSION (IF AN ELECTRONIC FILE). IF AN ELECTRONIC FILE, PRINTED COPIES OF THE SURVEY MAP ARE NOT CONSIDERED TO BE A VALID SIGNED AND SEALED COPY.
10. RECORDING REFERENCES (SUCH AS OFFICIAL RECORDS BOOK AND PAGE, AND PLAT BOOK AND PAGE) SHOWN HEREON, REFER TO DOCUMENTS RECORDED IN THE OFFICIAL RECORDS OF SUMTER COUNTY, FLORIDA.
11. AERIAL IMAGE DEPICTED HEREON IS DATED 2023 AND WAS OBTAINED FROM THE FLORIDA DEPARTMENT OF TRANSPORTATION APLUS AERIALS WEBSITE.
12. DISTANCES AND ACREAGES SHOWN HEREON ARE MEASURED IN U.S. SURVEY FEET AND DECIMALS THEREOF. MEASUREMENTS DEPICTED HEREON ARE FIELD DERIVED UNLESS OTHERWISE NOTED.
13. SUBJECT PARCEL CONTAINS: ±13.28 ACRES
14. THIS COMPANY ACCEPTS NO RESPONSIBILITY FOR THE MARKETABLE STATUS OF THIS PROPERTY. THIS PROPERTY IS SUBJECT TO ANY AND/OR ALL CITY, COUNTY, STATE, AND FEDERAL PLANNING AND ZONING REGULATIONS.
15. OWNERSHIP OF FENCES SHOWN HEREON, IF ANY, WAS NOT DETERMINED BY THIS SURVEY. SAID FENCES WERE LOCATED ONLY WHERE DIMENSIONED AND MAY NOT RUN STRAIGHT.
16. THERE ARE 0 PARKING SPACES IN THE SUBJECT PARCEL.
17. NO EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS WAS OBSERVED DURING THE TIME FIELD WORK WAS PERFORMED ON THE SUBJECT PARCEL.
18. WHILE CONDUCTING RESEARCH ON THE SUBJECT PARCEL, NO PROPOSED CHANGES IN STREET RIGHT-OF-WAY LINES WERE FOUND BY THIS SURVEYOR. NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS WAS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELD WORK ON THE SUBJECT PARCEL.
19. A ZONING LETTER OR REPORT WAS NOT PROVIDED TO THIS FIRM.

SCHEDULE B, SECTION II EXCEPTIONS:
(SEE SURVEY NOTE #5)

ITEMS 1–4, 7: NOT ADDRESSED (STANDARD EXCEPTIONS)

5. WATER, SEWER, AND GREY WATER EASEMENT RECORDED IN O.R. BOOK 490, PAGE 552, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. AFFECTS PROPERTY, PLOTTED HEREON
6. REVISED: COVENANTS AND RESTRICTIONS SET FORTH IN THAT CERTAIN INSTRUMENT RECORDED IN O.R. BOOK 781, PAGE 533, RE-RECORDED IN O.R. BOOK 783, PAGE 375 ADDED AND IN O.R. BOOK 1239, PAGE 431, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. AFFECTS PROPERTY, NOT A SURVEY MATTER.

SURVEYOR'S CERTIFICATE:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(a), 7(a), 7(b)(1), 8, 9, 13, 14, 16, AND 17 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 12/17/2025.
DATE OF PLAT OR MAP: 12/24/2025

I FURTHER CERTIFY THIS SURVEY MEETS THE APPLICABLE "STANDARDS OF PRACTICE" AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN RULE 5J17.050–.052, FLORIDA ADMINISTRATIVE CODE.

DN: C=US, E=dshaw@cfbinc.com, O=CFB Survey, CN=David Shaw
Location: Middleton, FL
Reason: I am the author of this document
Contact Info: dshaw@cfbinc.com
Date: 2026.05.08 13:19:59-04'00'

DAVID R. SHAW, FLORIDA LICENSED SURVEYOR & MAPPER
FLORIDA REGISTRATION NO. 7119

CERTIFIED TO:

1) AD WILDWOOD, LLC
2) ADEN DEVELOPMENT LLC
3) CHURCH LANE HOLDINGS, LLC
4) GILLIO DEVELOPMENT, INC

CFB SURVEY

CLIENT:	AD WILDWOOD, LLC
JOB #:	25-22
DRAWING DATE:	12/24/2025
DRAWN BY:	DRS
FIELD BOOK:	25-22, PAGE 81
DATE OF SURVEY:	12/17/2025
CHECKED BY:	DRS

DATE:
REVISIONS:

AD WILDWOOD, LLC - F01-100
SECTION 1, TOWNSHIP 19 SOUTH, RANGE 22 EAST
SUMTER COUNTY, FLORIDA

BOUNDARY SURVEY FOR AD WILDWOOD, LLC

SHEET 01 OF 01

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **26-2004 (CP) Rainey Construction Land Company, LLC**

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate acting as the Local Planning Agency recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	26-2004 (CP) Rainey Construction Land Company, LLC
Ordinance Number	O2026-25
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(s)	D32-161
Date	July 16, 2026

The applicant is seeking approval from the City of Wildwood's Planning and Zoning Board/Special Magistrate acting as the Local Planning Agency for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Industrial (Sumter County) to Industrial (City of Wildwood) for the parcel listed above on a total of 5 acres MOL. This request is accompanied by rezoning request 26-2002, ordinance number O2026-26.

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

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

(1) Justification of the proposed amendment has been adequately presented;
The applicant has submitted justification to the City of Wildwood in support of the proposed Future Land Use (FLU) amendment, consistent with the Joint Planning Area (JPA) established between the City of Wildwood and Sumter County, within which the subject parcel is located.

(2) The proposed amendment is not inconsistent with the goals, objectives and policies of the comprehensive plan;
The proposed amendment is consistent with the goals, objectives, and policies of the comprehensive plan, with the proposed land use change from Industrial (Sumter County) to Industrial (City of Wildwood). The 2050 Comprehensive Plan FLU Policy 1.1.1.c. for Industrial is intended to accommodate a wide range of industrial uses. The FLU designates a maximum intensity allowance of 0.5 FAR or 70% ISR, whichever is less. This is also in line with Policy 1.2.7. Upon annexation of properties within the JPA, the City shall amend the FLUM to include the annexed property.

(3) The proposed amendment should not be considered urban sprawl or exemplify an energy inefficient land use pattern;
The amendment is not considered urban sprawl, and it does not exemplify an energy-inefficient land use pattern.

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

(I) Promotes, allows, or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.
The subject property is surrounded by industrial and general commercial uses with the same future land use category depicted on the JPA Map.

(II) Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are available and suitable for development.
This property falls within the JPA and is in line with Policy 1.2.5., the City is using the JPA to combat urban sprawl, provide an energy-efficient land use pattern, and manage growth in an environmentally sensitive manner.

(III) Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.
The proposed plan amendment is not an isolated or strip development. The area encompasses industrial and heavy commercial uses.

(IV) Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.
The subject property does not contain Wetland/Special Flood Hazard Areas.

(V) Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils.
The subject property does not have adjacent parcels that are actively utilized for

agricultural/silviculture activities. The property falls within the Joint Planning Area (JPA) where the proposed future land is industrial should they be annexed into the City of Wildwood.

(VI) Fails to maximize use of existing public facilities and services.
City water and sewer lines are available along NE 44th Dr.

(VII) Fails to maximize use of future public facilities and services.
City water and sewer lines are available along NE 44th Dr.

(VIII) Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.
The JPA agreement between Sumter County and the City of Wildwood, allows for voluntary annexations within the planning area that would otherwise not be permissible under statute due to the creation of a “pocket” or “enclave.”

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

(X) Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.
Parcel D32-161 annexation was adopted on June 22, 2026, at the City Commission meeting. The proposal is consistent with Policy 1.2.7., “upon annexation of properties within the JPA, the City shall amend the FLUM to include the annexed property.”

(XI) Fails to encourage a functional mix of uses.
The area exhibits primarily industrial uses with some general commercial.

(XII) Results in poor accessibility among linked or related land uses
Access to the property is off NE 44th Dr, a privately owned and maintained road.

(XIII) Results in the loss of significant amounts of functional open space.
The proposal will have to adhere to the impervious surface requirements of the Industrial Land Use Designation (0.5 Floor Area Ratio, 70 % ISF).

(4) The proposed amendment will not have an adverse effect on environmentally sensitive systems;
No wetlands and/or surface waters are present within the project boundary. There are also no trees present on this parcel.

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

Transportation: Access to the property is off NE 44th Dr., a privately owned and maintained road. A Transportation Impact Analysis (TIA) was not required because the proposed future

land use change from Industrial (Sumter County) to Industrial (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.

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.”

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

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



Amanda Bondi
Planning Manager, Development Services

ORDINANCE NO. O2026-25

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

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

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 Industrial (Sumter County) to Industrial (City of Wildwood).

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

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

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

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

SECTION 3. If any section, sentence, clause or phrase of this ordinance is held to be invalid or unconstitutional by a court or competent jurisdiction, then said holding shall in no way 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 EST. 1877

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

N
US Feet
0 90 180 360

#26-2004

RAINEY CONSTRUCTION LAND COMPANY, LLC

PARCEL D32-161

MAP 1A

LOCATION MAP

MAY 2026

Business Impact Estimate

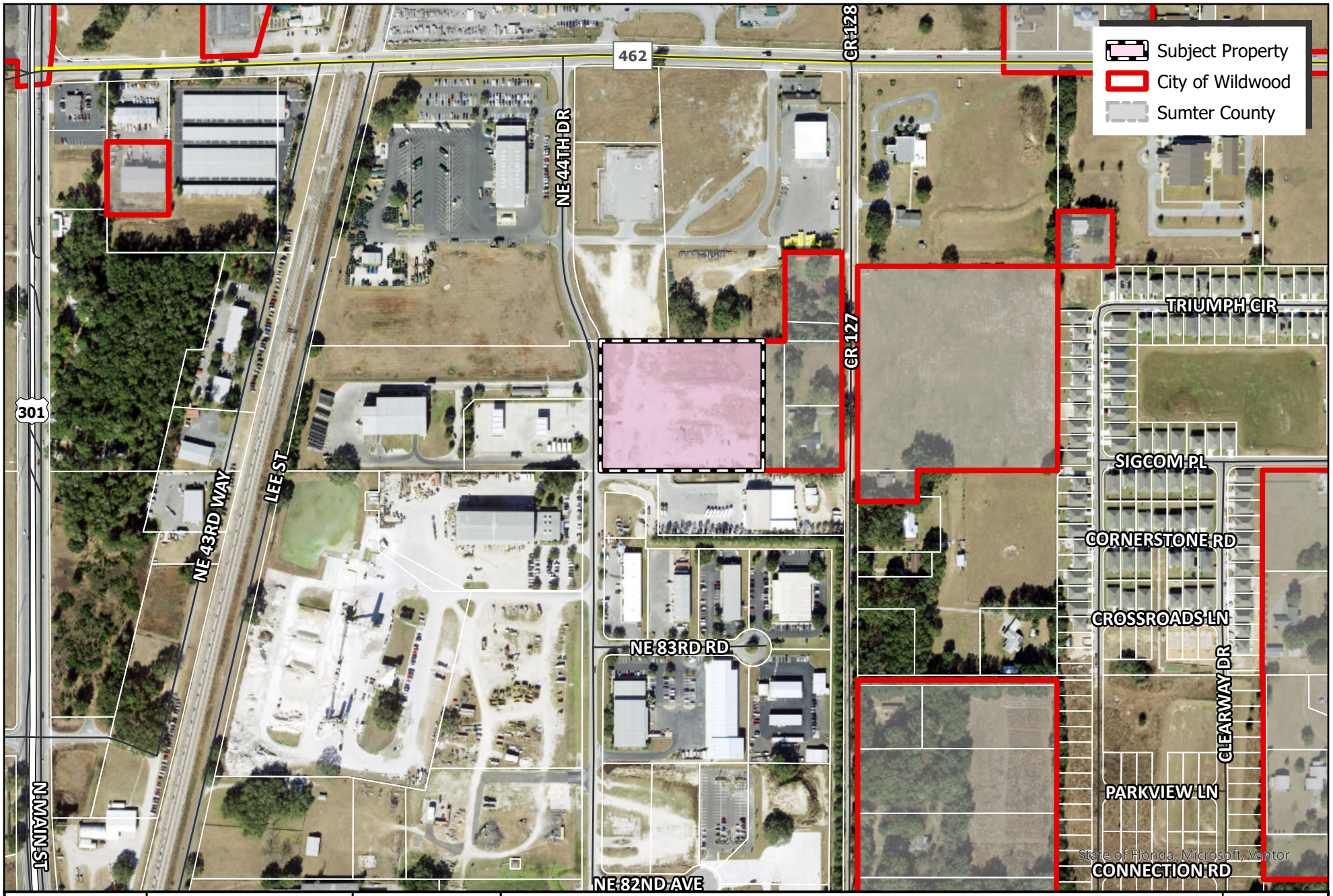
This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Wildwood website by the time notice of the proposed ordinance is published.

Proposed ordinance's title/reference: O2026-25

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, a business impact estimate is not required by state law[1] for the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

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

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



WILDWOOD FLORIDA EST. 1877

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

N

US Feet
0 95 190 380

#26-2004

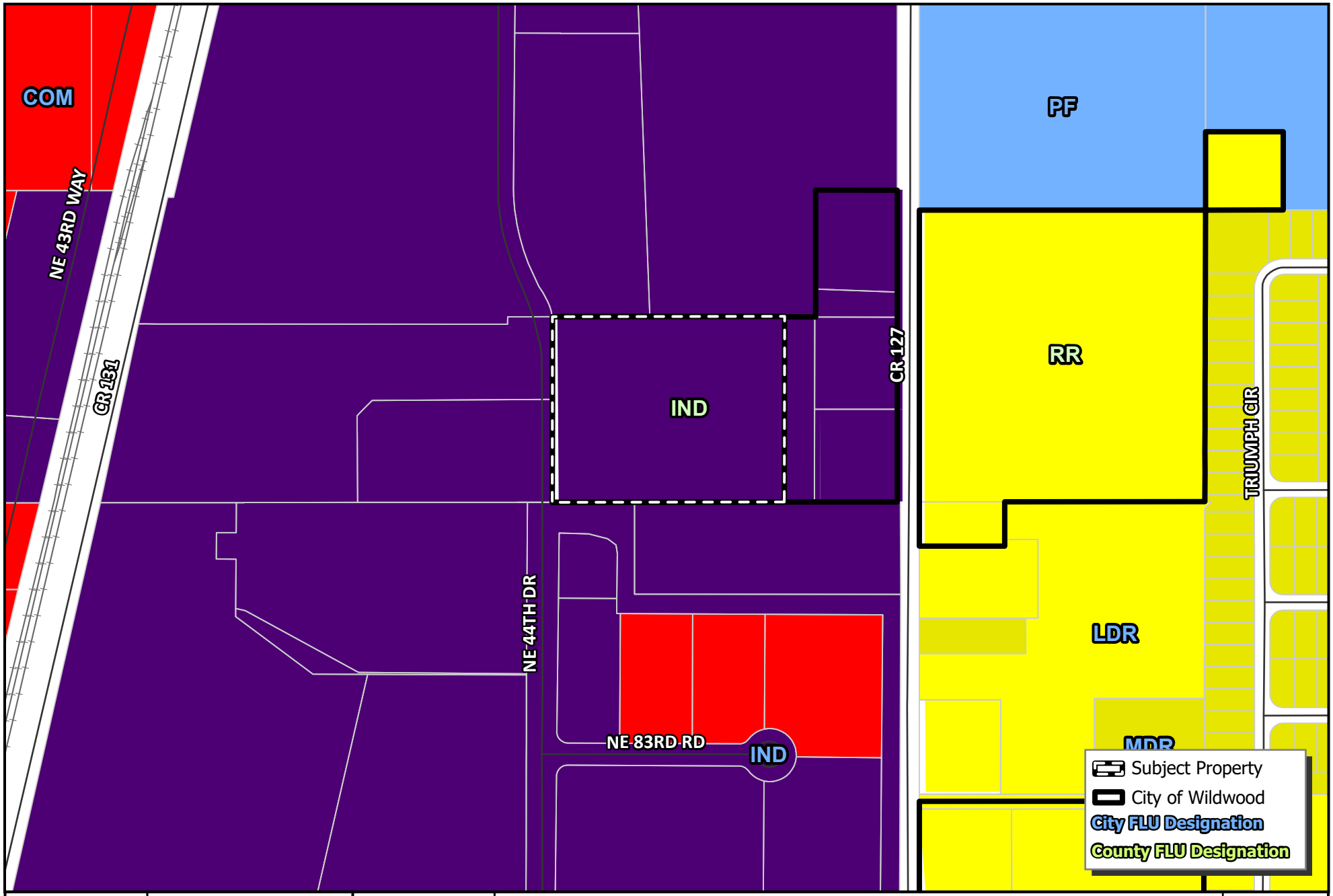
RAINEY CONSTRUCTION LAND COMPANY, LLC

PARCEL D32-161

MAP 1B

LOCATION MAP

MAY 2026



WILDWOOD FLORIDA EST. 1877

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

N

US Feet
0 65 130 260

#26-2004

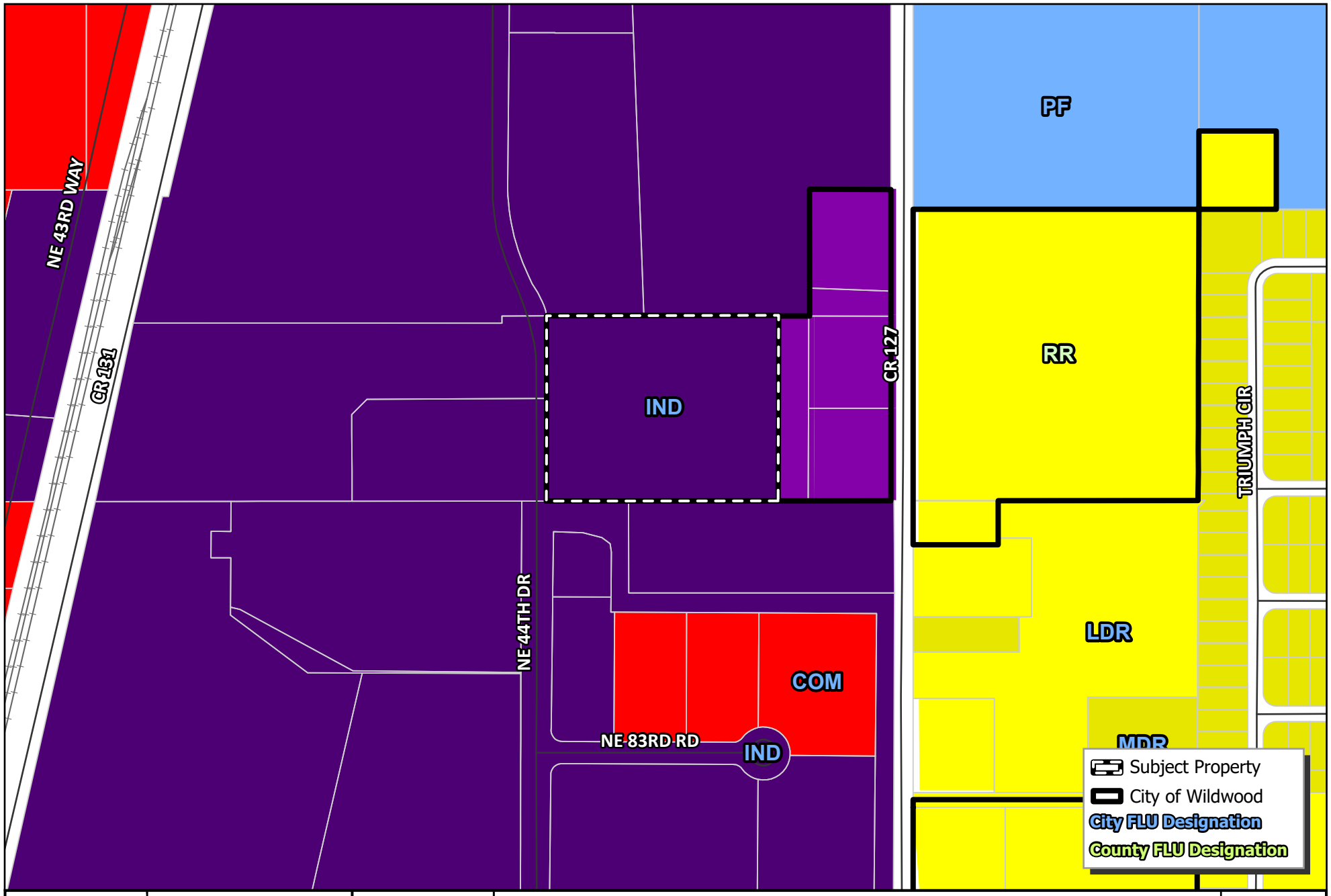
RAINEY CONSTRUCTION LAND COMPANY, LLC

PARCEL D32-161

MAP 2A

EXISTING LAND USE

MAY 2026



WILDWOOD FLORIDA EST. 1877

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100 North Main Street
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N
US Feet
0 65 130 260

#26-2004

RAINEY CONSTRUCTION LAND COMPANY, LLC

PARCEL D32-161

MAP 2B

PROPOSED LAND USE

MAY 2026

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

The case below was heard on Tuesday, July 7, 2026, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate as the Local Planning Agency for a Comprehensive Plan amendment to amend the FLU map designation from Industrial (Sumter County) to Industrial (City of Wildwood) on 5 acres MOL. 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.

Case Number: 26-2004 (CP) Rainey Construction Land Company, LLC

Applicant(s): Brandon Matulka

Owner(s): Rainey Construction Land Company, LLC

Parcel(s): D32-161

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

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

☒ recommends approval.

☐ recommends approval with the following conditions:

_____

☐ recommends denial.

☐ recommends other:_____

Dated: July 7, 2026

Lindsay C.T. Holt
Special Magistrate City of Wildwood

City of Wildwood, Florida

PUBLIC NOTICE

Development Services Department

www.wildwood-fl.gov

RECEIVED

JUL 13 2026

City Of Wildwood
Development Services Dept

June 16, 2026

BROWN CLYDE LEROY & NAOMI ANN
372 E SAVOY ST
LECANTO, FL 34461

Your Parcel Number(s): D32-068, D32-163

THIS LETTER IS TO INFORM YOU OF A PUBLIC HEARING FOR A PROPERTY IN YOUR AREA

NO CHANGES WILL BE MADE TO YOUR PROPERTY

TO: Property owners near a property which is being considered by the Planning & Zoning Board/Local Planning Agency/Special Magistrate to change the Future Land Use Map designation from Industrial (Sumter County) to Industrial (City of Wildwood) and to change the Zoning Map designation from ID (Sumter County) to M-1 (City of Wildwood).

OWNER:	Rainey Construction Land Company, LLC
APPLICANT:	Brandon Matulka
CASE NUMBERS:	26-2004(CP) & 26-2002(RZ)
PARCEL NUMBER:	D32-161

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 127.

A public hearing before the City of Wildwood Planning & Zoning Board/Local Planning Agency/Special Magistrate will be held in the City Hall Commission Chamber, 100 North Main Street, Wildwood, FL on **Tuesday, July 7, 2026, at 2:00 p.m.**

The recommendations of the Planning and Zoning Board/Local Planning Agency/Special Magistrate will be presented to the City Commission at a first hearing to be held in the City Commission Chamber on **Monday, July 27, 2026, at 7:00 p.m.** and the final hearing to be held in the City Hall Commission Chamber on **Monday, August 10, 2026, at 9:00 a.m.**

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

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

____ I support this request.
____ I do not object to this request.
✓ I do not support this request for the following reason(s) _____

Justification for Amendment

Rainey Construction Land Company, LLC – SSCPA Application

Parcel D32-161 is being annexed into the City of Wildwood. The 5.0 acre property was already designated Industrial by Sumter County, and the proposed amendment will retain the existing industrial future land use designation but within the City of Wildwood.

The property is generally located east of US 301 and south of County Road 462. The land is currently vacant/undeveloped and has historically been used as an overflow parking area for an existing construction business.

The proposed map amendment will result in no additional impacts since the County and City industrial land use designations have very similar impacts. Below is a brief analysis demonstrating the amendment's consistency with the minimum requirements for a FLUM amendment. A more detailed analysis can be provided if needed.

1. Compatibility – The property is currently designated Industrial on the Sumter County FLUM and will have the same designation within the City. The property is also surrounded by property designated Industrial on the City's FLUM.
2. Public Facilities – The amendment does not create any additional impacts between the existing Sumter County Industrial designation and the City of Wildwood Industrial designation.
3. Suitability – The property was previously deemed suitable for industrial development by Sumter County. The current amendment retains the Industrial future land use.
4. Consistency with the City's Comprehensive Plan – The property meets the City's criteria for the industrial land use designation. The property is surrounded by properties designated Industrial. The City's plan directs industrial development to locations which are suitable and compatible with that designation.

For these reasons, the proposed map amendment is consistent with Chapter 163, Florida Statutes and the City of Wildwood comprehensive plan. -

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

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

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate 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	July 16, 2026

The applicant is seeking approval from the City of Wildwood's City Commission 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) <u>The possibility of adversely affecting public facilities such as schools, utilities, streets, etc.;</u>
<u>Schools:</u> The industrial zoning will not generate any school-aged children.
<u>Potable Water & Sewer:</u> There is an 8-inch water line and an 8-inch sewer line along NE 44th Dr.
<u>Streets:</u> Access to the property is off NE 44th Dr., a privately owned and maintained road.

(d) <u>Whether changed or changing conditions make the passage of the proposed amendment necessary;</u>
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) <u>Whether the proposed change will create or excessively increase traffic congestion or otherwise be a detriment to public safety;</u>
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) <u>Whether the proposed change will be a deterrent to the improvement or development of adjacent property;</u>
The proposed rezoning will not be a deterrent to the improvement or development of adjacent properties. Surrounding properties are permitted to develop in accordance with their zoning map designation.

ZONING DESIGNATION SURROUNDING PROPERTIES	
NORTH	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

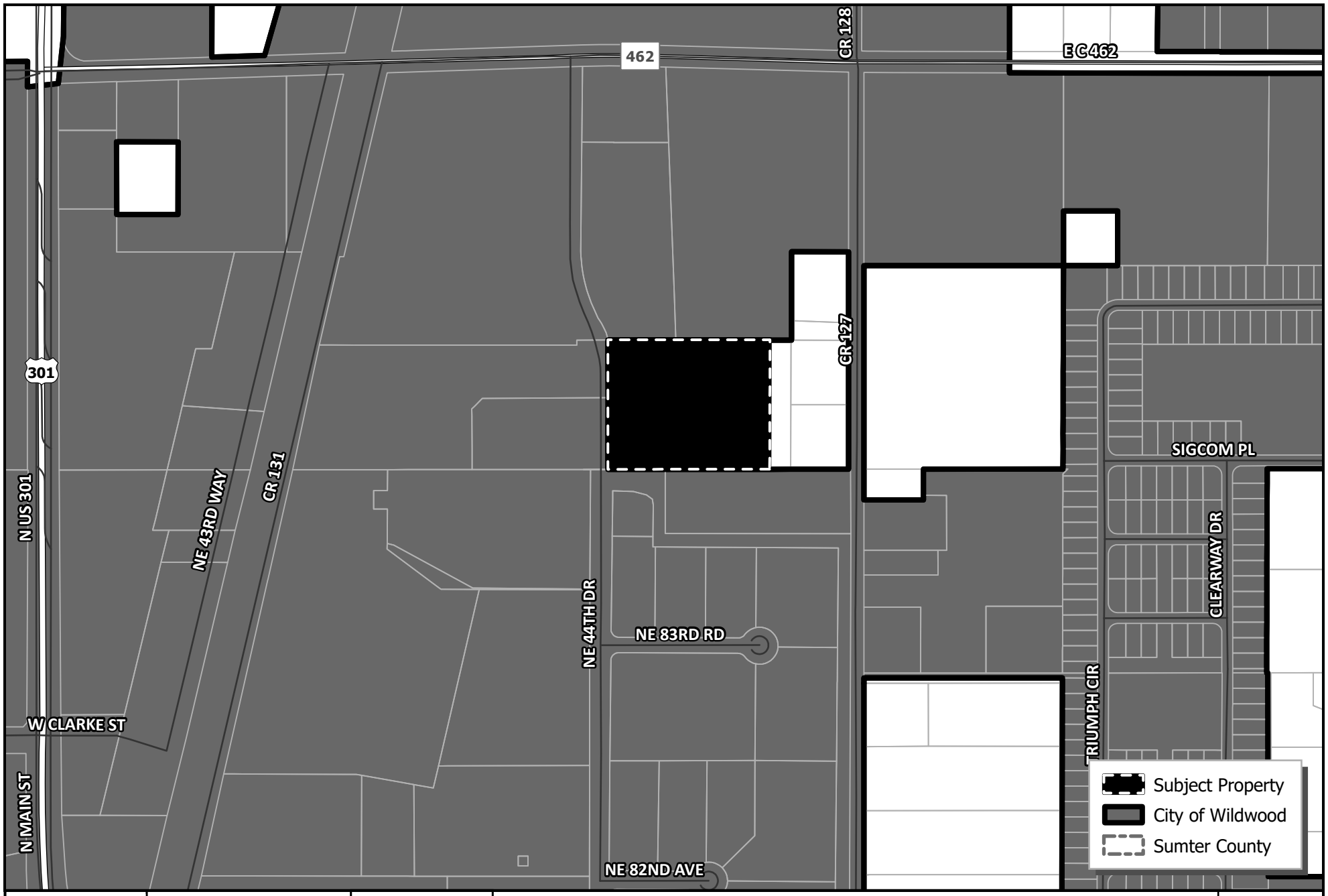
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

EXHIBIT A



WILDWOOD FLORIDA EST. 1877

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

N

US Feet
0 90 180 360

#26-2002

RAINEY CONSTRUCTION LAND COMPANY, LLC

PARCEL D32-161

MAP 1A

LOCATION MAP

MAY 2026

Business Impact Estimate

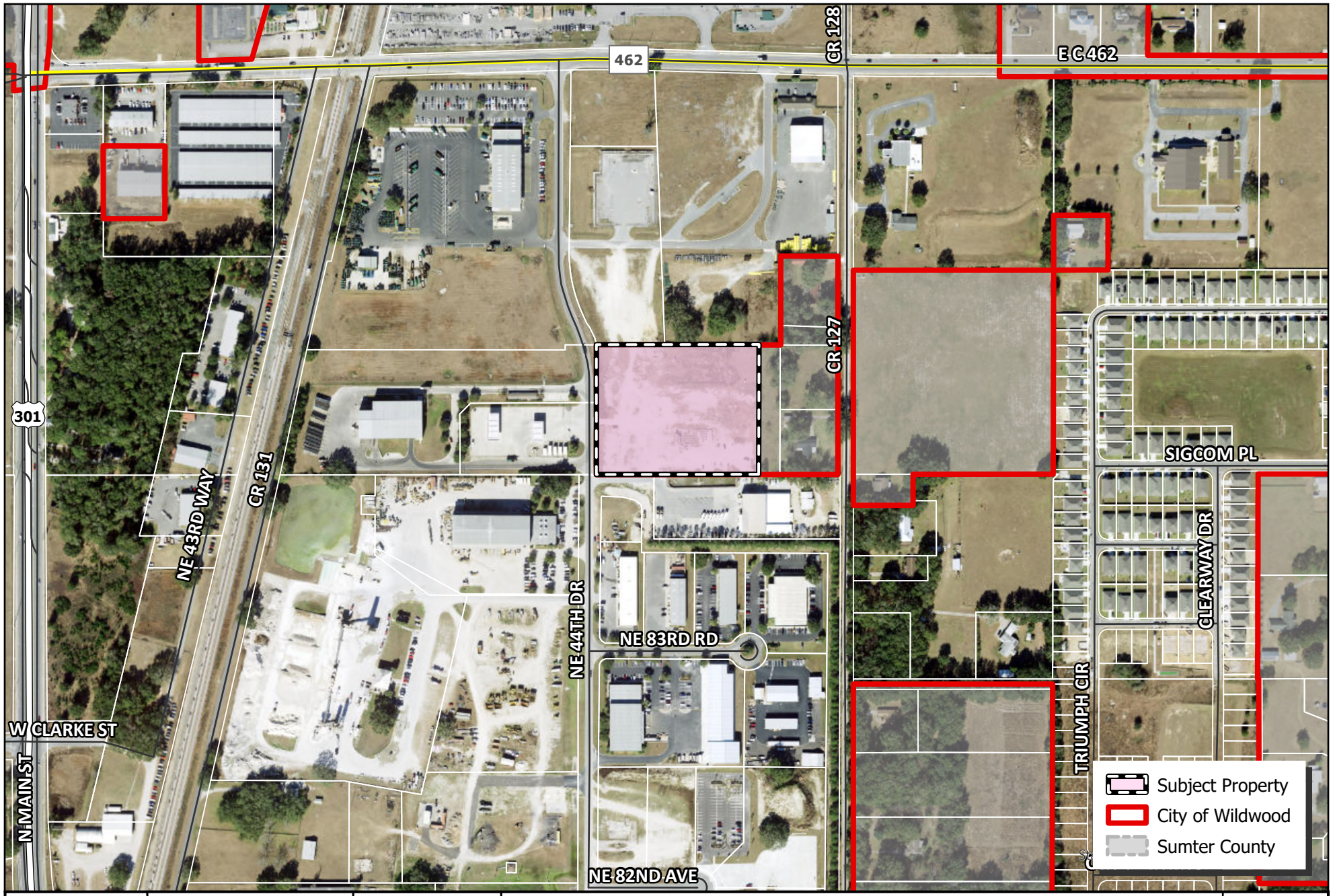
This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Wildwood website by the time notice of the proposed ordinance is published.

Proposed ordinance's title/reference: O2026-26

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 law[1] for the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

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

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



WILDWOOD FLORIDA EST. 1877

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US Feet
0 95 190 380

#26-2002

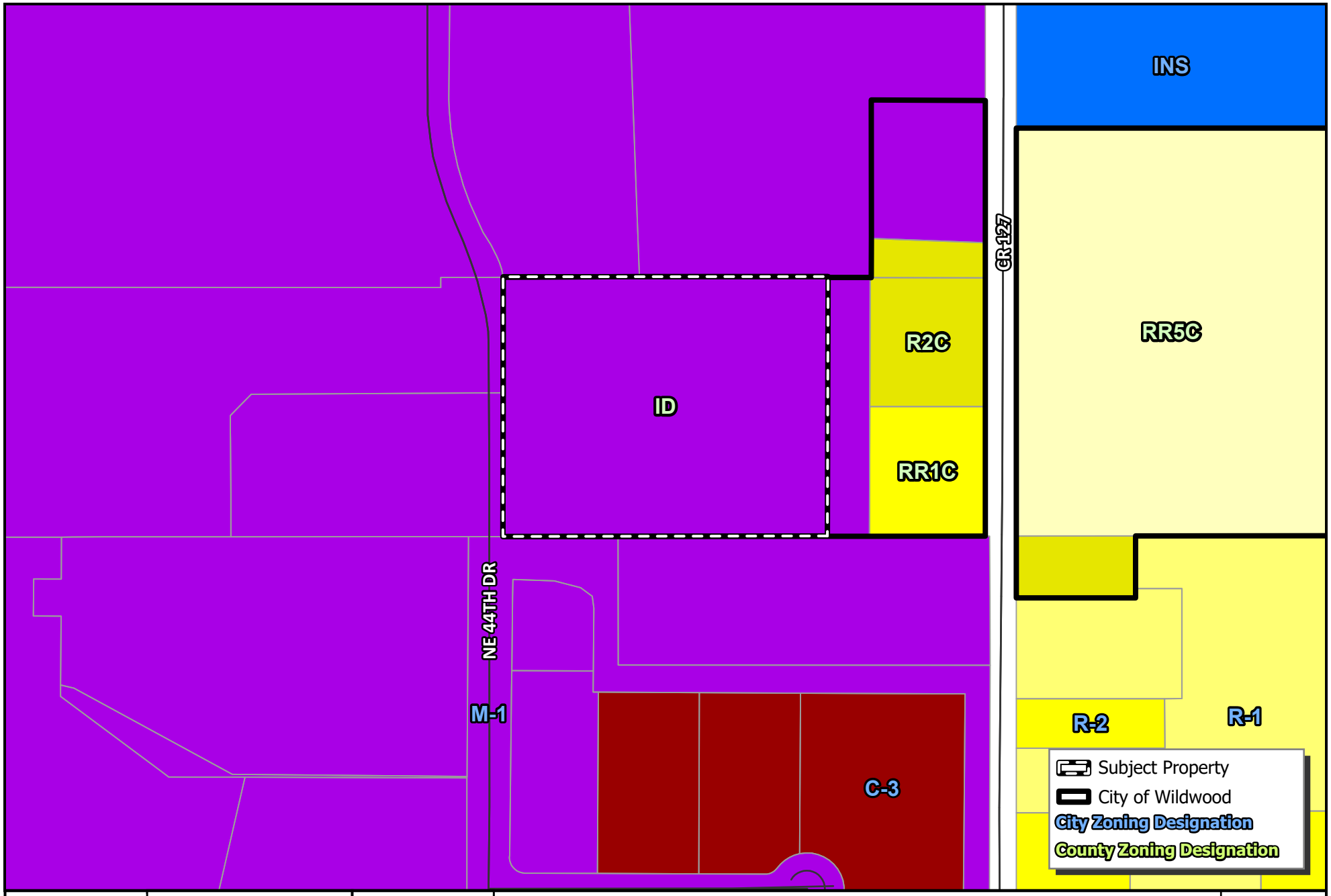
RAINEY CONSTRUCTION LAND COMPANY, LLC

PARCEL D32-161

MAP 1B

LOCATION MAP

MAY 2026



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US Feet
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#26-2002

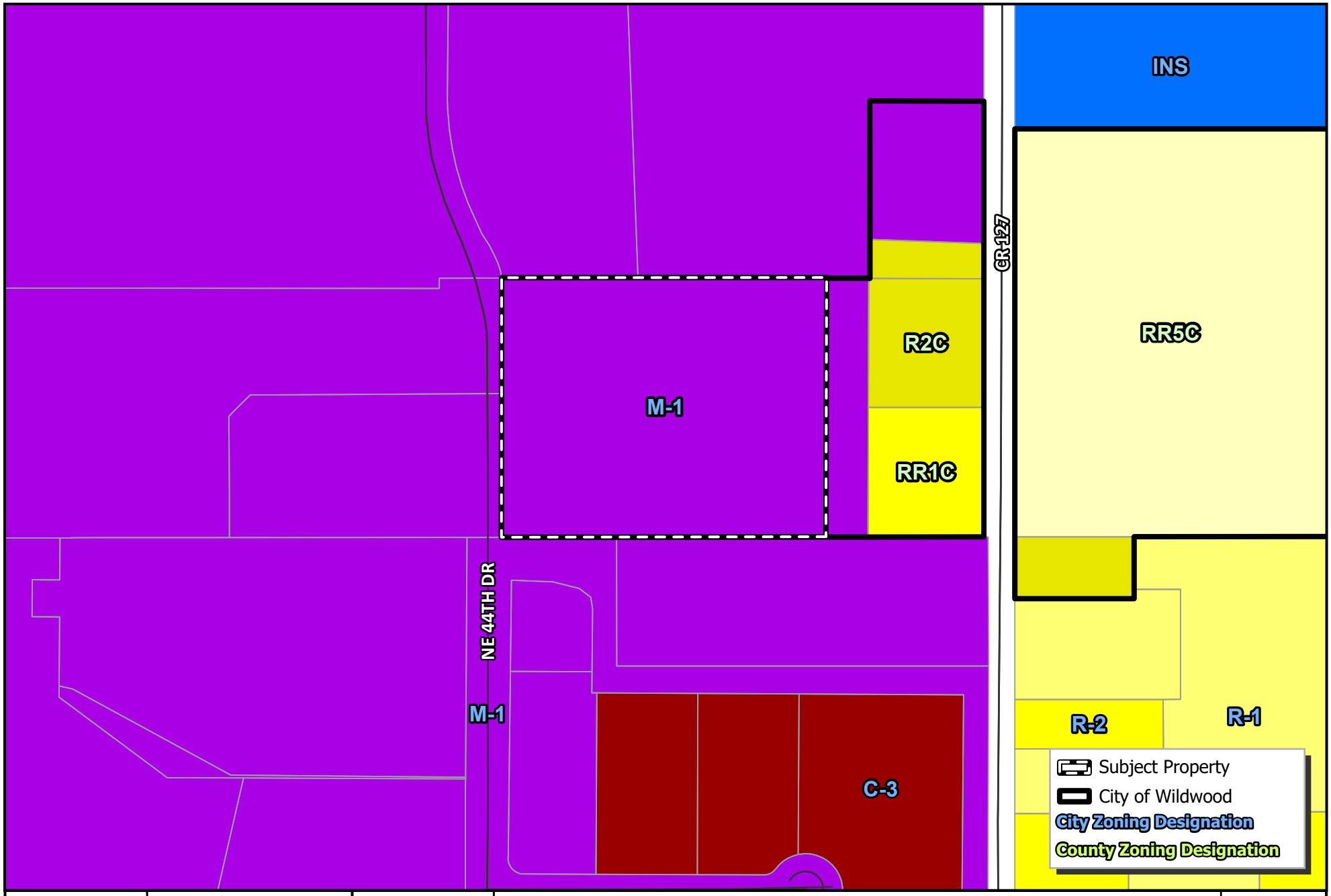
RAINEY CONSTRUCTION LAND COMPANY, LLC

PARCEL D32-161

MAP 3A

EXISTING ZONING

MAY 2026



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#26-2002

RAINEY CONSTRUCTION LAND COMPANY, LLC

PARCEL D32-161

MAP 3B

PROPOSED ZONING

MAY 2026

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

The case below was heard on Tuesday, July 7, 2026, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from ID (Sumter County) to M-1 (City OF Wildwood) on 5 acres MOL. 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.

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

Applicant(s): Brandon Matulka

Owner(s): Rainey Construction Land Company, LLC

Parcel(s): D32-161

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

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

☒ recommends approval.

☐ recommends approval with the following conditions:

_____

☐ recommends denial.

☐ recommends other:_____

Dated: July 7, 2026

Lindsay C.T. Holt
Special Magistrate City of Wildwood

City of Wildwood, Florida

PUBLIC NOTICE

Development Services Department

www.wildwood-fl.gov

RECEIVED

JUL 13 2026

City Of Wildwood
Development Services Dept

June 16, 2026

BROWN CLYDE LEROY & NAOMI ANN
372 E SAVOY ST
LECANTO, FL 34461

Your Parcel Number(s): D32-068, D32-163

THIS LETTER IS TO INFORM YOU OF A PUBLIC HEARING FOR A PROPERTY IN YOUR AREA

NO CHANGES WILL BE MADE TO YOUR PROPERTY

TO: Property owners near a property which is being considered by the Planning & Zoning Board/Local Planning Agency/Special Magistrate to change the Future Land Use Map designation from Industrial (Sumter County) to Industrial (City of Wildwood) and to change the Zoning Map designation from ID (Sumter County) to M-1 (City of Wildwood).

OWNER:	Rainey Construction Land Company, LLC
APPLICANT:	Brandon Matulka
CASE NUMBERS:	26-2004(CP) & 26-2002(RZ)
PARCEL NUMBER:	D32-161

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 127.

A public hearing before the City of Wildwood Planning & Zoning Board/Local Planning Agency/Special Magistrate will be held in the City Hall Commission Chamber, 100 North Main Street, Wildwood, FL on **Tuesday, July 7, 2026, at 2:00 p.m.**

The recommendations of the Planning and Zoning Board/Local Planning Agency/Special Magistrate will be presented to the City Commission at a first hearing to be held in the City Commission Chamber on **Monday, July 27, 2026, at 7:00 p.m.** and the final hearing to be held in the City Hall Commission Chamber on **Monday, August 10, 2026, at 9:00 a.m.**

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

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

____ I support this request.
____ I do not object to this request.
✓ I do not support this request for the following reason(s) _____

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)

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **26-2163 (CP) Silver Oaks at Warm Springs**

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate as the Local Planning Agency recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	26-2163 (CP) Silver Oaks at Warm Springs
Ordinance Number	O2026-31
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 the Warm Springs Ave and Bigham Trl. Intersection, south along Warm Springs Ave.
Parcels	G33-015, G33-075, & G33-147
Date	July 16, 2026

The applicant is seeking approval from the City of Wildwood's City Commission for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Agricultural (Sumter County) to Central Mixed Use (City of Wildwood) for the parcels listed above on 3.18 acres MOL. This request is accompanied by rezoning request 26-2161, ordinance number O2026-32.

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

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

(1) Justification of the proposed amendment has been adequately presented;
The applicant submitted justification to the City of Wildwood for the proposed request to change the Future Land Use from Agricultural (County) to Central Mixed Use (City), as supported in the 2050 Comprehensive Plan. Policy 1.1.1.b Central Mixed Use is intended to accommodate a mix of residential and nonresidential uses, but projects that are less than 10 acres in size may be developed as a single use.

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

of the comprehensive plan;
The applicant finds the proposed amendment is consistent with the goals, objectives, and policies of the comprehensive plan as stated with Policy 1.1.1.b for Central Mixed Use future land use as the property is under 10 acres and may be developed as a single use. Policy 1.2.7.; “upon annexation of properties within the JPA, the City shall amend the FLUM to include the annexed property.” Policy 1.2.1., “The City shall encourage growth and development in areas where public infrastructure, services, and utilities are already present or planned to be within 3 to 5 years.” The subject property is located within the utility service area where public infrastructure, services, and utilities are already present.

(3) The proposed amendment should not be considered urban sprawl or exemplify an energy inefficient land use pattern;
The amendment is not considered urban sprawl, and it does not exemplify an energy-inefficient land use pattern.

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

(I) Promotes, allows, or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.
The subject property is surrounded by residential, agricultural, and mixed-use land uses.

(II) Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are available and suitable for development.
This property falls within the Joint Planning Area (JPA) and is in line with Policy 1.2.5., the City is using the JPA to combat urban sprawl, provide an energy-efficient land use pattern, and manage growth in an environmentally sensitive manner.

(III) Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.
The proposed plan amendment is not an isolated or strip development. The area encompasses mixed-use, residential, and agricultural land uses.

(IV) Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.
The subject property does not contain Wetland/Special Flood Hazard Areas.

(V) Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils.
The subject property does not have adjacent parcels that are actively utilized for agricultural/silviculture activities.

(VI) Fails to maximize use of existing public facilities and services.
City water and sewer lines are available on Warm Springs Ave.

(VII) Fails to maximize use of future public facilities and services.
City water and sewer lines are available on Warm Springs Ave.

(VIII) Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.
The JPA agreement between Sumter County and the City of Wildwood, allows for voluntary annexations within the planning area that would otherwise not be permissible under statute due to the creation of a “pocket” or “enclave.”

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

(X) Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.
Parcels G33-015, G33-075, and G33-147 annexation are being considered for adoption on July 13, 2026, at the City Commission meeting. The proposal is consistent with Policy 1.2.7., “upon annexation of properties within the JPA, the City shall amend the FLUM to include the annexed property.”

(XI) Fails to encourage a functional mix of uses.
The area exhibits a mix of different land uses while the proposed land use remains compatible to the surrounding area.

(XII) Results in poor accessibility among linked or related land uses
Access to the property is off Warm Springs Ave, Sumter County owned and maintained.

(XIII) Results in the loss of significant amounts of functional open space.
The proposal will have to adhere to the impervious surface requirements of the Central Mixed Use Land Use Designation (75% ISF, 15% minimum open space).

(4) The proposed amendment will not have an adverse effect on environmentally sensitive systems;
An environmental assessment was done by Stillwater Environmental, Inc in March of 2026. Onsite observations identified the following land cover classifications on the subject property: FLUCCS Code, 190 – Open Land with following vegetation species observed: laurel oak, live oak, magnolia, camphor, dog fennel, caesarweed, and beauty berry. Mitigation requirements will be met at the site plan stage of the development in accordance with the Land Development Regulations (LDR) 6.10. Although no engaged species were found during the environmental assessment, it is recommended that a 100% gopher tortoise survey be conducted prior to construction to allow permitting and relocation in the event tortoises are found on the subject property, using FWC guidelines. No protected plant species were found on the project site.

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

Transportation: A Transportation Impact Analysis (TIA) was done by Walsh Traffic Engineering, LLC and accepted by Sumter County's Public Works Department. 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. 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. 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. However, the improvements needed are the same as those needed to mitigate deficiencies without the property being developed. Therefore, 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."

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."

Schools: The land use allows up to 15 units per acre and could produce up to 15.088 school-aged children, but the project is expected to develop as a commercial site. No residential component is required due to the size of the property.

CONCLUSION:

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



Amanda Bondi
Planning Manager, Development Services

ORDINANCE NO. O2026-31

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

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

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. ¼ OF THE N.W. ¼ 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 ¼ OF THE NORTHWEST ¼, RUN EAST 105 YARDS FOR THE POINT OF BEGINNING, RUN NORTH 133 YARDS, EAST 37-1/3 YARDS, SOUTH 133 YARDS, WEST 37-1/3 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. ¼ OF THE N.W. ¼ 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 Agricultural (Sumter County) to Central Mixed Use (CMU).

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

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

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

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

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

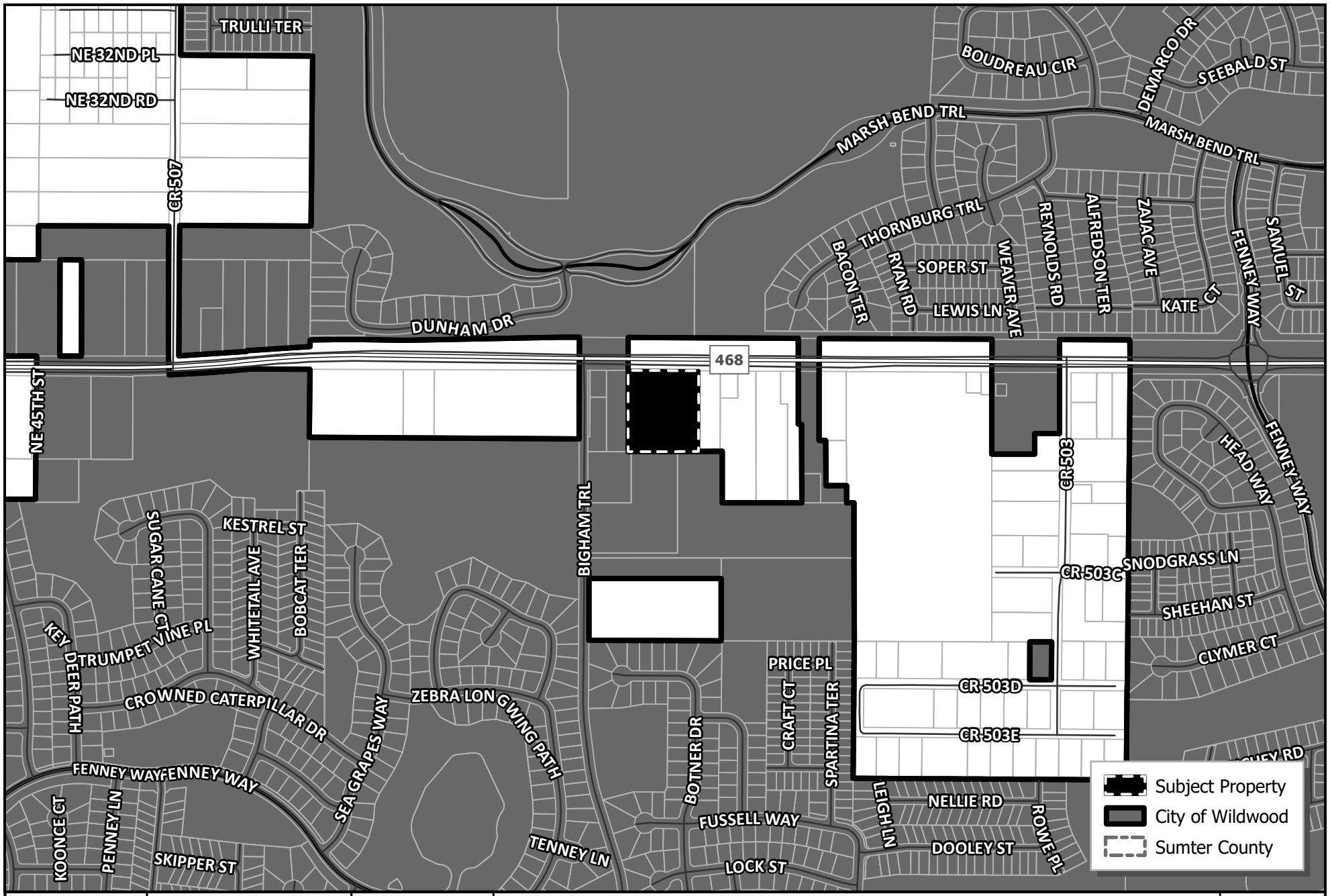
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

EXHIBIT A



WILDWOOD FLORIDA EST. 1877

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N

US Feet
0 140 280 560

#26-2163

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: O2026-31

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, a business impact estimate is not required by state law[1] for the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

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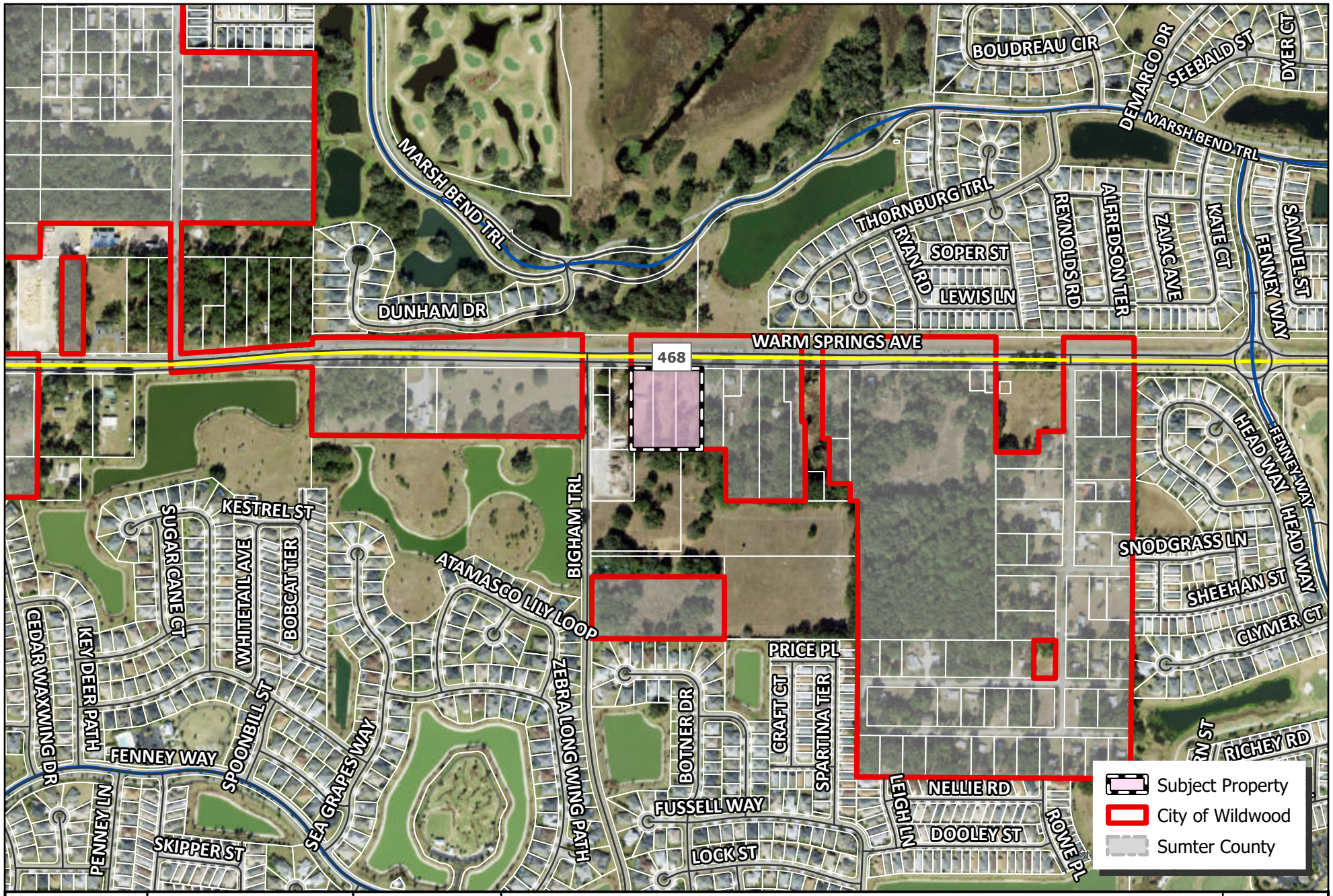
  b. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
  c. Section 553.73, Florida Statutes, relating to the Florida Building Code; or
  d. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

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



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US Feet
0 145 290 580

#26-2163

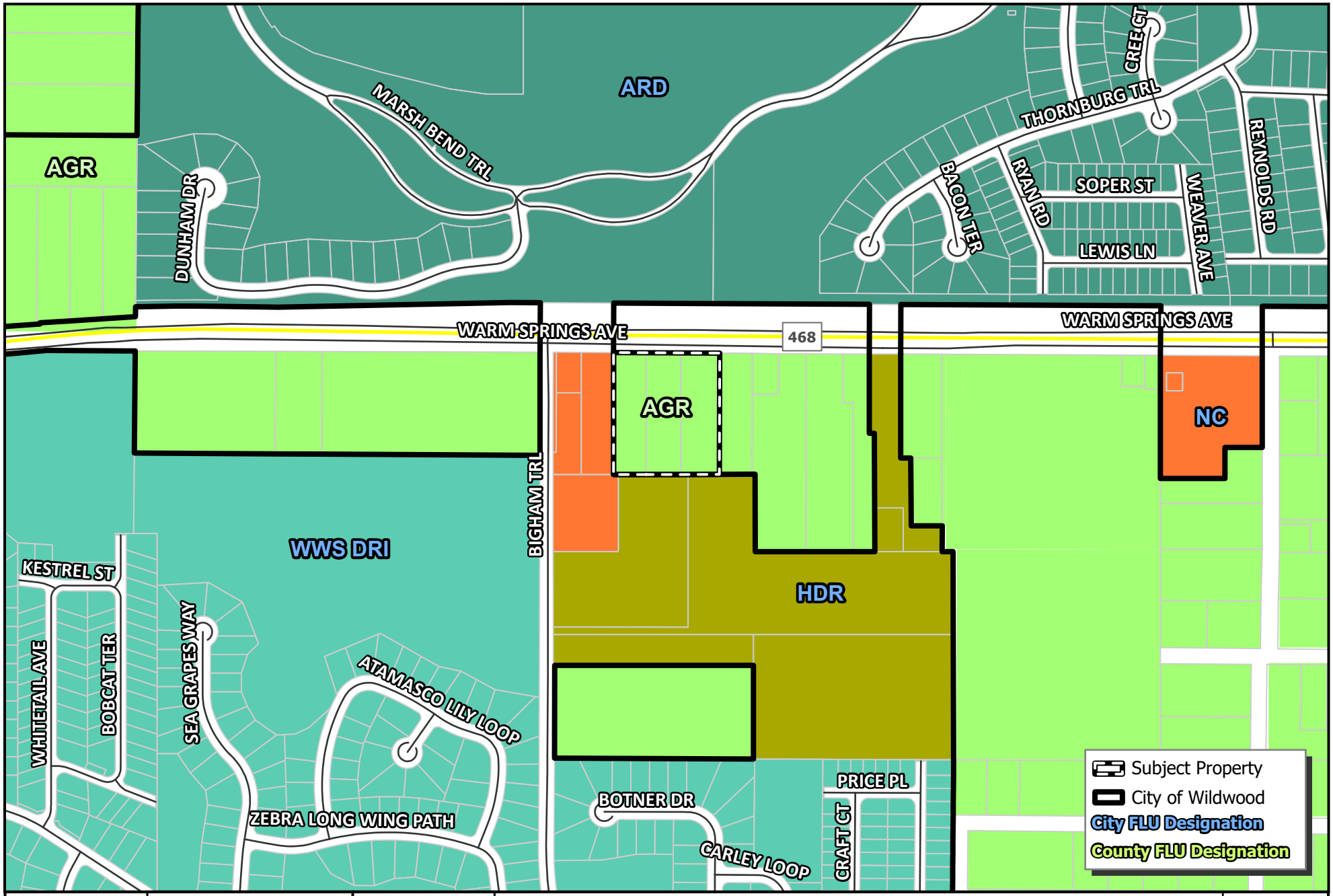
SILVER OAKS AT WARM SPRINGS

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

MAP 1B

LOCATION MAP

MAY 2026



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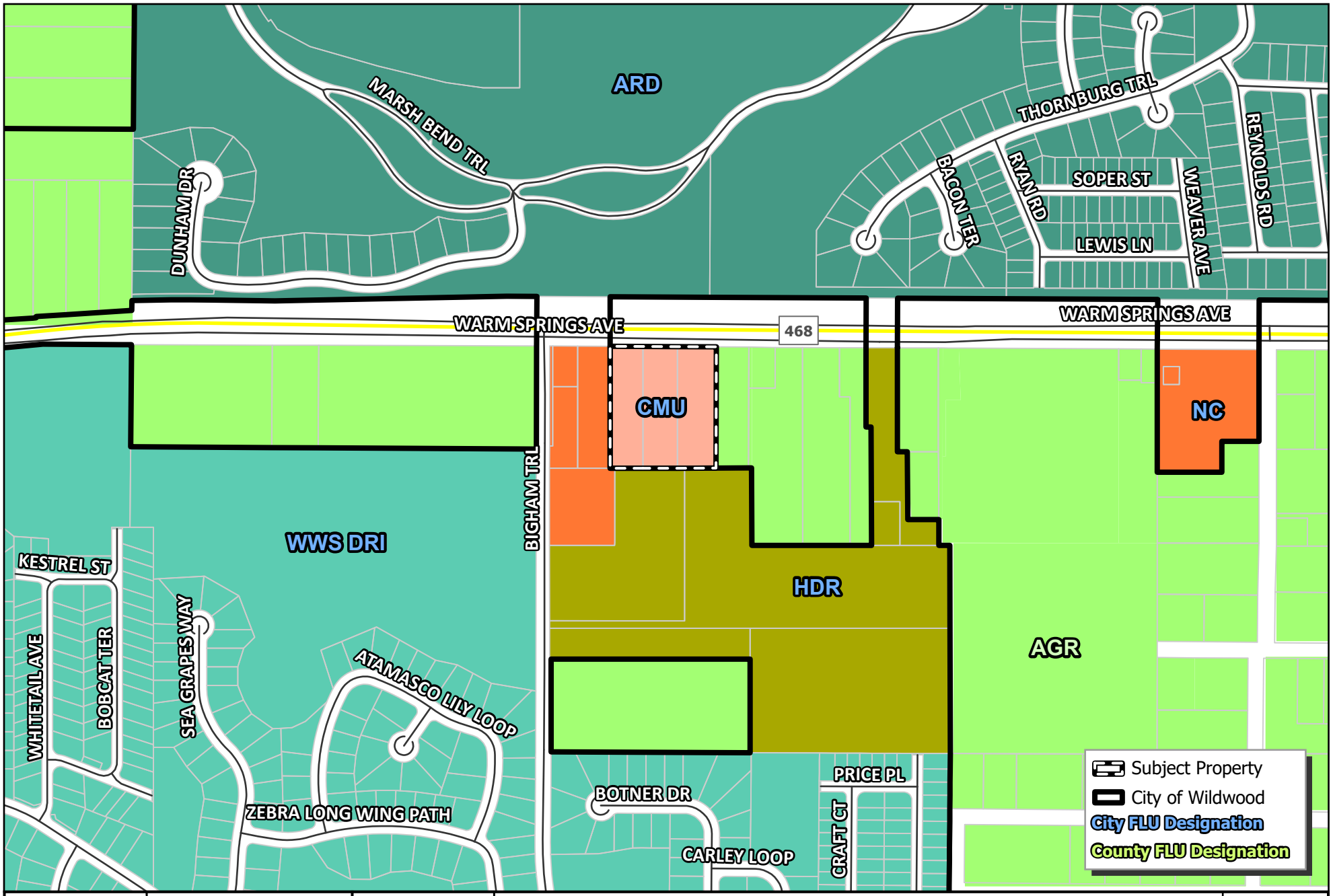
SILVER OAKS AT WARM SPRINGS

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

MAP 2A

EXISTING LAND USE

MAY 2026



WILDWOOD FLORIDA EST. 1877

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

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#26-2163

SILVER OAKS AT WARM SPRINGS

PARCELS D33-015, D33-075 & D33-147

MAP 2B

PROPOSED LAND USE

MAY 2026

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

The case below was heard on Tuesday, July 7, 2026, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate as the Local Planning Agency for a Comprehensive Plan amendment to amend the FLU map designation from Agricultural (Sumter County) to Central Mixed Use (City) on 3.18 acres MOL. The subject property is generally located approximately 216 feet east of Warm Springs Ave and Bigham Trl. Intersection, south along Warm Springs Ave.

Case Number: 26-2163 (CP) Silver Oaks at Warm Springs

Applicant(s): LPGURP, LLC

Owner(s): KWMPMH, LLC, Brock H. Wagner, & C. Christine Miller

Parcel(s): G33-015, G33-075, & G33-147

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

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

☒ recommends approval.

☐ recommends approval with the following conditions:

_____

☐ recommends denial.

☐ recommends other:_____

Dated: July 7, 2026

Lindsay C.T. Holt
Special Magistrate City of Wildwood

SILVER OAK AT WARM SPRINGS
SMALL SCALE COMPREHENSIVE PLAN AMENDMENT
MAY 2026

Prepared By:

LPGURP, LLC
2250 Classique Lane
Tavares, Florida 32778
(352) 385-1940

Small Scale Comprehensive Plan Amendment
SILVER OAK AT WARM SPRINGS
KWMPMH, LLC. AND WAGNER

Executive Summary

The proposed small scale comprehensive plan amendment consists of 3.19 ± acres and is located south of Warm Springs Avenue, east of CR 507, 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. The property is located within the Sumter County/City of Wildwood Join Planning Area (JPA) and the Sumter County Urban Development Area (UDA). The site is designated as Agriculture (AGR) on the Sumter County Future Land Use Map (Figure 3). Sumter County Comprehensive Plan Policy FLU Policy 1.3.4 indicates the Agriculture (AGR) land use category may only be located outside the UDA or within the UDA where it either serves as a holding area in anticipation of future annexation, is within a city jurisdiction, or is dedicated to a public agency for conservation purposes. It is proposed to annex the property into the City of Wildwood and to designate the site as Central Mixed Use (CMU) (Figure 4) to facilitate the development of a 34,400 square foot medical office(s).

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

For the purposes of the comprehensive plan amendment, a maximum development scenario was analyzed (Table 1). Under the existing land use the property could have been developed at a maximum residential density of 1 unit per 5 acres; however, the existing three (3) lots are vested. Vesting would allow a maximum residential development of three (3) units. The proposed Central Mixed Use land use designation allows for a maximum of 47 residential units (15 units per acre). The maximum intensity for non-residential development is 0.75 FAR (104,217 SF) or 80% ISR (111,165 SF), 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 3 residential units and an increase of 104,217 non-residential square feet; however, the proposed development is for a 34,400 square feet medical office(s) based on highest and best use. The site is located along a minor arterial roadway, which would support the mixed-use development. The proposed amendment is compatible with the existing adjacent future land uses as the subject site abuts land designated as City High Density Residential (HDR), City Age Restricted Development (ARD), a master planned development known as the Wildwood Springs Development of Regional Impact (WWS DRI), and County Agriculture. Properties along Warm Springs Ave. are transitioning from rural to urban. West of the site on the north side of Warm Springs Ave. properties are designated as Central Mixed Use. The amendment would assist in meeting commercial needs and would result in a logical development pattern.

Potable Water Analysis

Policy 8.3.1.e – LEVEL OF SERVICE (LOS)

> *"The following adopted LOS Standards for facilities and services required by the City of Wildwood:*
> *Sanitary Sewer: 250 gallons per day per ERU*
> *Potable Water: 300 gallons per day per ERU"*

The subject property is within the City of Wildwood Utility Service Area. The City currently owns, operates and maintains a central potable water treatment and distribution system. The maximum pumping capacity of these facilities is limited by the City's Water Use Permit (permit no. 8135.012) as issued by the Southwest Florida Water Management District (SWFWMD). This permit, which expires in March 31, 2035, allows for a combined annual withdrawal from the Floridian Aquifer of 6.44 mgpd (annual average).

The City has a current available capacity of 0.209 mgpd (which includes Naimit Jesus project). An analysis was conducted of the proposed amendment based on land use and the City's Level of Service (LOS) standards (Table 2). The estimated water demand is 0.031 mgpd. The analysis concludes that the proposed amendment will not cause a deficiency and the City will have a remaining available capacity of 0.178 mgpd.

Table 2: Water Analysis

Project Name	Acres	Existing Land Use	Proposed City Land Use	Maximum Development	Water Demand (gross) (mgpd)	Capacity or Deficit (mgpd)
Current Capacity						0.209
KWMPMH, LLC.	3.19 ±	Sumter County Agricultural	Central Mixed Use	104,217 SF (Commercial)	.031	0.178

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

Sanitary Sewer Analysis

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

An analysis was conducted of the proposed amendment based on land use and the City's Level of Service (LOS) standards (Table 3). Wastewater demand was calculated at 250 gallons per ERU

pursuant to City's LOS standard. The estimated wastewater demand is 0.026 mgpd. The analysis concludes that the proposed amendment will not cause a deficiency and the City will have a remaining available capacity of 1.091 mgpd based on the current facilities and 3.041 mgpd based on the proposed improvements in 2027.

Table 3: Wastewater Analysis

Project Name	Acres	Existing Land Use	Proposed City Land Use	Maximum Development	Water Demand (gross) (mgpd)	Capacity or Deficit (mgpd)
Current Capacity						1.117*
Proposed Capacity Improvements - 2027						1.95
KWMPMH, LLC.	3.19 ±	Sumter County Agricultural	Central Mixed Use	104,217 SF (Commercial)	0.026	3.041

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

Solid Waste Analysis

The City of Wildwood's solid waste level of service is 5 lbs per day per capita. Population was estimated based on number of anticipated employees to be no greater than 20. The proposed amendment is estimated to generate 100 lbs per day. The proposed amendment will not cause a deficiency in the LOS.

Transportation Impact Analysis

A traffic impact analysis was prepared by Walsh Traffic Engineering, Inc. (Appendix A). The trip generation analysis based on the proposed development of a 34,400 square foot medical office indicates total daily trips total 1,305, with 109 total AM trips and 120 total PM trips.

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

Results of the analysis indicate that area roadways will not degrade the adopted level of service at buildout conditions with the exception of the signalized intersection of Warm Springs Avenue which currently has deficiencies. Because the needed improvements for buildout are the same as those needed to mitigate deficiencies that are projected without the project, the proposed development is not responsible to mitigate impacts to this intersection per Florida Statutes 163.3180. Below is a summary of the findings of the study.

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.

Environmental Analysis

An environmental assessment was conducted by Stillwater Environmental, Inc. (Appendix B). No threatened flora or fauna species were observed during site surveys. Should protected species be observed during future surveys, the appropriate regulatory permits will be secured. Habitats classified as wetlands or surface waters do not exist on the property and the site is not located within the 100-year flood zone (Figure 5). Soils consist of Sparr Fine Sand, bouldery subsurface, 0 to 5 percent slopes (Figure 6). The project area elevations range from approximately 70' msl' to 75' msl (Figure 7).

Comprehensive Plan Compliance

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

Future Land Use

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

b. **Mixed-Use**

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

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

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

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

FLU Policy 1.2.4 The timing and location of public facilities shall be coordinated through the Concurrency Management System (CMS) and Capital Improvement Program to ensure that development occurs in an orderly and timely manner consistent with the availability of public infrastructure, services, and utilities.

Response: City water is available to the subject site. City wastewater is not available to the site currently. Should wastewater become available to the site, no development permits will be sought until the completion of the needed improvements to bring the facility up to standard pursuant to Policy

4.1.8. The applicant/owner will work with City utilities at the construction plan stage to connect to available City utilities.

FLU Policy 1.2.6 The City shall maintain its Urban Service Area (USA), which encompasses lands that are currently, or expected (as shown in the Capital Improvements Element) to be served by public facilities and services as defined in Section 163.3164, and includes the areas comprising the JPA and MSA.

Response: The subject site is within the USA.

Public Facilities

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

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

JUSTIFICATION CRITERIA PER LDR 1.7(D)

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

The developer intends to use the parcels as commercial for medical office of approximately 34,400 square feet. Justification has been presented to the city to support the proposed development.

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

The proposed amendment is not inconsistent with the goals, objectives and policies of the comprehensive plan.

FLU Policy 1.2.1 states that the City shall encourage growth and development in areas where public infrastructure, services, and utilities are already present or planned to be within 3 to 5 years. The subject site is located within an area of existing development where public infrastructure, services and utilities are already present.

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

According to Section 163.3177(6)(a)(9)(b), Florida Statute, the future land use element or plan amendment shall be determined to discourage the proliferation of urban sprawl if it incorporates a development pattern or urban form that achieves four or more of the following:

1. Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.

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

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

   The proposed development is located in an area where existing public infrastructure and services are available.

3. Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.

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

4. Promotes conservation of water and energy.

   The proposed development will utilize utilities that are available from the City of Wildwood.

5. Preserves agricultural areas and activities, including silviculture, and dormant, unique, and prime farmlands and soils.

   The proposed site has no agricultural operations nor do the adjacent properties, or even the immediate vicinity have agricultural operations or uses.

6. Preserves open space and natural lands and provides for public open space and recreation needs.

   The proposed development will provide open space requirements of the City of Wildwood.

7. Creates a balance of land uses based upon demands of the residential population for the nonresidential needs of an area.

   The proposed nonresidential development would serve the demands of the residential population in the general area.

8. Provides uses, densities, and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl or if it

provides for an innovative development pattern such as transit-oriented developments or new towns as defined in s. 163.3164.

The proposed development is infill development and has been demonstrated above to not constitute urban sprawl.

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

The proposed amendment will not have an adverse effect on environmentally sensitive systems. Should protected species occur, appropriate regulatory permits will be secured prior to development.

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

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

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

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

Table 1 – Maximum Development Analysis

Ordinance #	Acres	Existing Land Use	Existing Intensity of Development	Proposed City Land Use	Proposed Maximum Development	Net Change in Development Potential
KWMPMH, LLC.	3.19 +/-	Agriculture * (1 unit/5 acres)	3 units	Central Mixed Use (0.75 FAR)	104,217 SF	
TOTAL	**3.19 +/-**		**3 units**		**104,217 SF**	**-3 units +104,217 SF**

* Existing lots are vested and are lots of record

Existing Sumter County Agriculture - Max Density 1 unit per 5 acres per FLU Policy 1.2.1 (non-residential intensity not specified

Proposed City of Wildwood Central Mixed Use – Max Intensity 0.75 FAR per FLU Policy 1.1.1

Figure 1
Location Map

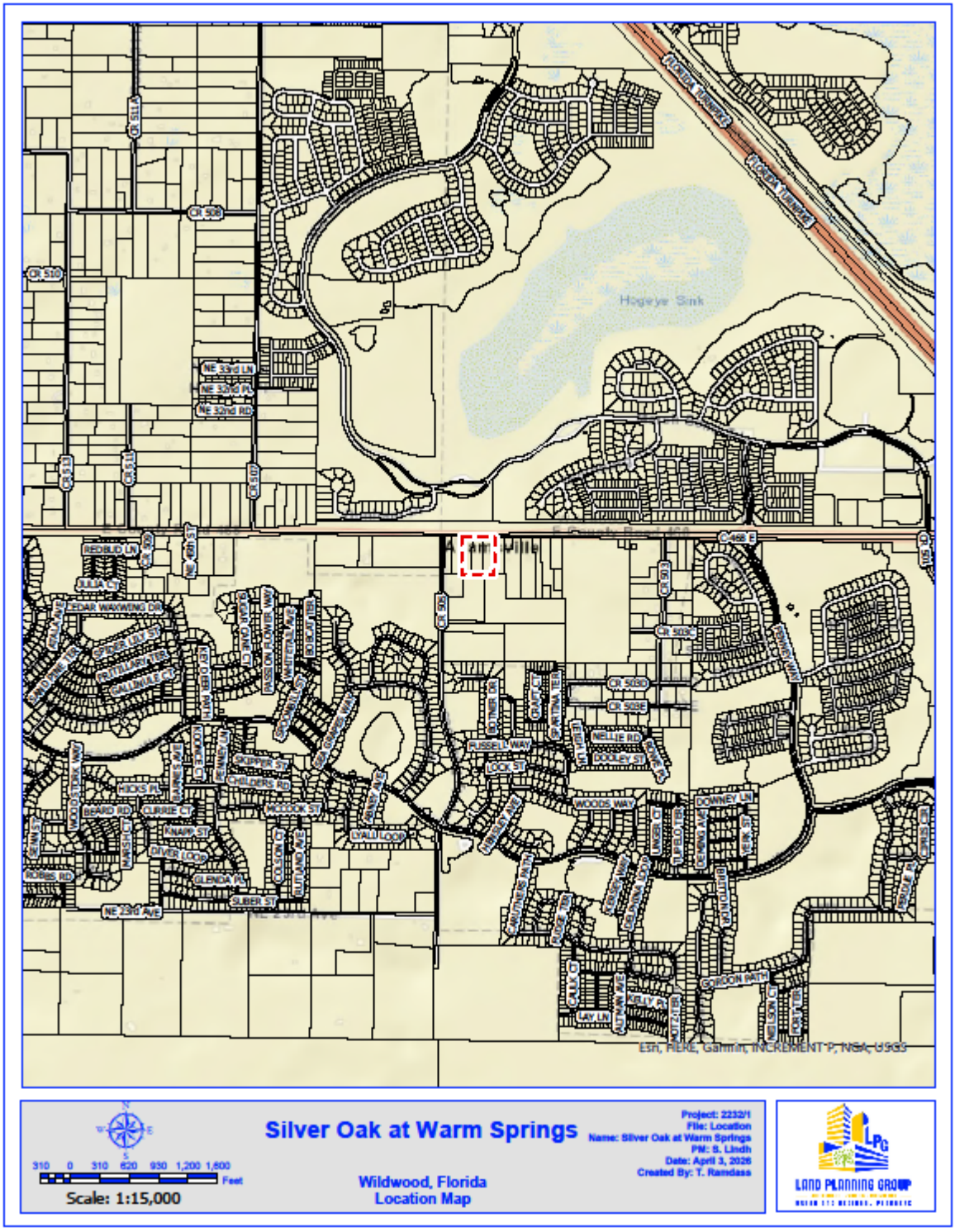


Figure 2
Aerial Map



Figure 3
Existing Future Land Use Map

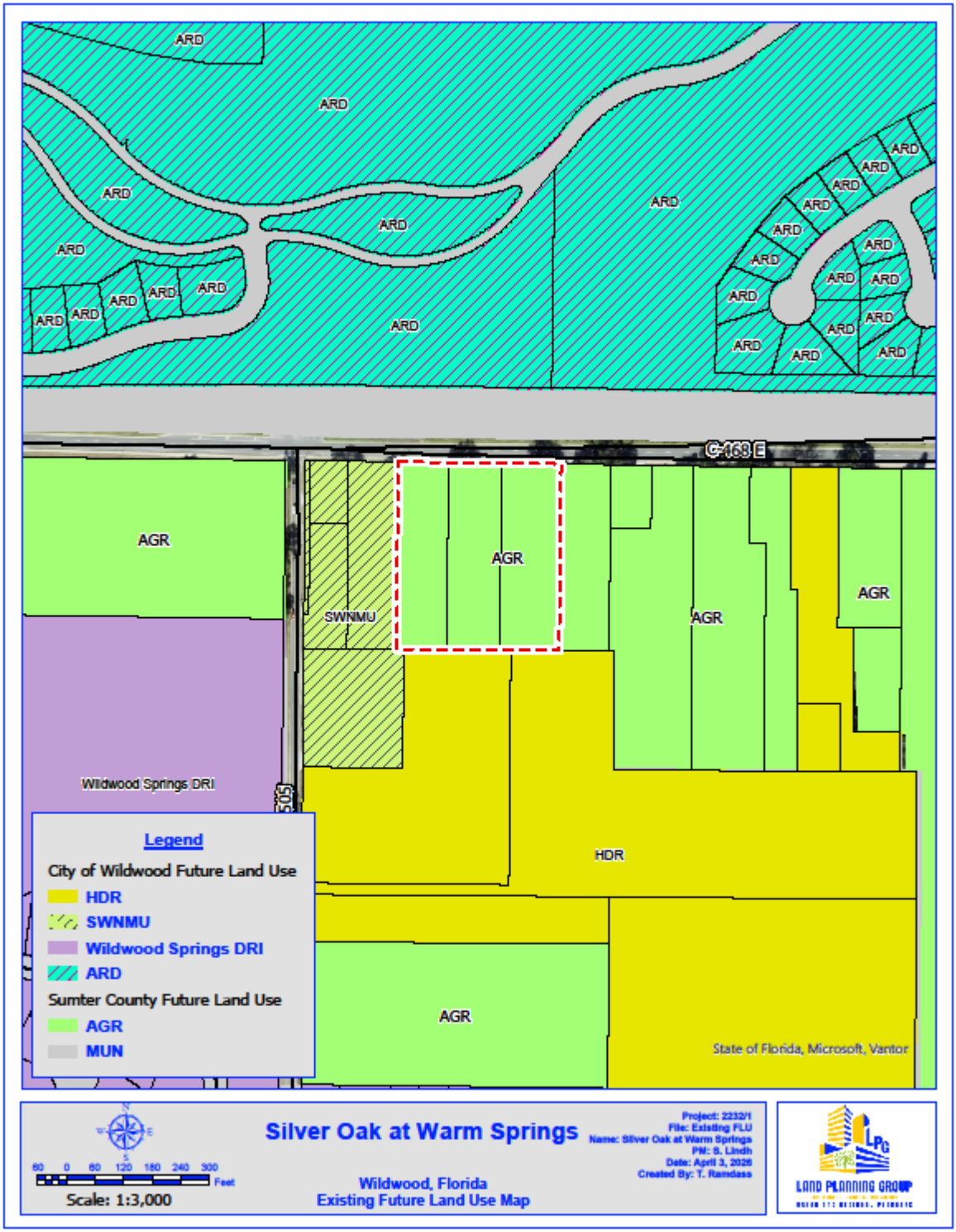


Figure 4
Proposed Future Land Use Map

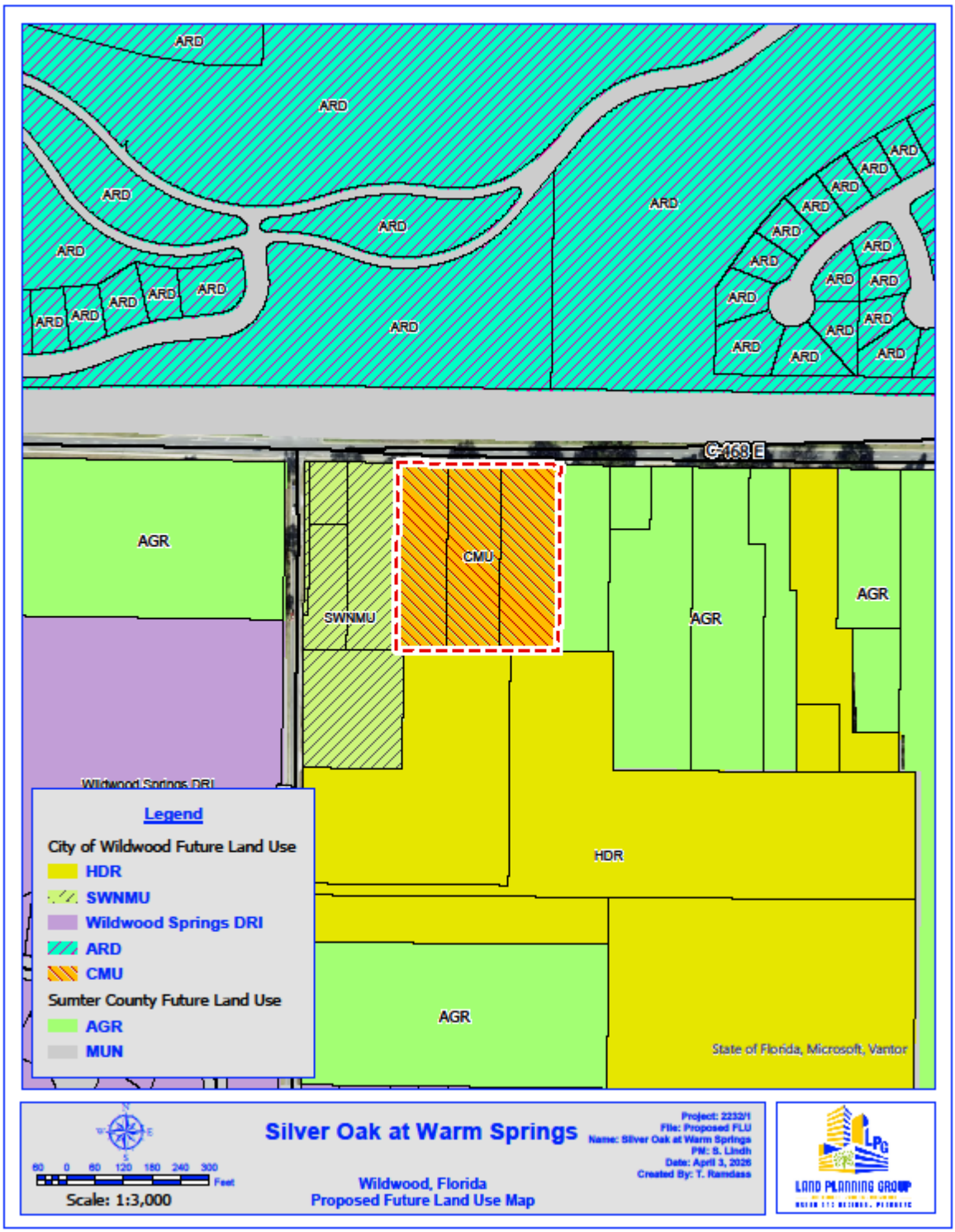


Figure 5
Environmental Constraints Map

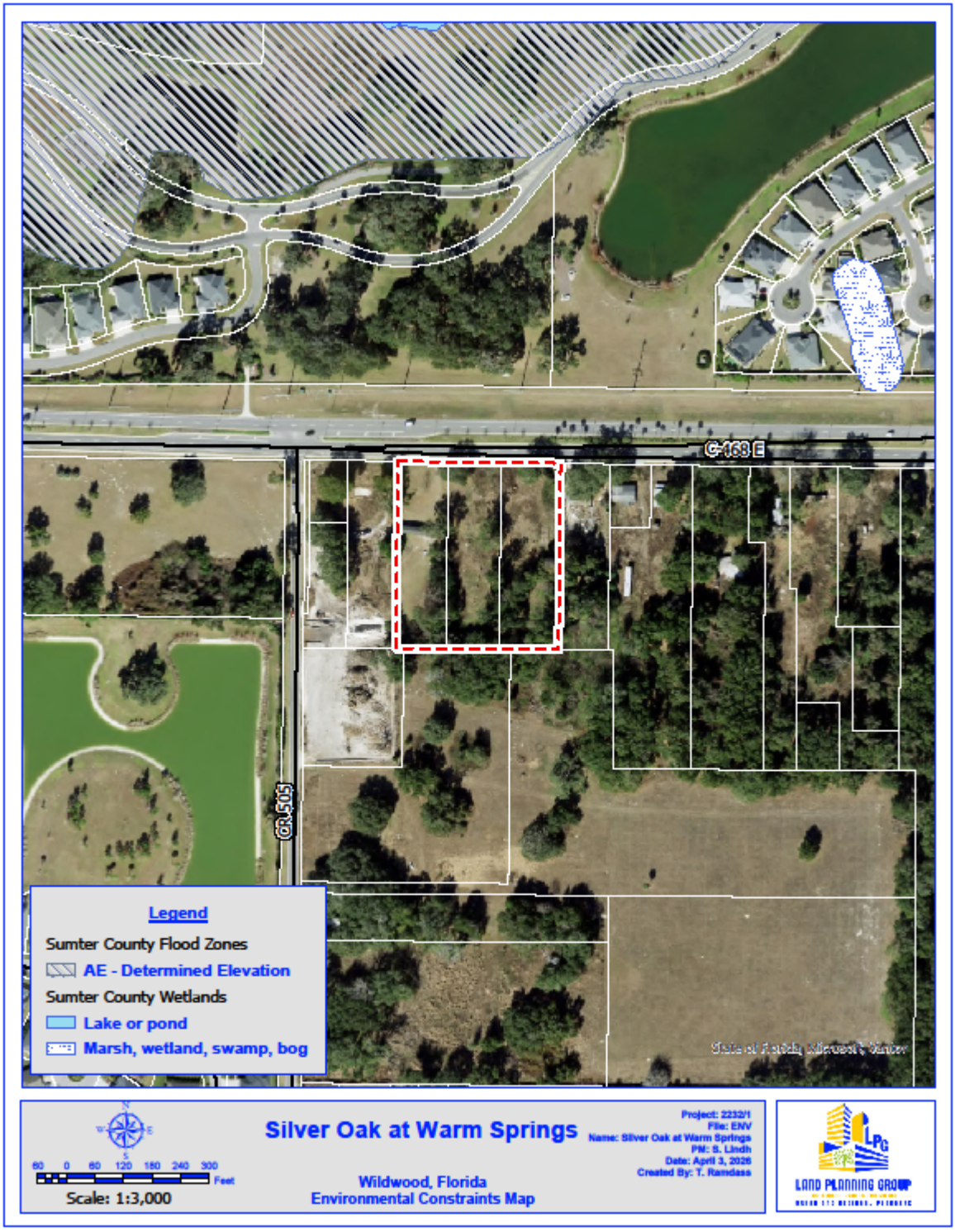


Figure 6
Soils Map

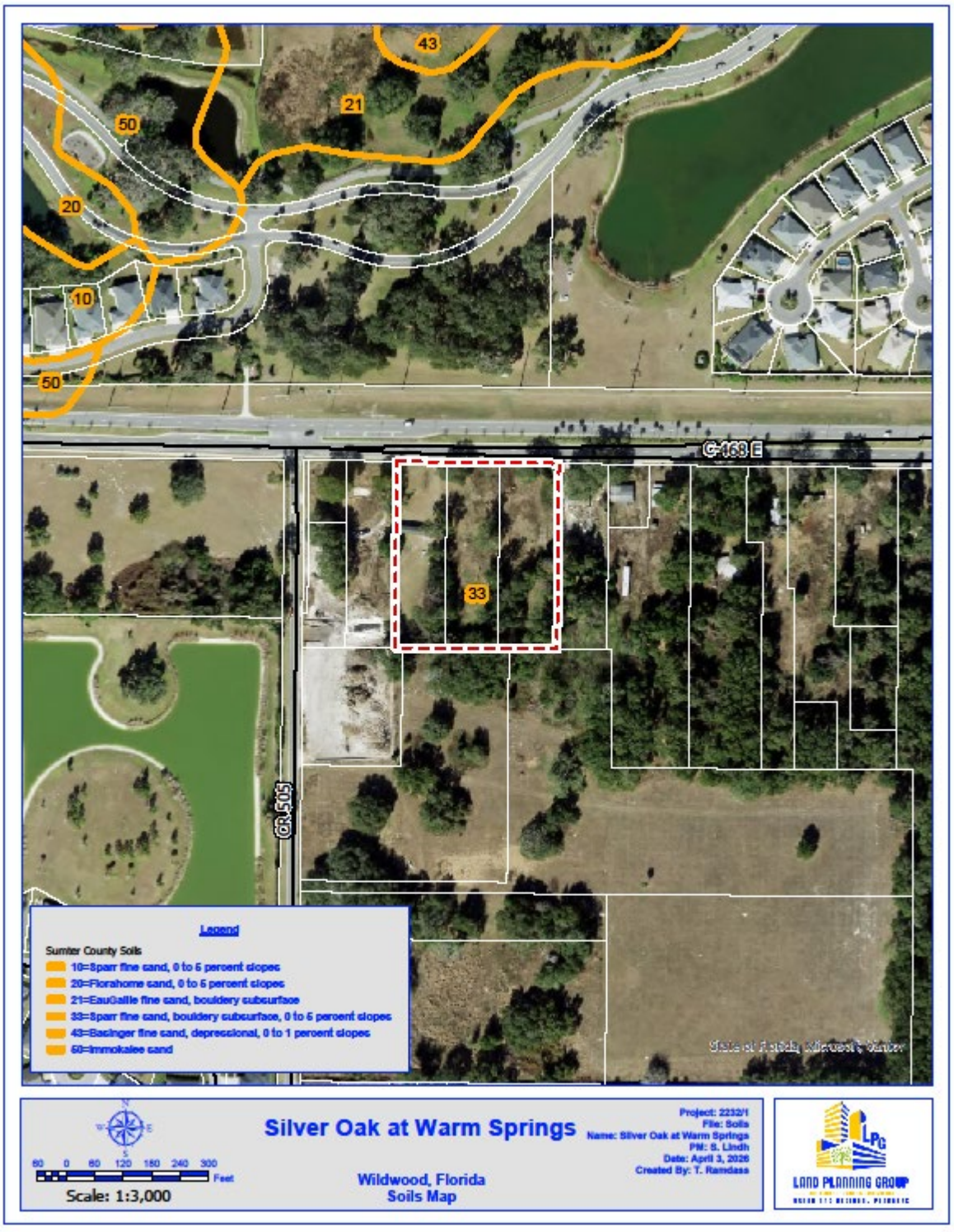
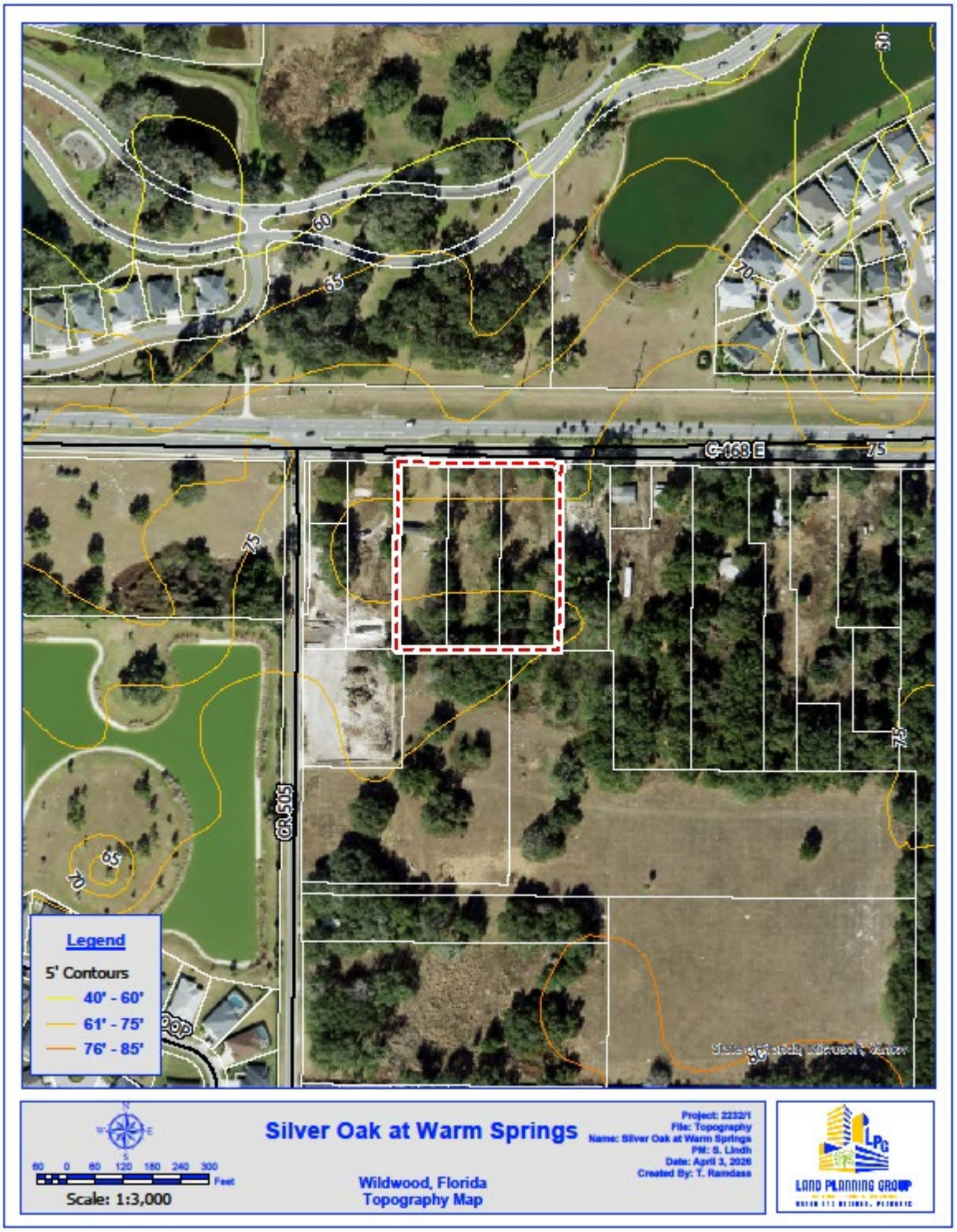


Figure 7
Topography Map



Appendix A – See Attached Traffic Impact Analysis

Appendix B – See Attached Environmental Assessment

■ **TRAFFIC IMPACT ANALYSIS**

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

WARM SPRINGS AVENUE MEDICAL OFFICE

SUMTER COUNTY, FLORIDA

MAY 2026

PREPARED BY:
CHRIS J. WALSH, P.E.
WALSH TRAFFIC ENGINEERING, LLC
285 PALMETTO SPRINGS STREET
DEBARY, FLORIDA 32713
PHONE – 386.668.0062
PROJECT #: 10361

PREPARED FOR:
DR. DAVID CASPER
8620 E. COUNTY ROAD 466
THE VILLAGES, FLORIDA 32162

CHRIS J. WALSH LICENSE No.57626 STATE OF FLORIDA PROFESSIONAL ENGINEER

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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TABLE OF CONTENTS

TABLE OF CONTENTS I

LIST OF FIGURES II

LIST OF TABLES III

APPENDICES IV

INTRODUCTION 1

PROJECT ACCESS 2

STUDY AREA 2

EXISTING VOLUMES 3

EXISTING ROADWAY SEGMENT CONDITIONS 3

EXISTING INTERSECTION CONDITIONS 7

FUTURE CONDITIONS 9

COMMITTED ROADWAY IMPROVEMENTS 9

FUTURE BACKGROUND CONDITIONS 9

Roadway Segments *9*

Intersections *10*

PROJECT TRIPS 13

Trip generation *13*

Trip Distribution *14*

FUTURE BUILDOUT CONDITIONS 17

Roadway Segments *17*

Intersections *18*

PROJECT DRIVEWAY TURN-LANE ANALYSIS 23

PEDESTRIAN, BICYCLE, AND TRANSIT CONSIDERATIONS 23

CONCLUSIONS 24

LIST OF FIGURES

Figure 1 - Site Location Map 1

Figure 2 - Existing AM Peak-Hour Traffic Volumes (Year 2026) 3

Figure 3 - Existing PM Peak-Hour Traffic Volumes (Year 2026) 5

Figure 4 - Future Background (2028) AM Peak-Hour Traffic Volumes 11

Figure 5 - Future Background (2028) PM Peak-Hour Traffic Volumes 12

Figure 6 - Trip Distribution (New External Trips) 14

Figure 7 – New External Project Trips (AM Peak Hour) 15

Figure 8 – New External Project Trips (PM Peak Hour) 16

Figure 9 - Future Buildout (2028) AM Peak-Hour Traffic Volumes 19

Figure 10 - Future Buildout (2028) PM Peak-Hour Traffic Volumes 20

LIST OF TABLES

Table 1 - Existing Roadway Segment Volumes (AM Peak Hour) 3
Table 2 - Existing Roadway Segment Volumes (PM Peak Hour) 3
Table 3 - Existing Roadway Segment Operating Conditions (AM Peak Hour) 6
Table 4 - Existing Roadway Segment Operating Conditions (PM Peak Hour) 6
Table 5 - Existing Intersection Operating Conditions (Year 2026) 8
Table 6 - Future Background Volumes (Year 2028) for Roadway Segments (AM Peak Hour) 9
Table 7 - Future Background Volumes (Year 2028) for Roadway Segments (PM Peak Hour) 9
Table 8 - Future Background Intersection Operating Conditions (Year 2028) 10
Table 9 – Total Trip Generation Projection for Proposed Development 13
Table 10 - Year 2028 Roadway Segment Volumes and Operating Conditions (AM Peak Hour) 17
Table 11 – Year 2028 Roadway Segment Volumes and Operating Conditions (PM Peak Hour) 17
Table 12 - Future Buildout Intersection Operating Conditions (Year 2028) 18
Table 13 – Warm Springs Ave/Marsh Bend Trl Intersection Operating Conditions (Year 2028) 21

APPENDICES

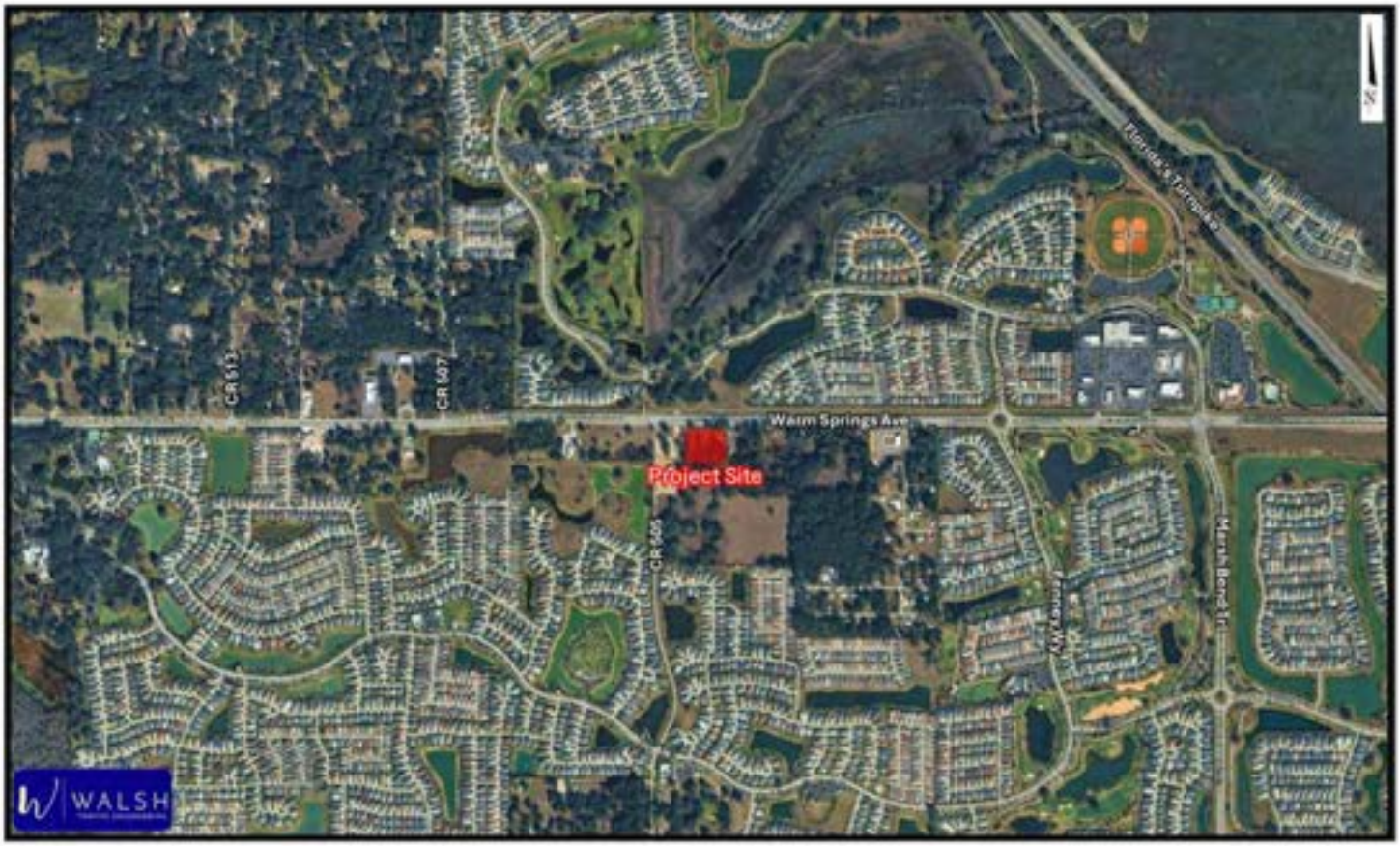
Appendix A	Preliminary Development Plan
Appendix B	Traffic Impact Analysis Methodology
Appendix C	Traffic Counts
Appendix D	Existing Conditions Synchro Printouts
Appendix E	Turning Movement Worksheets
Appendix F	Future Background Conditions (2028) Synchro Printouts
Appendix G	Future Buildout Conditions (2028) Synchro Printouts
Appendix H	Turn-Lane Analysis Worksheets

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	3557120	639	302	TMC	2026			TMC	2026	639	302	TMC	2026
Project to CR 501	3557120	679	302	TMC	2026	642	360	TMC	2026	661	331	TMC	2026

Source: TMC - the peak-hour directional volumes were obtained fromteh 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	3557120	378	548	CMP	2023
Project to CR 501	3557120	378	548	CMP	2023

Source: CMP - Sumter County 2023 CMP Database

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

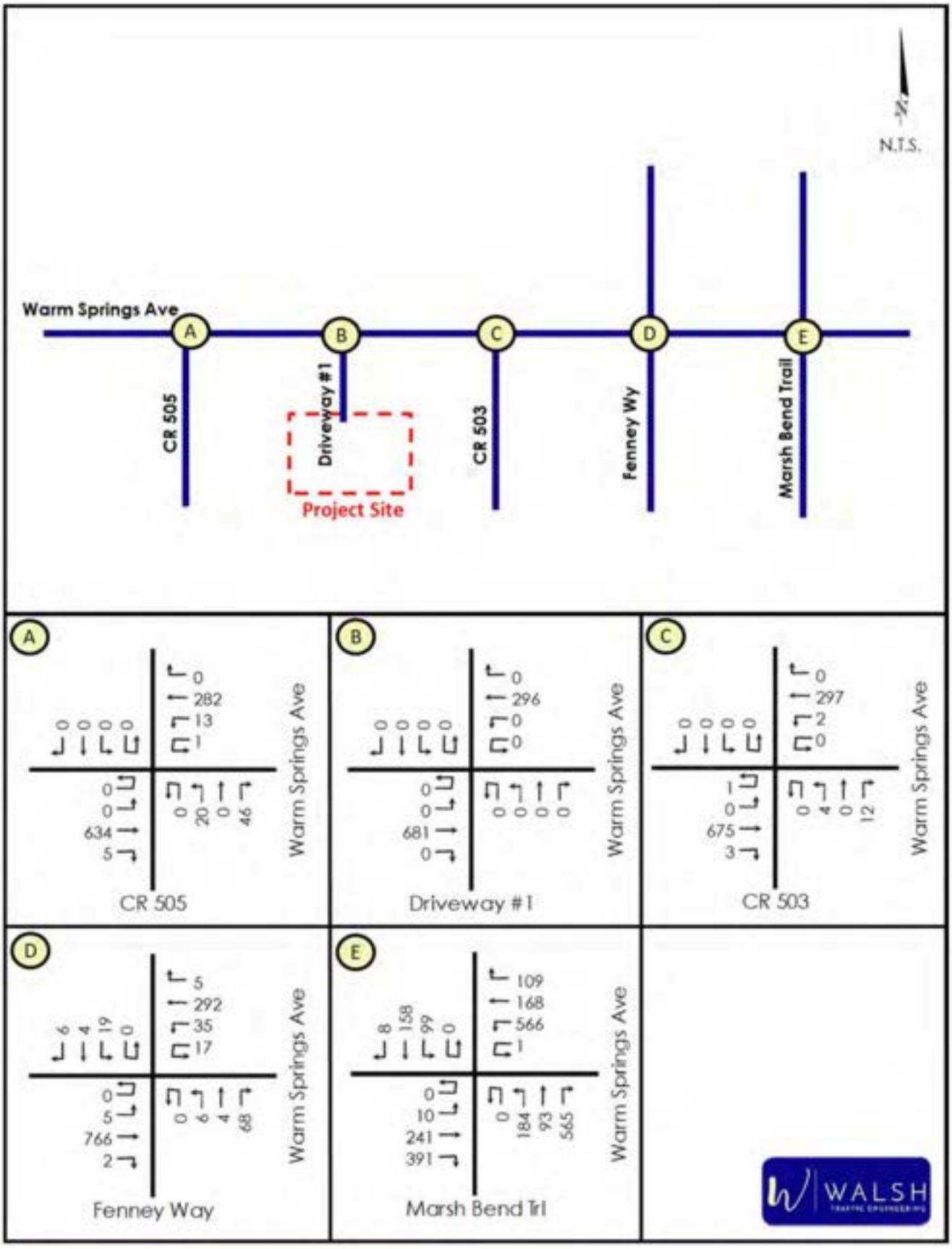
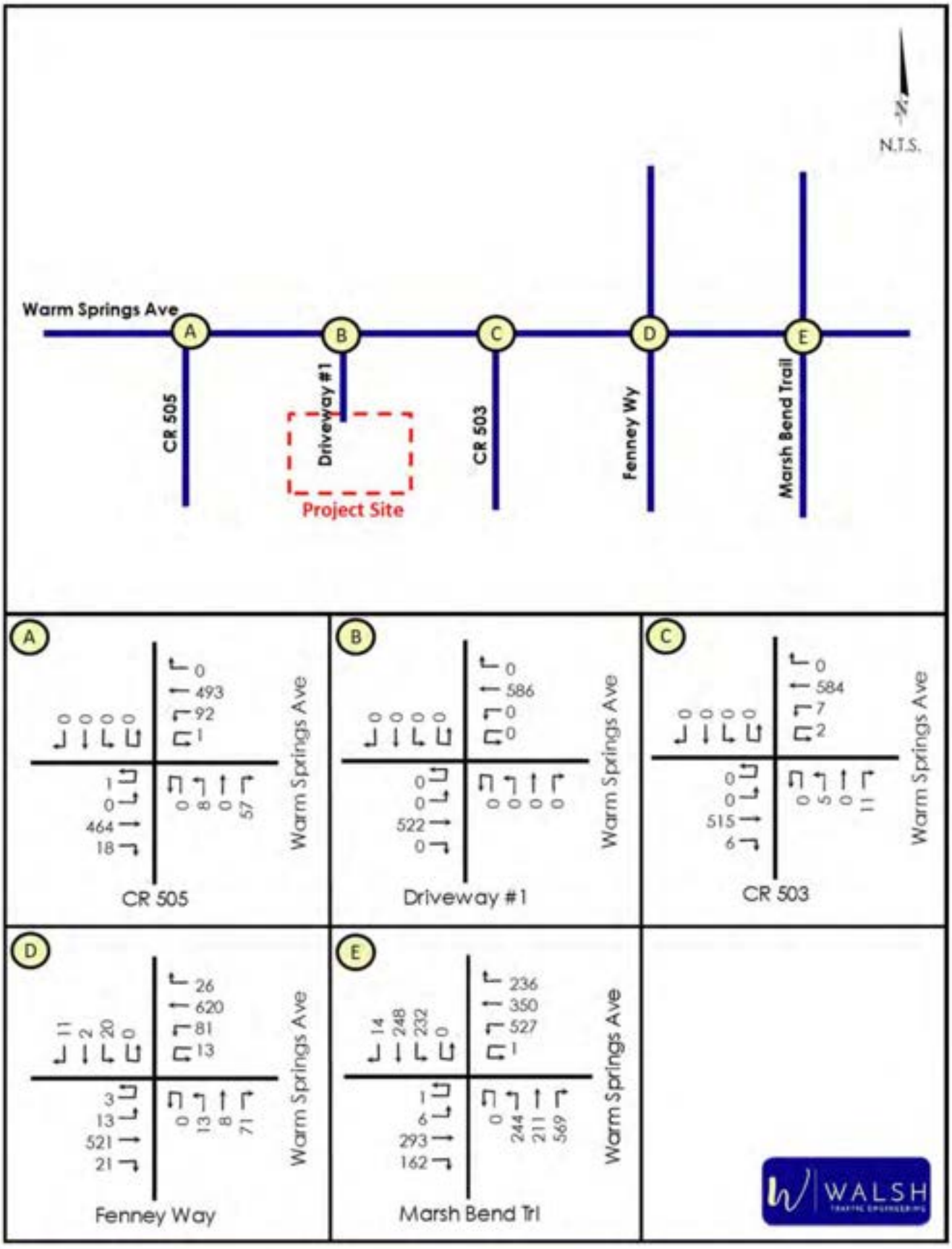


Figure 3 - Existing PM Peak-Hour Traffic Volumes (Year 2026)



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	Approach				Overall
			EB	WB	NB	SB	Intxn	EB	WB	NB	SB	Intxn
Warm Springs Ave at CR 505	STOP	Delay (sec/veh)	-	-	12.8	-	-	-	-	11.3	-	-
		LOS	-	-	B	-	-	-	-	B	-	-
		Highest V/C	-	-	0.129	-	-	-	-	0.107	-	-
Warm Springs Ave at CR 503	STOP	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 Segement	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	9.25%	639	302	2026	2028	118	56	757	358	1,665	no	no
Project to CR 501	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	9.25%	378	548	2023	2028	175	253	553	801	1,665	no	no
Project to CR 501	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	Approach				Overall
			EB	WB	NB	SB	Intxn	EB	WB	NB	SB	Intxn
Warm Springs Ave at CR 505	STOP	Delay (sec/veh)	-	-	14.2	-	-	-	-	12.0	-	-
		LOS	-	-	B	-	-	-	-	B	-	-
		Highest V/C	-	-	0.153	-	-	-	-	0.122	-	-
Warm Springs Ave at CR 503	STOP	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

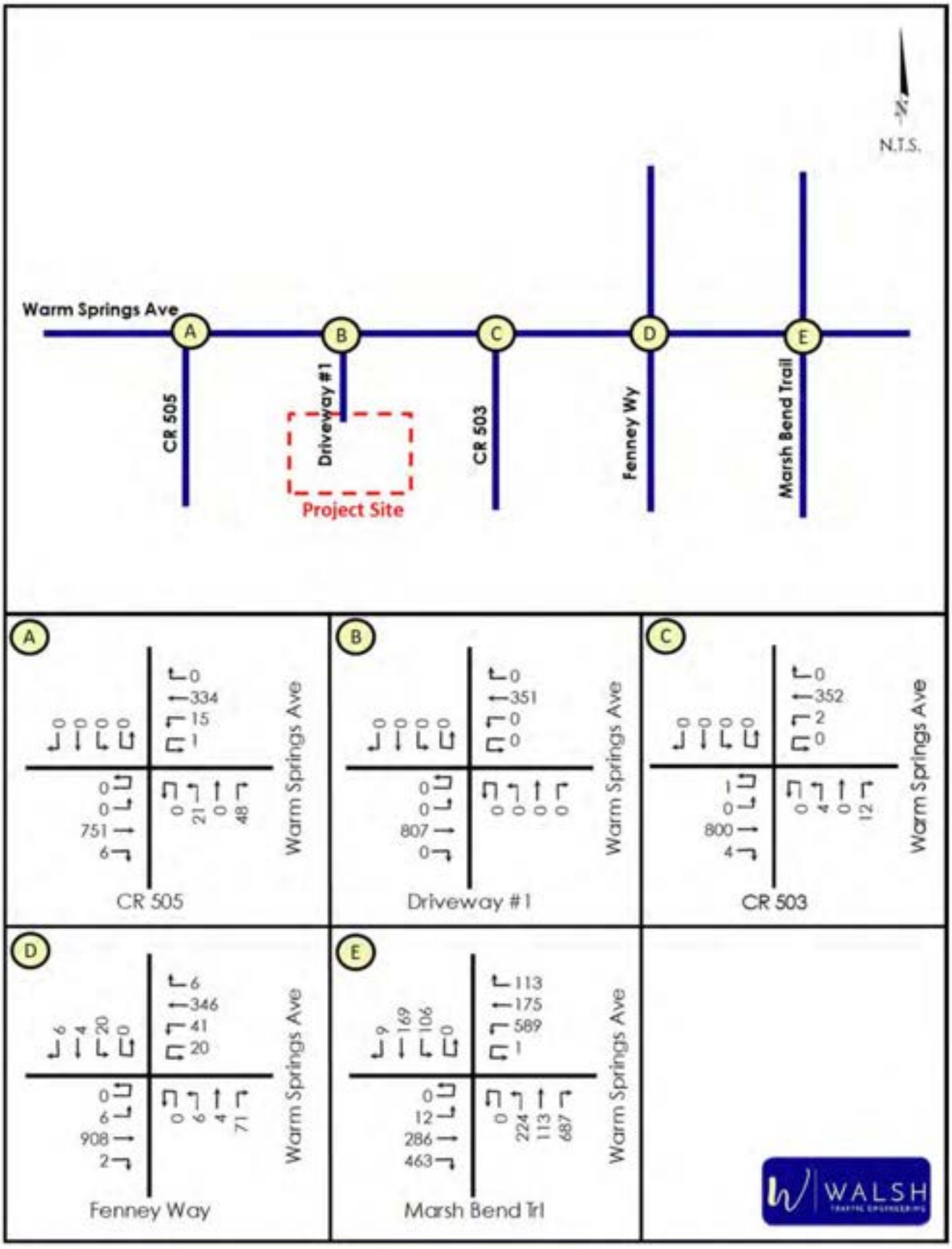
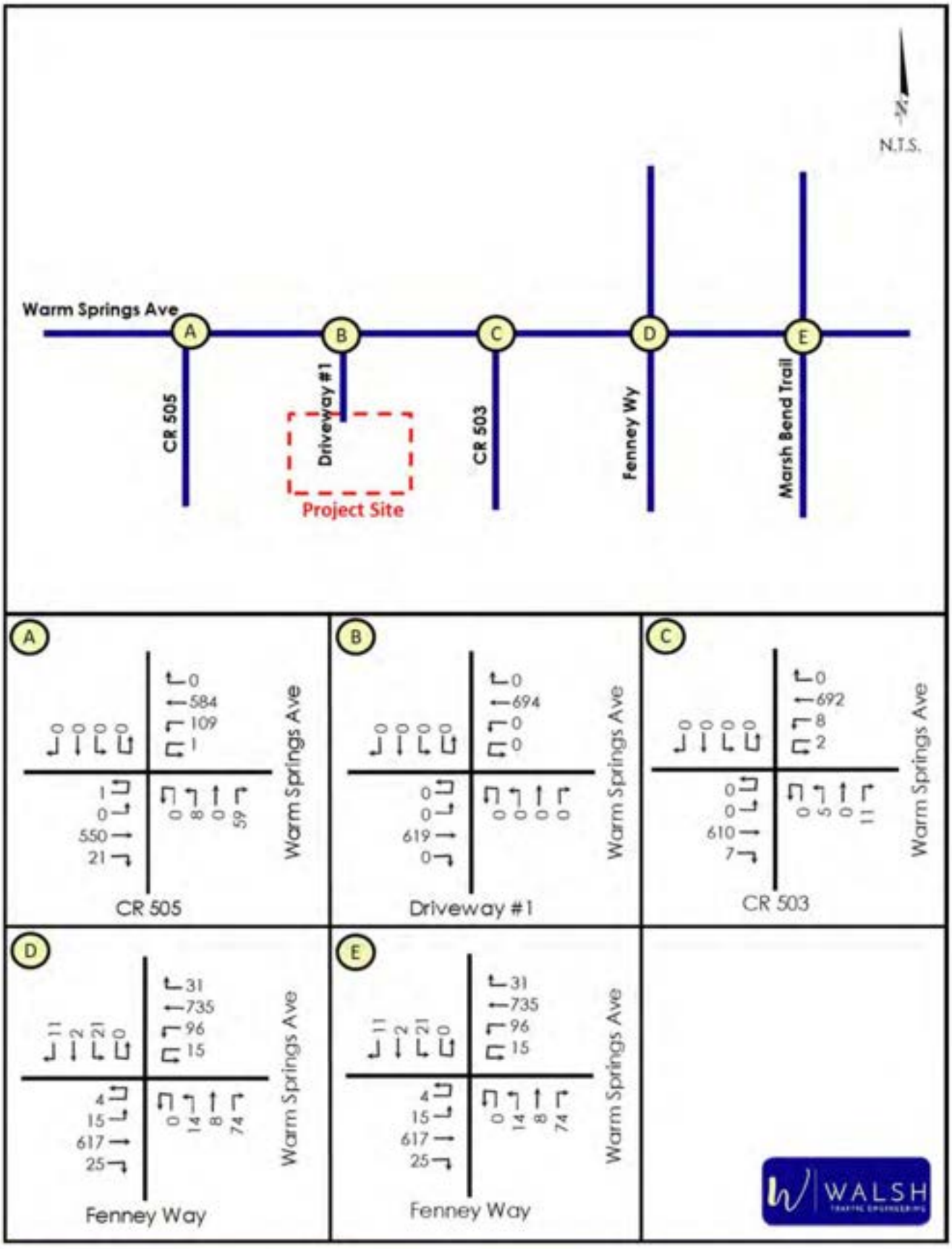


Figure 5 - Future Background (2028) PM Peak-Hour Traffic Volumes



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)

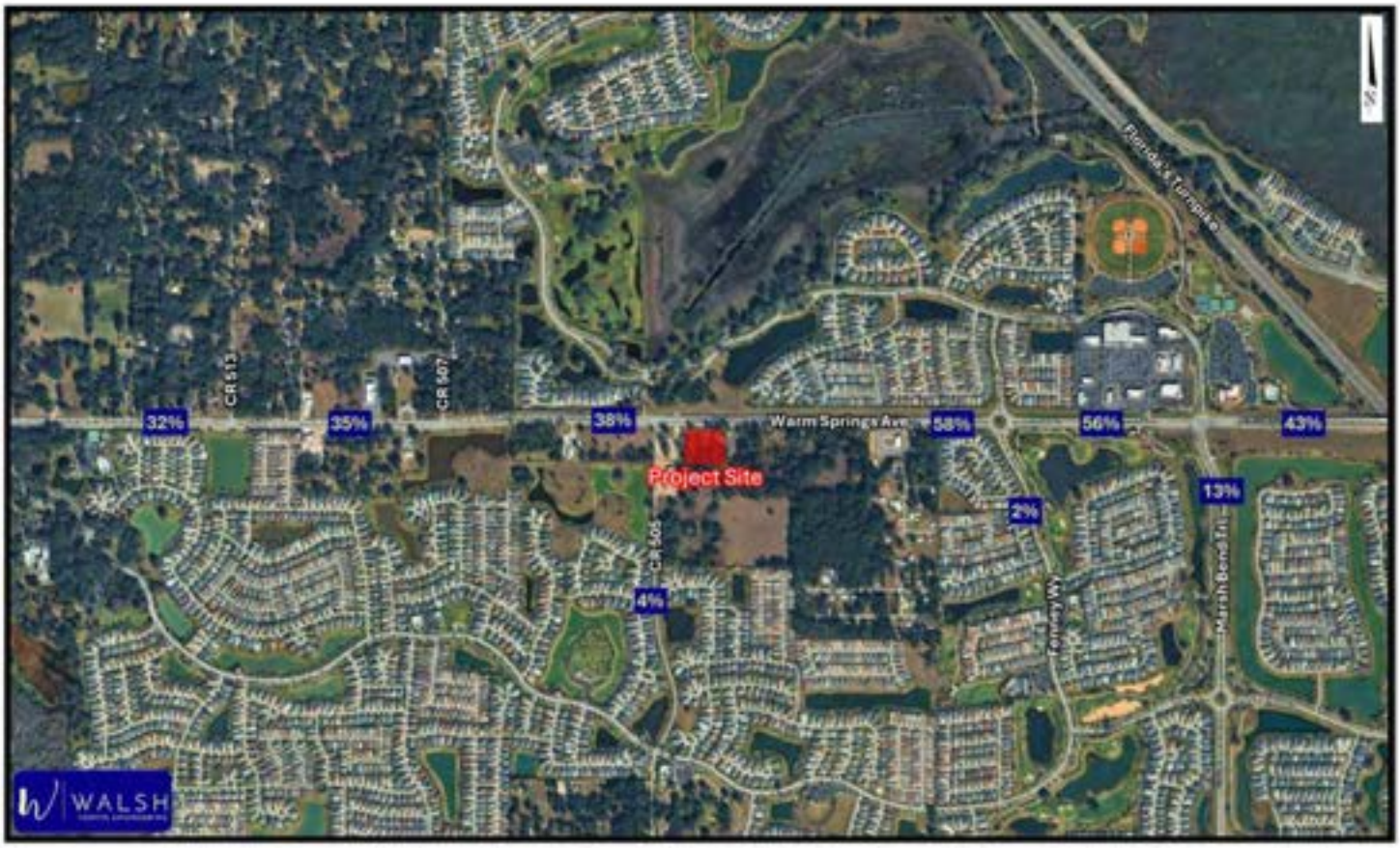


Figure 7 – New External Project Trips (AM Peak Hour)

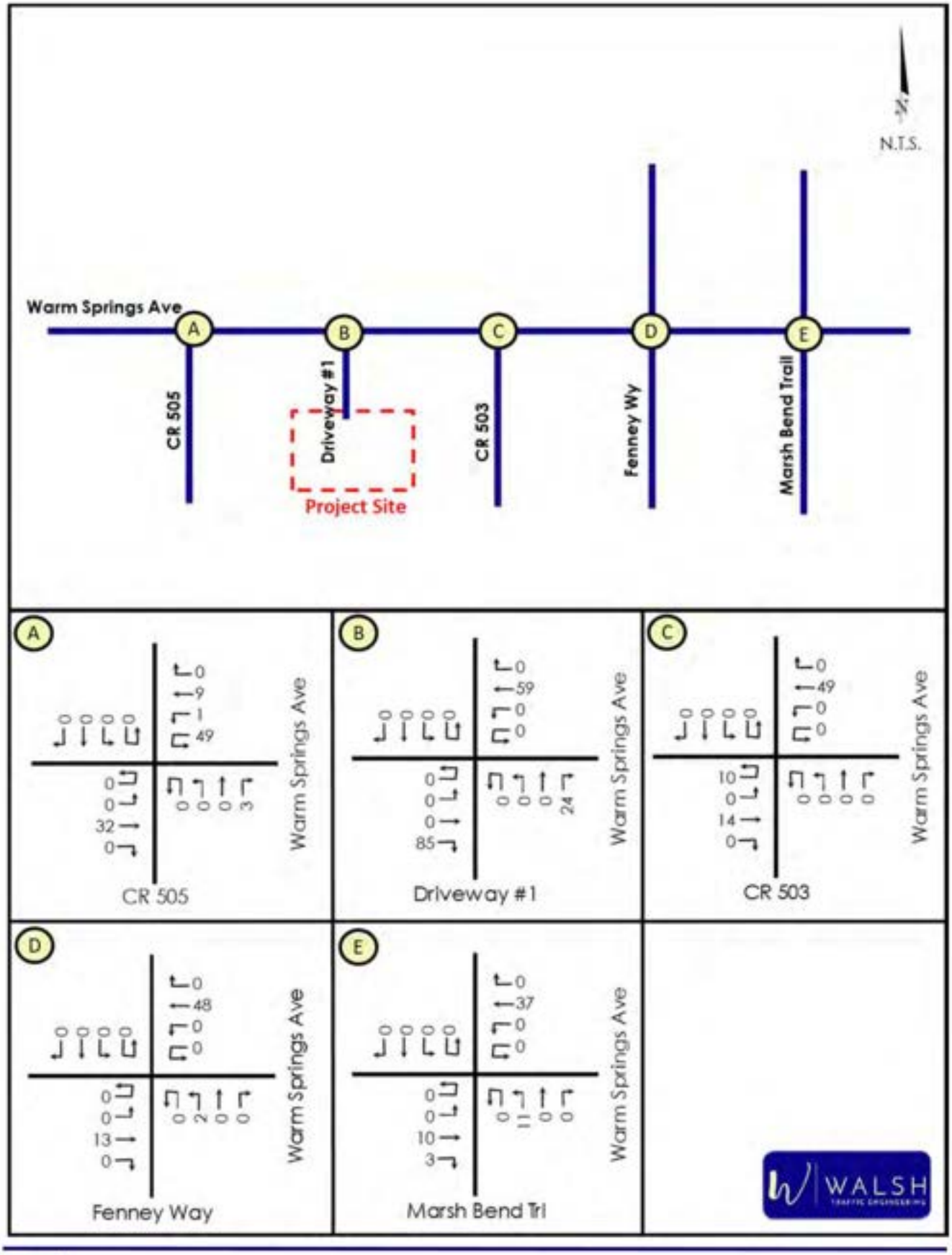
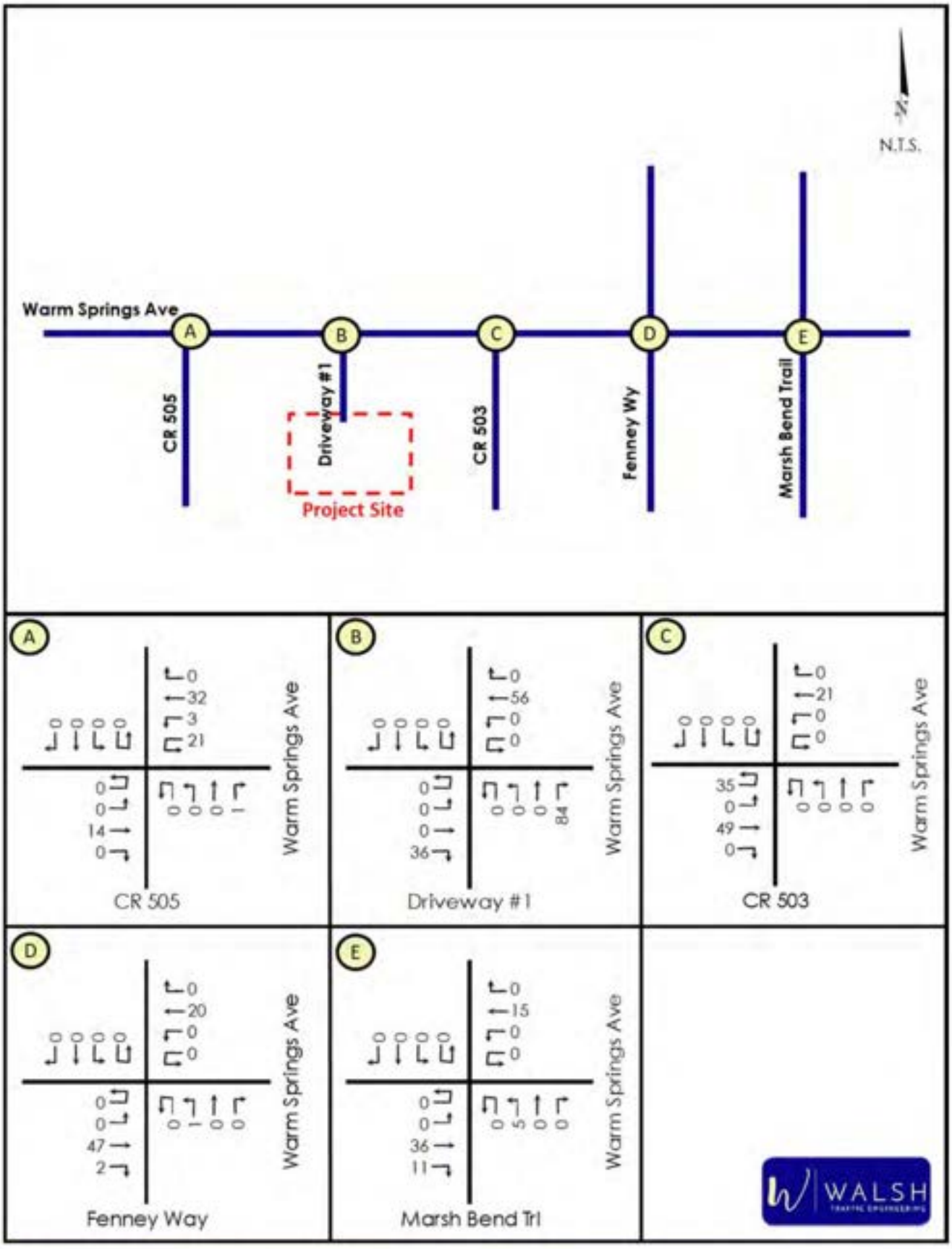


Figure 8 – New External Project Trips (PM Peak Hour)



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 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	Approach				Overall
			EB	WB	NB	SB	Intxn	EB	WB	NB	SB	Intxn
Warm Springs Ave at CR 505	STOP	Delay (sec/veh)	-	-	15.0	-	-	-	-	12.3	-	-
		LOS	-	-	B	-	-	-	-	B	-	-
		Highest V/C	-	-	0.17	-	-	-	-	0.128	-	-
Warm Springs Ave at Driveway #1	STOP	Delay (sec/veh)	-	-	11.4	-	-	-	-	11.2	-	-
		LOS	-	-	B	-	-	-	-	B	-	-
		Highest V/C	-	-	0.042	-	-	-	-	0.134	-	-
Warm Springs Ave at CR 503	STOP	Delay (sec/veh)	-	-	13.5	-	-	-	-	13.4	-	-
		LOS	-	-	B	-	-	-	-	B	-	-
		Highest V/C	-	-	0.038	-	-	-	-	0.037	-	-
Warm Springs Ave at Fenney Wy	Roundabout	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	Signal	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

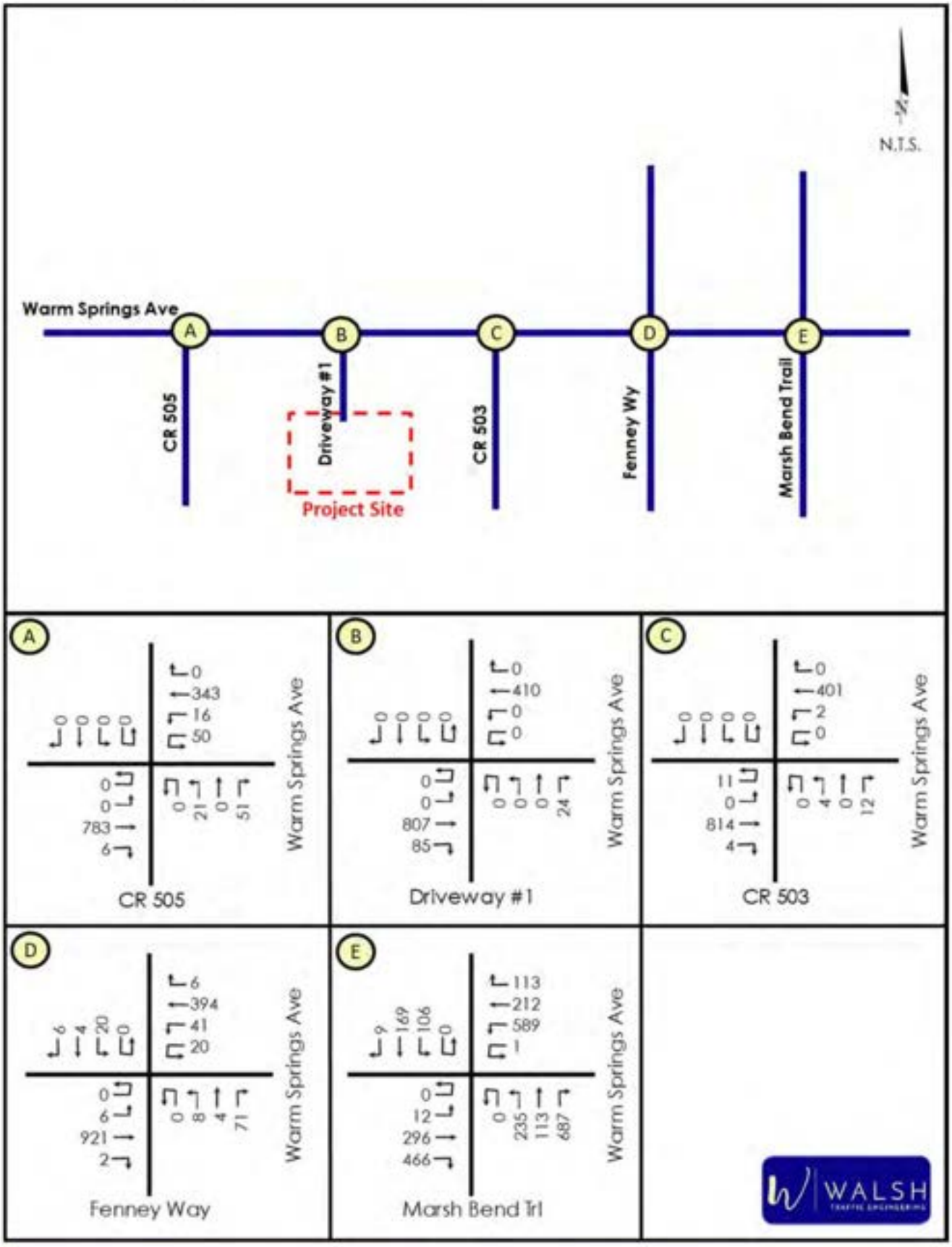
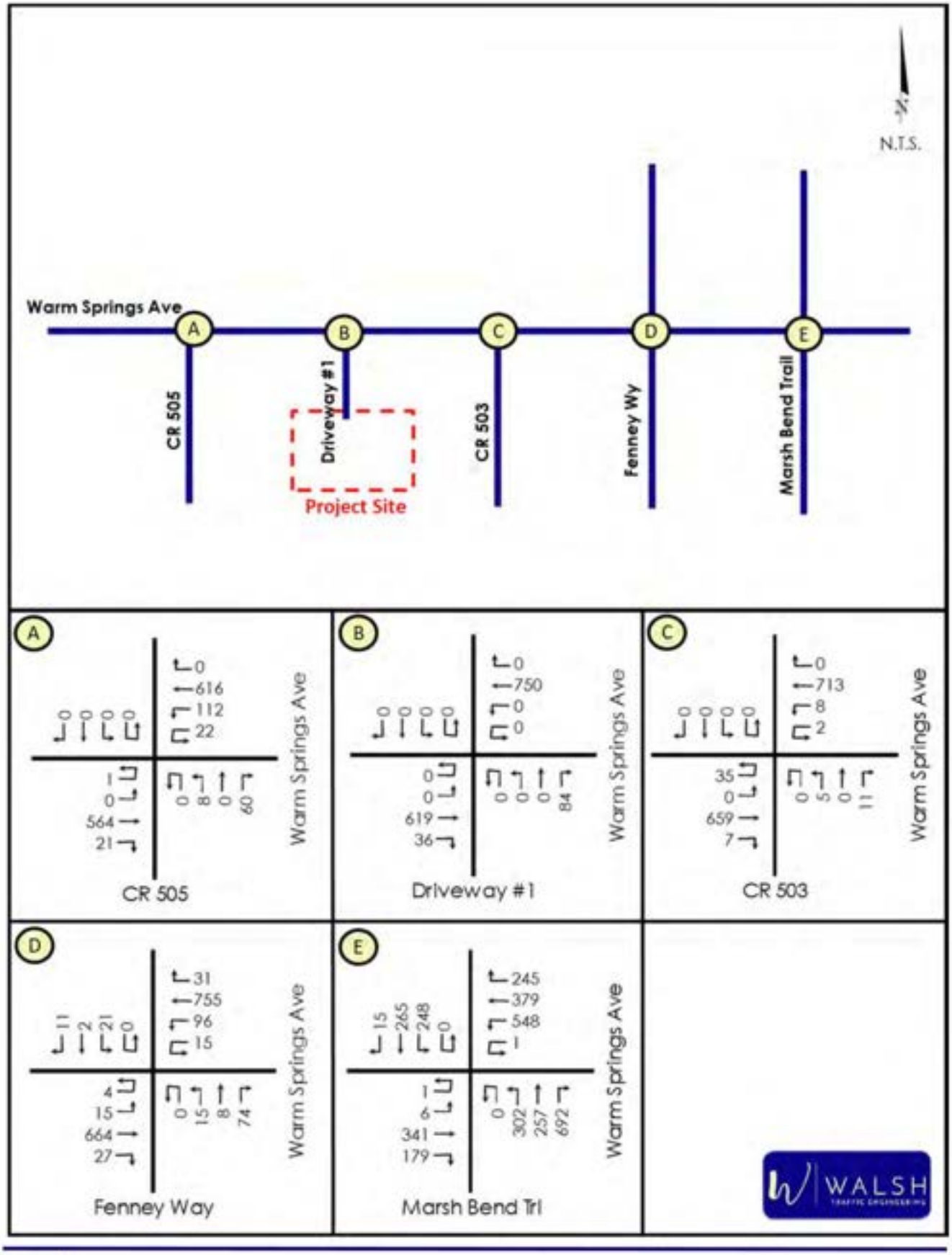


Figure 10 - Future Buildout (2028) PM Peak-Hour Traffic Volumes



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	Approach				Overall
		EB	WB	NB	SB	Intxn	EB	WB	NB	SB	Intxn
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.

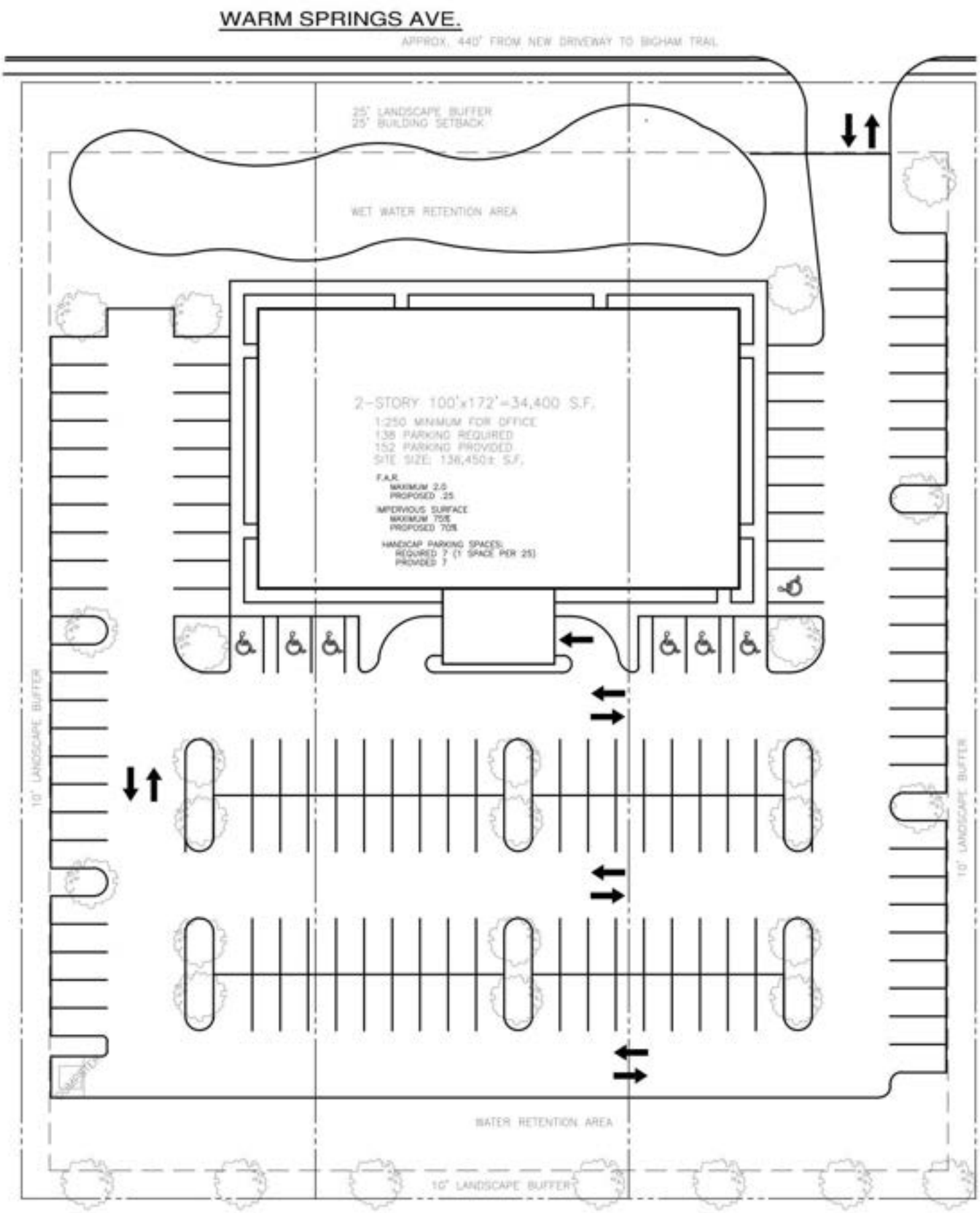
CONCLUSIONS

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



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

1.2 As noted.

MEMORANDUM

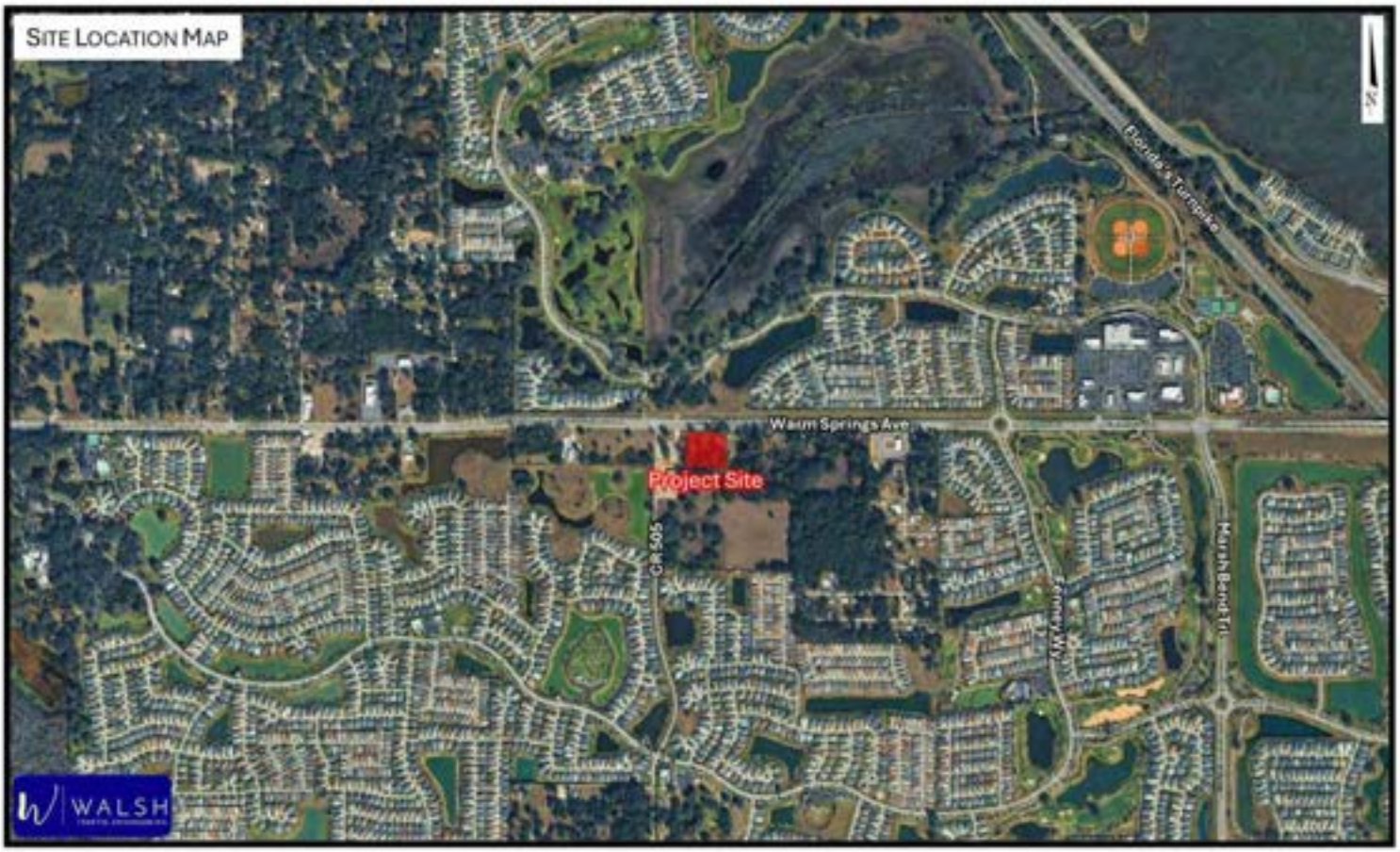
To: Mr. Matthew Tadlock - Assistant Public Works Director, Sumter County

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

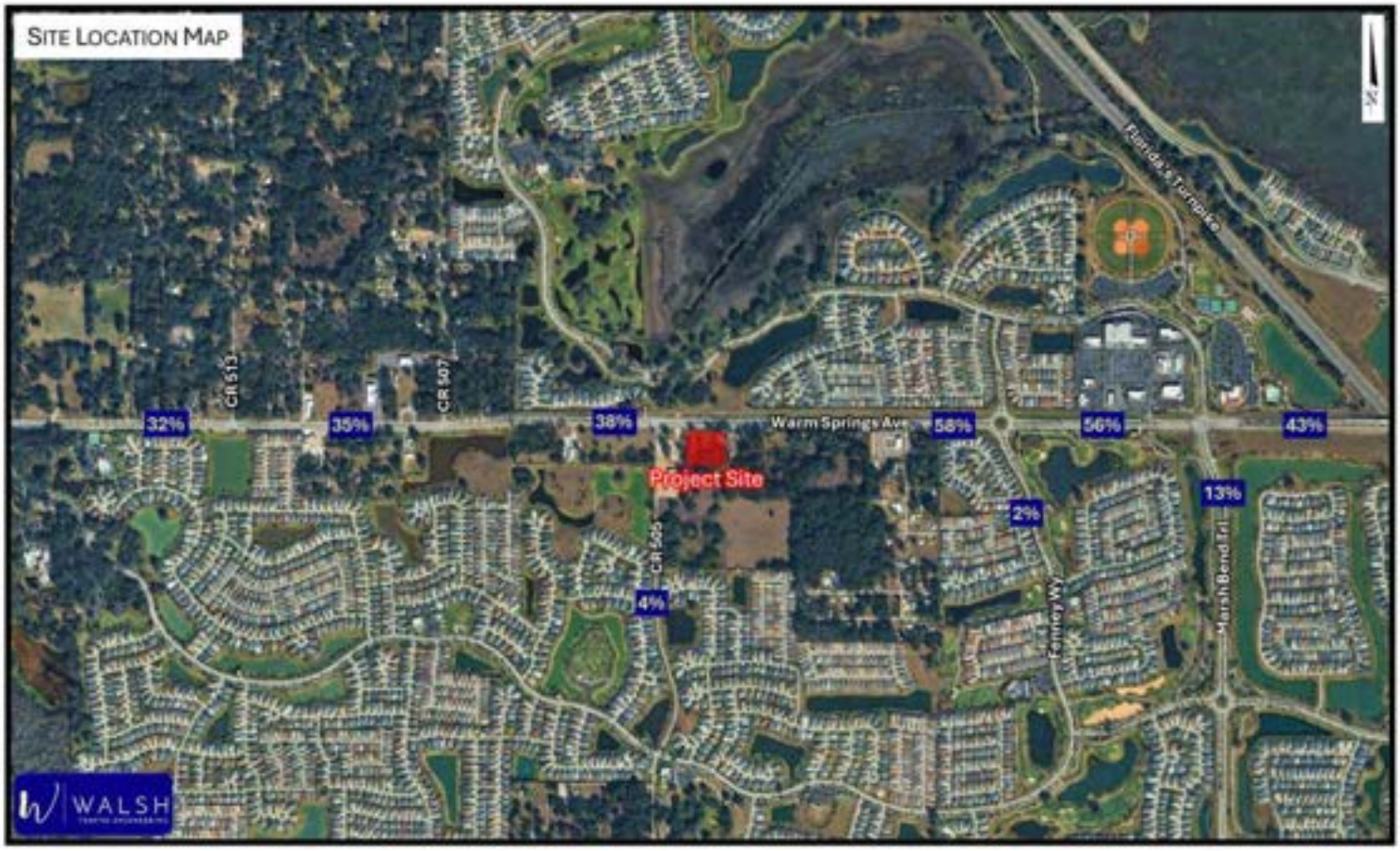
Land Use	ITE Land Use Code	Intensity	Daily Total Trips		
			In	Out	Total
Medical Office	720	34.00 KSF	653	652	1,305

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 (fka CR 501) at Warm Springs Ave as study intersection since they are major intersections that are part of an impacted roadway. 1.1 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 conditons 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

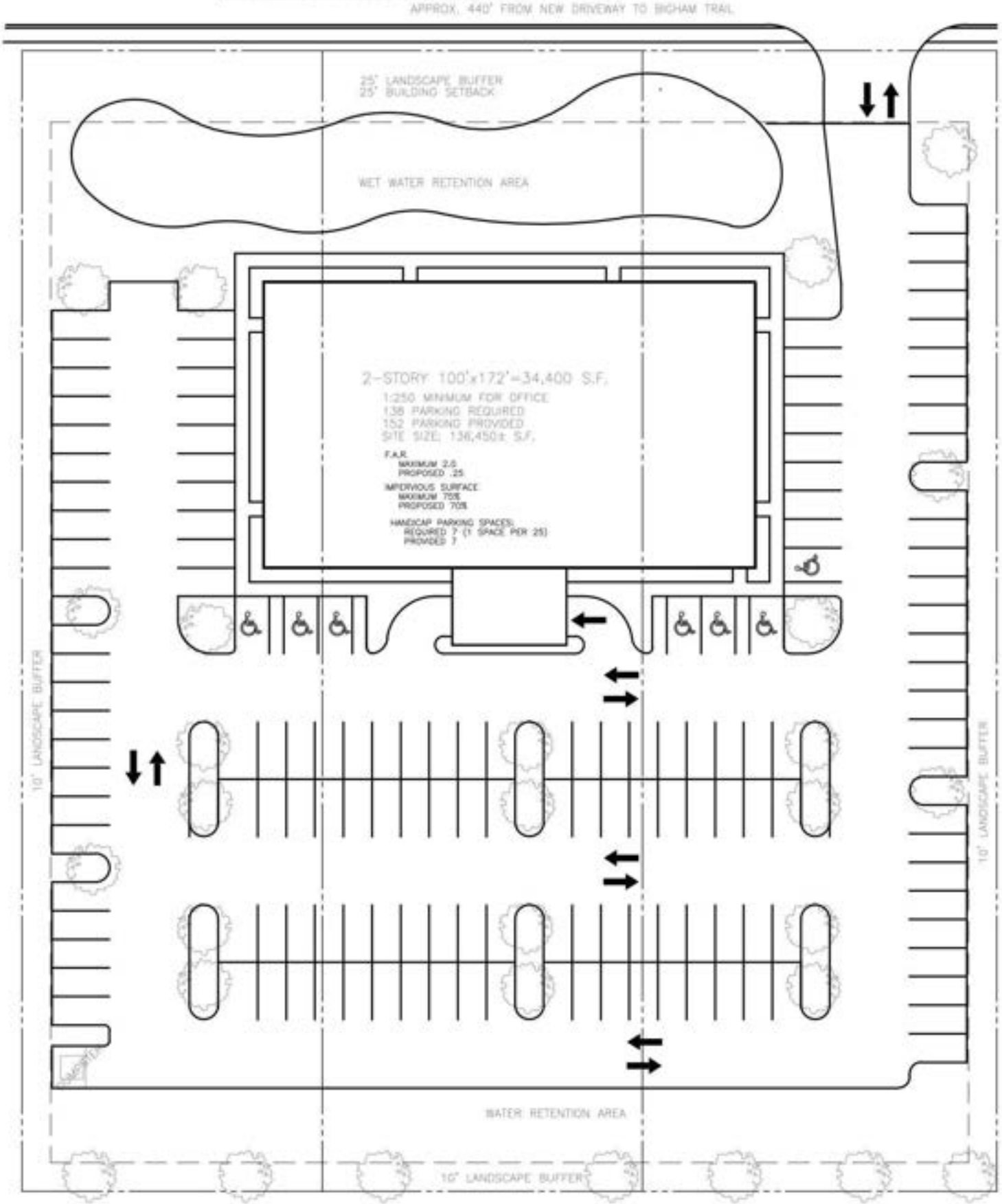
An alternative mode analysis will be conducted to evaluate present and programmed bike, pedestrian, and transit mobility options. Planned bicycle and pedestrian connections within the development will be documented.

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



SCHEME - A (3-ACRES)

IMPERVIOUS SURFACE RATIO = 75% ALLOWED

Sumter County 2023 CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROADSHARE	FROM	TO	LANES (2023)	LANES (2028)	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2023 AADT	2023 DAILY V/C	2023 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR NB/EB VOLUME	2023 PEAK HOUR SB/WB VOLUME	2023 PEAK HOUR V/C	2023 PEAK HOUR LOS	PEAK HOUR TWO-WAY DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR TWO-WAY VOLUME	2023 PEAK HOUR TWO-WAY V/C	2023 PEAK HOUR TWO-WAY LOS	GROWTH RATE
3557110	36		SUMTER	45	1.02	WARM SPRINGS AVE	US 301/SR 35	CR 513	4	4	D	33,570	11,449	0.34	C	1,665	376	472	0.28	C	3,024	848	C	0.28	3.50%
3557120	2020-52		SUMTER	55	1.74	WARM SPRINGS AVE	CR 513	CR 501	4	4	D	33,570	16,157	0.48	C	1,665	370	548	0.33	C	3,024	926	C	0.31	9.25%
3557130	35		SUMTER	55	2.00	WARM SPRINGS AVE	CR 501	SANDALWOOD DR	4	4	D	35,249	25,529	0.72	C	1,748	496	521	0.30	C	3,175	1,017	C	0.32	1.00%

■ **TRAFFIC IMPACT ANALYSIS**

WARM SPRINGS AVENUE AT CR 507 COMMERCIAL DEVELOPMENT

SUMTER COUNTY, FLORIDA

DECEMBER 2024

Excerpts from Warm Springs Commercial TIA

PREPARED BY:

WALSH TRAFFIC ENGINEERING, LLC

285 PALMETTO SPRINGS STREET

DEBARY, FLORIDA 32713

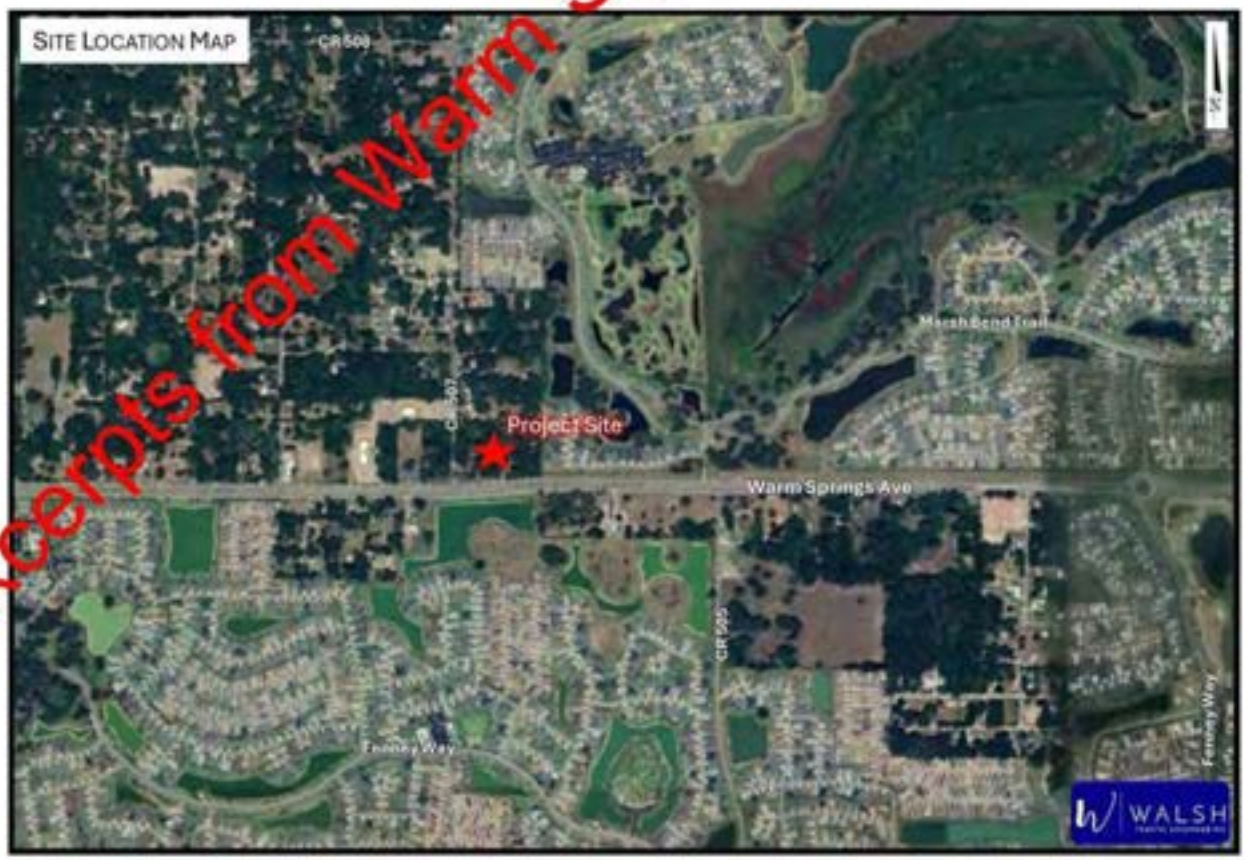
PHONE – 386.668.0062

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 (~8.1 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



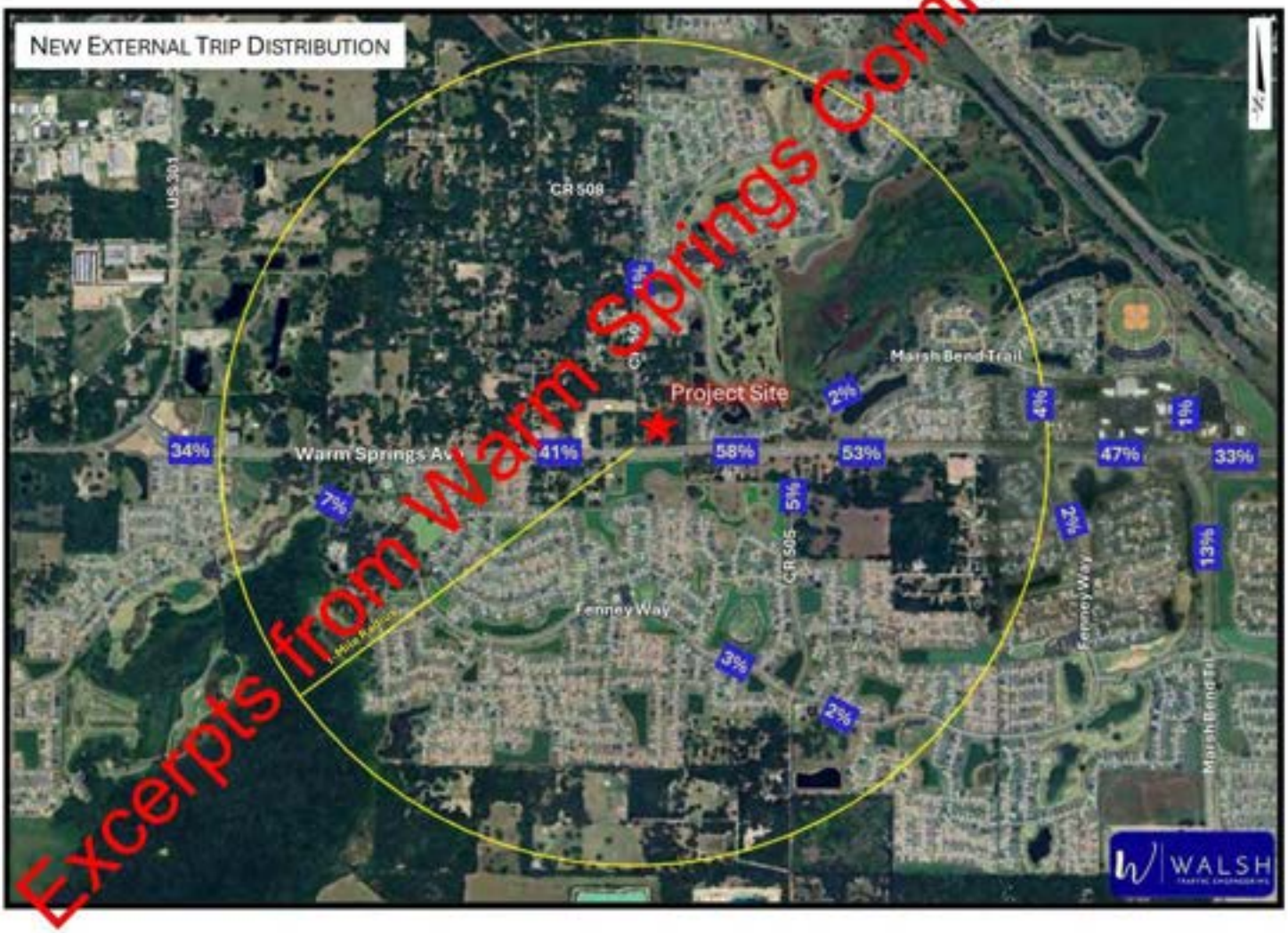
Excerpts from Warm Springs Commercial TIA

TRIP DISTRIBUTION

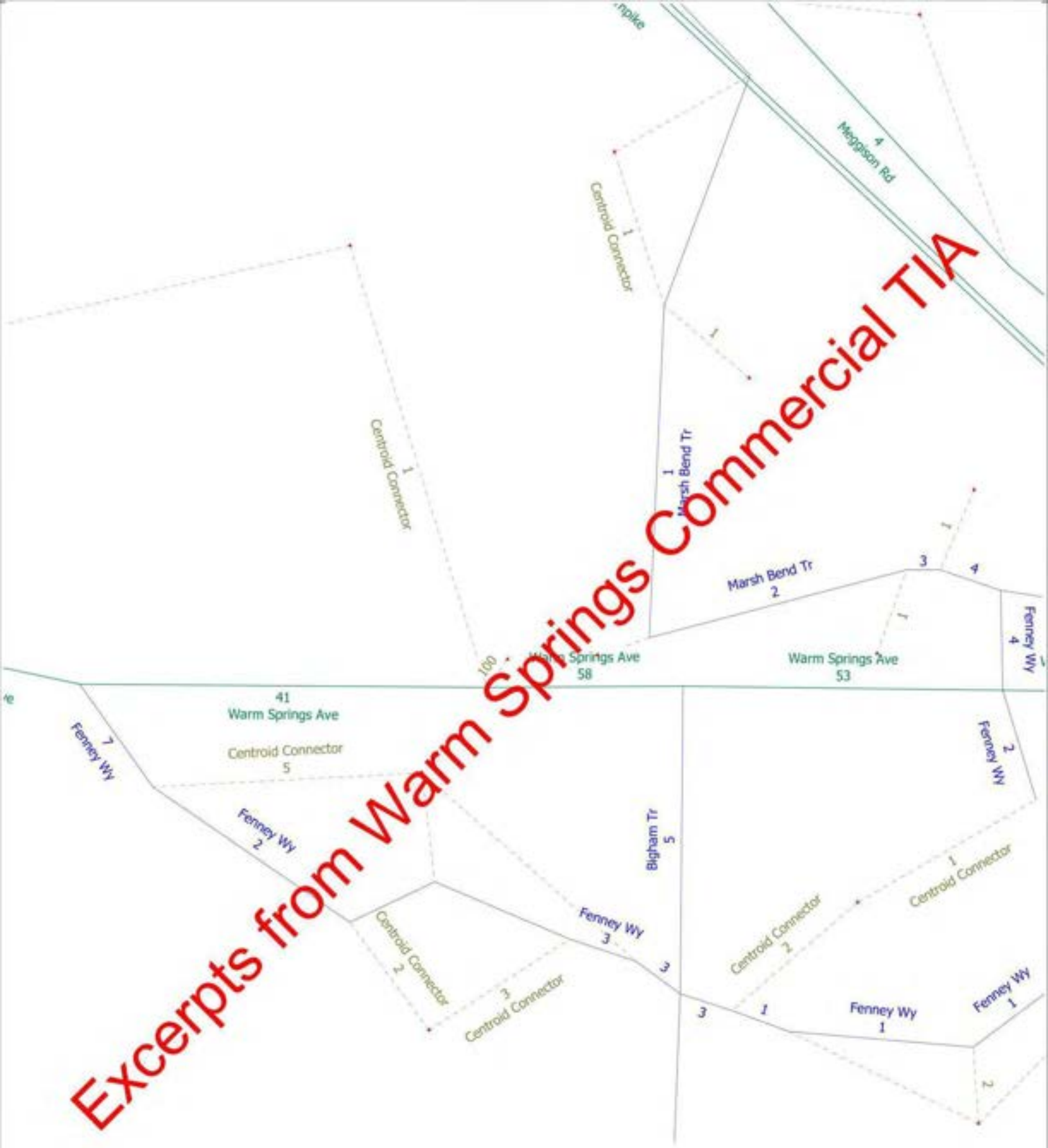
The trip distribution pattern defines the primary corridors that will be traveled by the new external traffic generated by the project. The approved trip distribution for the new external trips, as included in the approved methodology, was estimated based on the CFRPM version 7. The approved trip distribution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

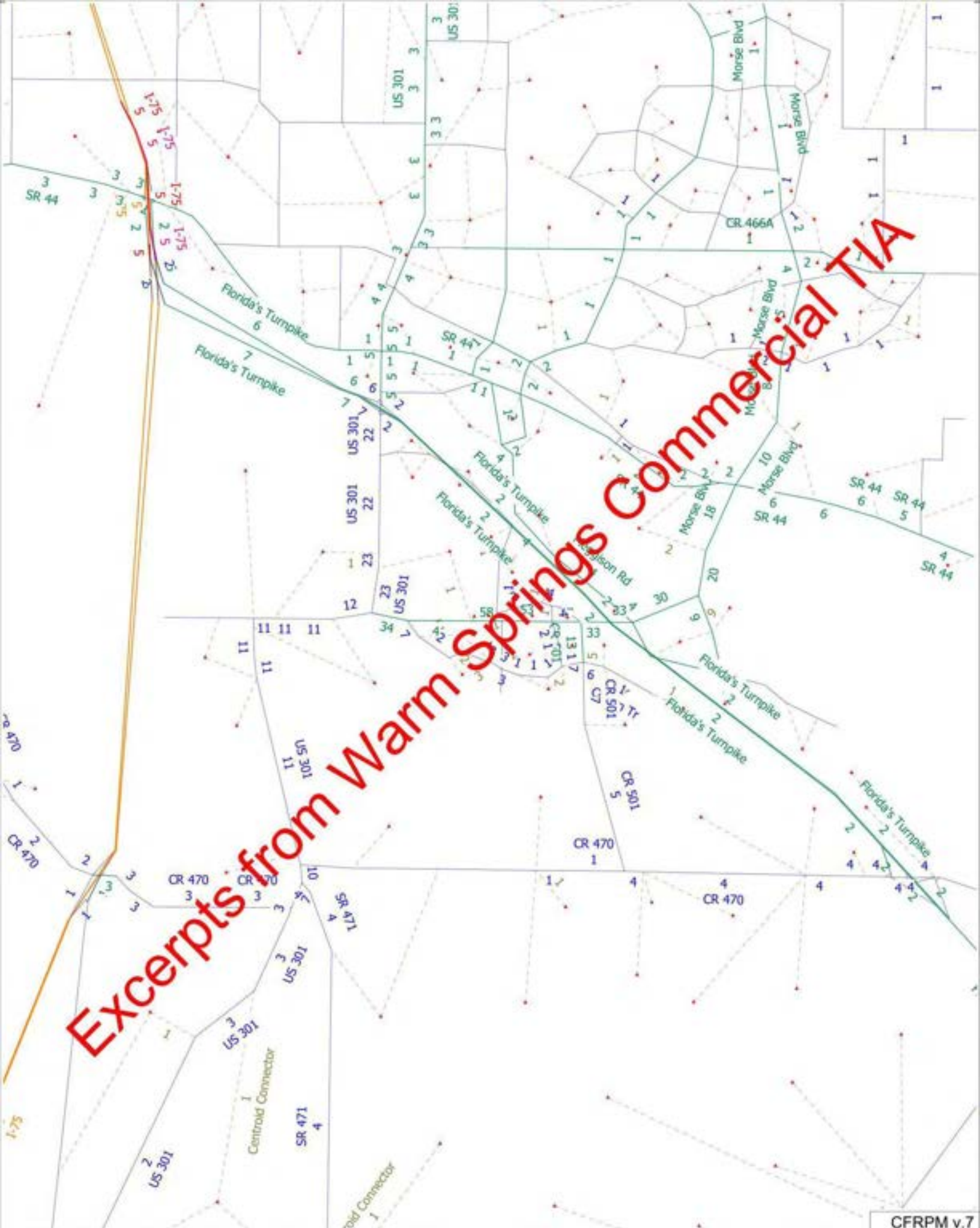
Figure 6 - Trip Distribution (New External Trips)



Excerpts from Warm Springs Commercial TIA



Excerpts from Warm Springs Commercial TIA


Excerpts from Warm Springs Commercial TIA
SR 44
I-75
Florida's Turnpike
US 301
Morse Blvd
CR 466A
Hodgson Rd
CR 470
CR 501
SR 471
Centroid Connector
CFRPM v.7

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: 1-Way Stop(NB)

Project ID: 26-130113-003
Date: 4/7/2026

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	6	0	7	0	0	0	0	0	0	167	0	0	1	59	0	0	240
7:15 AM	8	0	10	0	0	0	0	0	0	178	0	0	2	60	0	0	258
7:30 AM	4	0	16	0	0	0	0	0	0	152	0	0	4	76	0	1	253
7:45 AM	2	0	13	0	0	0	0	0	0	137	5	0	6	87	0	0	250
8:00 AM	4	0	12	0	0	0	0	0	0	123	6	1	6	69	0	0	221
8:15 AM	6	0	16	0	0	0	0	0	0	125	4	1	7	77	0	0	236
8:30 AM	5	0	12	0	0	0	0	0	0	124	3	0	7	97	0	0	248
8:45 AM	9	0	27	0	0	0	0	0	0	129	4	0	8	85	0	0	262
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	44	0	113	0	0	0	0	0	0	1135	22	2	41	610	0	1	1968
APPROACH % 's :	28.03%	0.00%	71.97%	0.00%					0.00%	97.93%	1.90%	0.17%	6.29%	93.56%	0.00%	0.15%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	20	0	46	0	0	0	0	0	0	634	5	0	13	282	0	1	1001
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	0.970
	0.825									0.897				0.796			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	0	14	0	0	0	0	0	0	129	8	1	22	116	0	1	293
4:15 PM	7	0	15	0	0	0	0	0	0	110	5	0	18	135	0	0	290
4:30 PM	2	0	9	0	0	0	0	0	0	131	5	0	20	116	0	1	284
4:45 PM	4	0	15	0	0	0	0	0	0	93	7	0	22	118	0	0	259
5:00 PM	0	0	15	0	0	0	0	0	0	130	3	0	23	130	0	0	301
5:15 PM	2	0	18	0	0	0	0	0	0	110	3	1	27	129	0	0	290
5:30 PM	1	0	13	0	0	0	0	0	0	98	3	0	10	90	0	0	215
5:45 PM	4	0	16	0	0	0	0	0	0	64	3	0	9	96	0	1	193
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	22	0	115	0	0	0	0	0	0	865	37	2	151	930	0	3	2125
APPROACH % 's :	16.06%	0.00%	83.94%	0.00%					0.00%	95.69%	4.09%	0.22%	13.93%	85.79%	0.00%	0.28%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	8	0	57	0	0	0	0	0	0	464	18	1	92	493	0	1	1134
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	0.942
	0.813									0.888				0.939			

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 505/Bigham Trl & Warm Springs Ave/CR 468
City: Wildwood
Control: 1-Way Stop(NB)

Project ID: 26-130113-003
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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	6	0	7	0	0	0	0	0	0	159	0	0	1	55	0	0	228
7:15 AM	8	0	10	0	0	0	0	0	0	170	0	0	2	58	0	0	248
7:30 AM	4	0	16	0	0	0	0	0	0	139	0	0	4	74	0	1	238
7:45 AM	2	0	13	0	0	0	0	0	0	117	5	0	6	82	0	0	225
8:00 AM	4	0	12	0	0	0	0	0	0	111	6	1	6	63	0	0	203
8:15 AM	6	0	15	0	0	0	0	0	0	112	4	1	6	66	0	0	210
8:30 AM	5	0	12	0	0	0	0	0	0	109	3	0	7	91	0	0	227
8:45 AM	8	0	27	0	0	0	0	0	0	117	4	0	8	78	0	0	242
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	43	0	112	0	0	0	0	0	0	1034	22	2	40	567	0	1	1821
APPROACH % 's :	27.74%	0.00%	72.26%	0.00%					0.00%	97.73%	2.08%	0.19%	6.58%	93.26%	0.00%	0.16%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	20	0	46	0	0	0	0	0	0	585	5	0	13	269	0	1	939
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	0.947
	0.825				0.000				0.868				0.804				

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	0	14	0	0	0	0	0	0	123	8	1	22	113	0	1	284
4:15 PM	7	0	15	0	0	0	0	0	0	106	5	0	18	129	0	0	280
4:30 PM	2	0	9	0	0	0	0	0	0	130	5	0	20	114	0	1	281
4:45 PM	4	0	15	0	0	0	0	0	0	92	7	0	22	107	0	0	247
5:00 PM	0	0	15	0	0	0	0	0	0	127	3	0	23	120	0	0	288
5:15 PM	2	0	18	0	0	0	0	0	0	106	3	1	27	127	0	0	284
5:30 PM	1	0	13	0	0	0	0	0	0	97	3	0	10	87	0	0	211
5:45 PM	4	0	16	0	0	0	0	0	0	64	3	0	9	94	0	1	191
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	22	0	115	0	0	0	0	0	0	845	37	2	151	891	0	3	2066
APPROACH % 's :	16.06%	0.00%	83.94%	0.00%					0.00%	95.59%	4.19%	0.23%	14.45%	85.26%	0.00%	0.29%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	8	0	57	0	0	0	0	0	0	455	18	1	92	468	0	1	1100
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	0.955
	0.813				0.000				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: 1-Way Stop(NB)

Project ID: 26-130113-003
Date: 4/7/2026

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	4	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	1	0	0	0	0	0	0	101	0	0	1	43	0	0	147
APPROACH % 's :	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																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	49	0	0	0	13	0	0	62
PEAK HR FACTOR :	0.000	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
										0.613				0.650			

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	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	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	20	0	0	0	39	0	0	59
APPROACH % 's :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	9	0	0	0	25	0	0	34
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	0.654
										0.563				0.568			

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 505/Bigham Trl & Warm Springs Ave/CR 468
City: Wildwood
Control: 1-Way Stop(NB)

Project ID: 26-130113-003
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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH % 's :																	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

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

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 505/Bigham Trl & Warm Springs Ave/CR 468
City: Wildwood

Project ID: 26-130113-003
Date: 4/7/2026

Data - Pedestrians (Crosswalks)

NS/ EW Streets:	CR 505/Bigham Trl		CR 505/Bigham Trl		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	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
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		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

CR 505/Bigham Trl & Warm Springs Ave/CR 468

Peak Hour Turning Movement Count

ID: 26-130113-003
City: Wildwood

Day: Tuesday
Date: 4/7/2026

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

CR 505/Bigham Trl

SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Warm Springs Ave/CR 468)

AM	NOON	PM	
302	0	502	⇦
0	0	1	↶ 0
0	0	0	↱ 0
634	0	464	→ 0
5	0	18	↳ 0
AM	NOON	PM	

WESTBOUND (Warm Springs Ave/CR 468)

PM	NOON	AM	
0	0	0	0 ↰
493	0	282	0 ←
92	0	13	0 ↲
1	0	1	0 ↲
522	0	681	⇨
PM	NOON	AM	

CONTROL

1-Way Stop(NB)

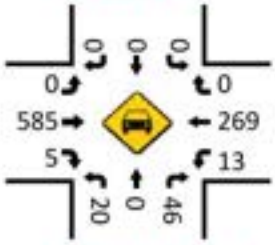
	AM	NOON	PM
TEV	1001	0	1134
PHF	0.97		0.94

NORTHBOUND

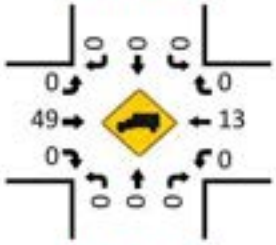
PM	110	0	8	0	57	PM
NOON	0	0	0	0	0	NOON
AM	18	0	20	0	46	AM

CR 505/Bigham Trl

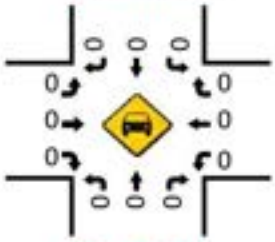
Cars (AM)



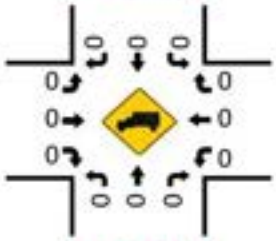
HT (AM)



Cars (NOON)



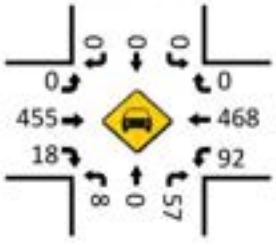
HT (NOON)



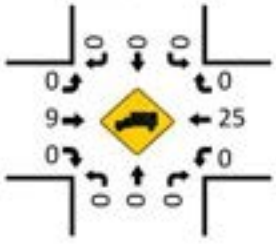
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



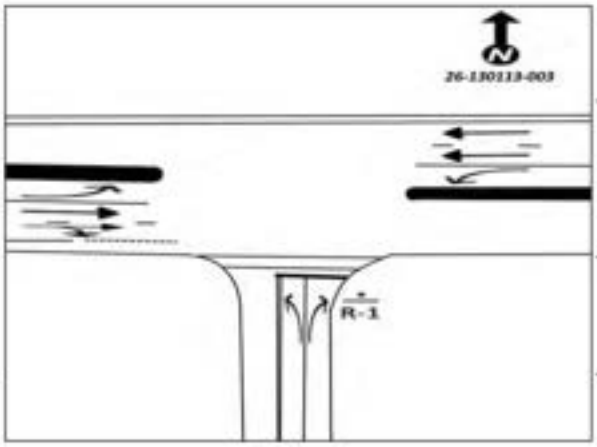
LOCATION: CR 505/Bigham Trl & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

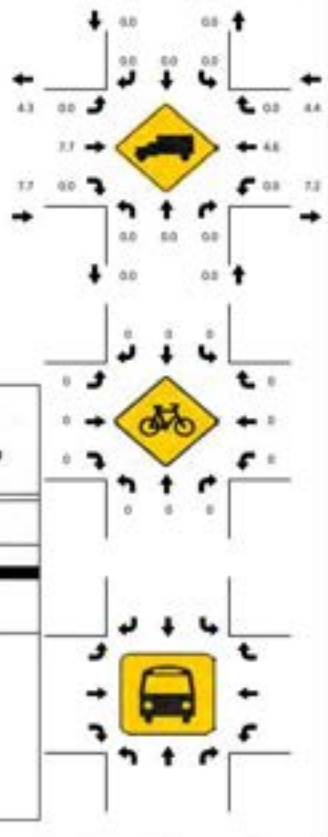
PROJECT ID: 26-130113-003
DATE: Tue, Apr 07, 2026

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



National Data & Surveying Services





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	167	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	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses																					0	
Stopped Buses																						

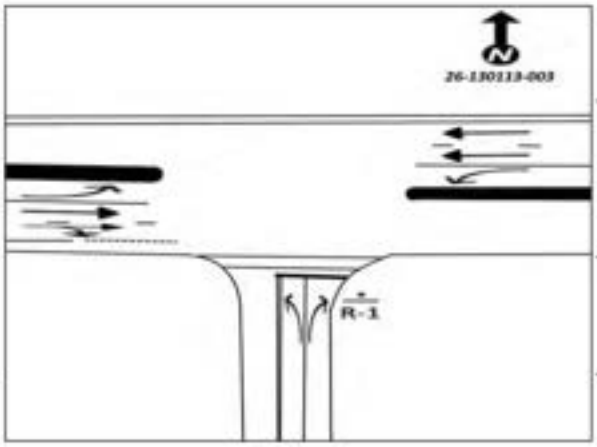
LOCATION: CR 505/Bigham Trl & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

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

Peak Hour Factor: 0.94

National Data & Surveying Services



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	129	8	1		22	116	0	1		293	1126
4:15 PM	7	0	15	0		0	0	0	0		0	110	5	0		18	135	0	0		290	1134
4:30 PM	2	0	9	0		0	0	0	0		0	131	5	0		20	116	0	1		284	1134
4:45 PM	4	0	15	0		0	0	0	0		0	93	7	0		22	118	0	0		259	1065
5:00 PM	0	0	15	0		0	0	0	0		0	130	3	0		23	130	0	0		301	999
5:15 PM	2	0	18	0		0	0	0	0		0	110	3	1		27	129	0	0		290	698
5:30 PM	1	0	13	0		0	0	0	0		0	98	3	0		10	90	0	0		215	408
5:45 PM	4	0	16	0		0	0	0	0		0	64	3	0		9	96	0	1		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	524	28	4		108	520	0	4		1276
Heavy Trucks	0	0	0	0		0	0	0	0		0	16	0	0		0	44	0	0		60
Pedestrians		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
Stopped Buses																					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sumter County Rd 503 & Warm Springs Ave/CR 468
City: Wildwood
Control: 1-Way Stop(NB)

Project ID: 26-130113-004
Date: 4/7/2026

Data - Total

NS/ EW Streets:	Sumter County Rd 503				Sumter County Rd 503				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	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	0	25	0	0	0	0	0	0	1234	14	1	14	651	0	3	1949
APPROACH % 's :	21.88%	0.00%	78.13%	0.00%					0.00%	98.80%	1.12%	0.08%	2.10%	97.46%	0.00%	0.45%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	4	0	12	0	0	0	0	0	0	675	3	1	2	297	0	0	994
PEAK HR FACTOR :	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.893	0.250	0.250	0.500	0.798	0.000	0.000	0.945
	0.500								0.898				0.795				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	3	0	0	0	0	0	0	138	2	1	3	144	0	0	291
4:15 PM	2	0	2	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	142	0	0	260
5:00 PM	2	0	3	0	0	0	0	0	0	138	0	0	1	146	0	2	292
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	81	0	0	1	107	0	0	191
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	10	0	16	0	0	0	0	0	0	971	10	2	22	1073	0	2	2106
APPROACH % 's :	38.46%	0.00%	61.54%	0.00%					0.00%	98.78%	1.02%	0.20%	2.01%	97.81%	0.00%	0.18%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	5	0	11	0	0	0	0	0	0	515	6	0	7	584	0	2	1130
PEAK HR FACTOR :	0.625	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.000	0.933	0.375	0.000	0.875	0.954	0.000	0.250	0.967
	0.800								0.944				0.956				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sumter County Rd 503 & Warm Springs Ave/CR 468
City: Wildwood
Control: 1-Way Stop(NB)

Project ID: 26-130113-004
Date: 4/7/2026

Data - Cars

NS/ EW Streets:	Sumter County Rd 503				Sumter County Rd 503				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	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	3	0	0	0	0	0	0	160	0	0	0	58	0	0	222
7:15 AM	2	0	6	0	0	0	0	0	0	181	0	0	0	55	0	0	244
7:30 AM	1	0	2	0	0	0	0	0	0	161	0	0	1	83	0	0	248
7:45 AM	0	0	1	0	0	0	0	0	0	124	3	1	1	88	0	0	218
8:00 AM	0	0	2	0	0	0	0	0	0	120	5	0	4	67	0	2	200
8:15 AM	0	0	2	0	0	0	0	0	0	120	1	0	2	68	0	0	193
8:30 AM	0	0	4	0	0	0	0	0	0	124	0	0	4	105	0	1	238
8:45 AM	2	0	4	0	0	0	0	0	0	144	3	0	2	85	0	0	240
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	0	24	0	0	0	0	0	0	1134	12	1	14	609	0	3	1803
APPROACH % 's :	20.00%	0.00%	80.00%	0.00%					0.00%	98.87%	1.05%	0.09%	2.24%	97.28%	0.00%	0.48%	
PEAK HR :	[illegible]																TOTAL
PEAK HR VOL :	4	0	12	0	0	0	0	0	0	626	3	1	2	284	0	0	932
PEAK HR FACTOR :	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.865	0.250	0.250	0.500	0.807	0.000	0.000	0.940
	0.500								0.870				0.803				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	3	0	0	0	0	0	0	133	2	1	3	140	0	0	282
4:15 PM	1	0	2	0	0	0	0	0	0	122	1	0	5	141	0	0	272
4:30 PM	1	0	4	0	0	0	0	0	0	136	0	0	2	140	0	0	283
4:45 PM	2	0	2	0	0	0	0	0	0	109	2	0	2	132	0	0	249
5:00 PM	2	0	3	0	0	0	0	0	0	135	0	0	1	138	0	2	281
5:15 PM	0	0	2	0	0	0	0	0	0	126	4	0	2	151	0	0	285
5:30 PM	1	0	0	0	0	0	0	0	0	110	0	1	6	90	0	0	208
5:45 PM	2	0	0	0	0	0	0	0	0	81	0	0	1	105	0	0	189
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	9	0	16	0	0	0	0	0	0	952	9	2	22	1037	0	2	2049
APPROACH % 's :	36.00%	0.00%	64.00%	0.00%					0.00%	98.86%	0.93%	0.21%	2.07%	97.74%	0.00%	0.19%	
PEAK HR :	[illegible]																TOTAL
PEAK HR VOL :	5	0	11	0	0	0	0	0	0	508	6	0	7	561	0	2	1098
PEAK HR FACTOR :	0.625	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.000	0.930	0.375	0.000	0.875	0.929	0.000	0.250	0.963
	0.800								0.941				0.931				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sumter County Rd 503 & Warm Springs Ave/CR 468
City: Wildwood
Control: 1-Way Stop(NB)

Project ID: 26-130113-004
Date: 4/7/2026

Data - HT

NS/ EW Streets:	Sumter County Rd 503				Sumter County Rd 503				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	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	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	10	2	0	0	5	0	0	19
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	16	0	0	0	6	0	0	22
8:45 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	6	0	0	19
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	1	0	0	0	0	0	0	100	2	0	0	42	0	0	146
APPROACH % 's :	50.00%	0.00%	50.00%	0.00%					0.00%	98.04%	1.96%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	49	0	0	0	13	0	0	62
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.650	0.000	0.000	0.596
										0.583				0.650			

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	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	8	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	19	1	0	0	36	0	0	57
APPROACH % 's :	100.00%	0.00%	0.00%	0.00%					0.00%	95.00%	5.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	9	0	0	0	23	0	0	32
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.000	0.000	0.575	0.000	0.000	0.727
										0.563				0.575			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sumter County Rd 503 & Warm Springs Ave/CR 468
City: Wildwood
Control: 1-Way Stop(NB)

Project ID: 26-130113-004
Date: 4/7/2026

Data - Bikes

NS/ EW Streets:	Sumter County Rd 503				Sumter County Rd 503				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	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

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

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sumter County Rd 503 & Warm Springs Ave/CR 468 Project ID: 26-130113-004
City: Wildwood 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		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
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		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

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

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Sumter County Rd 503)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Warm Springs Ave/CR 468)

AM	NOON	PM	
302	0	589	⇦
1	0	0	↩ 0
0	0	0	↱ 0
675	0	515	→ 0
3	0	6	↳ 0

WESTBOUND (Warm Springs Ave/CR 468)

PM	NOON	AM	
0	0	0	↰ 0
584	0	297	← 0
7	0	2	↰ 0
2	0	0	↰ 0
528	0	687	⇨

NORTHBOUND (Sumter County Rd 503)

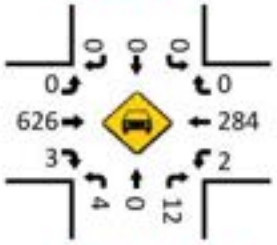
PM	13	0	5	0	11	PM
NOON	0	0	0	0	0	NOON
AM	5	0	4	0	12	AM

CONTROL

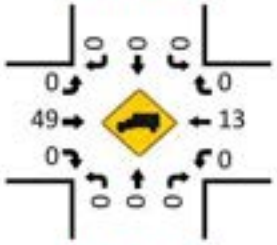
1-Way Stop(NB)

	AM	NOON	PM
TEV	994	0	1130
PHF	0.94		0.97

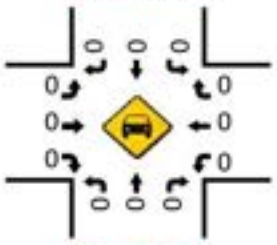
Cars (AM)



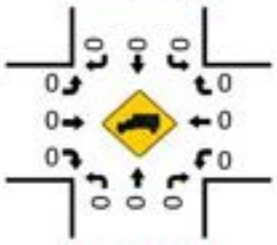
HT (AM)



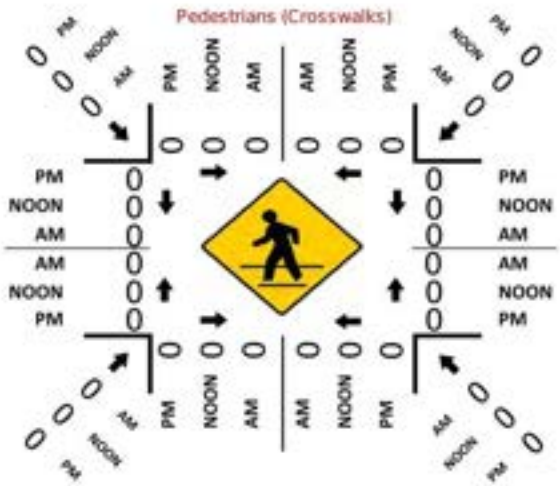
Cars (NOON)



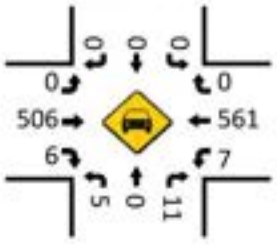
HT (NOON)



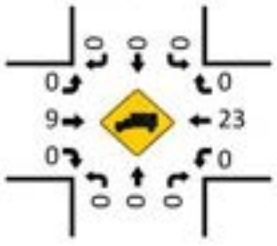
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



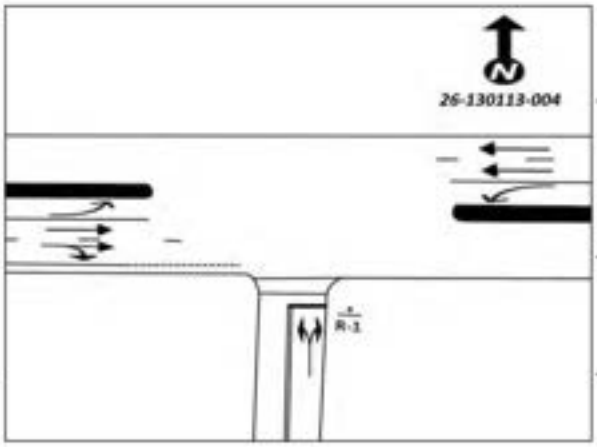
LOCATION: Sumter County Rd 503 & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

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

Peak Hour Factor
0.94

National Data & Surveying Services



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*		
7:00 AM	1	0	3	0		0	0	0	0		0	167	0	0		0	62	0	0		233	994
7:15 AM	2	0	6	0		0	0	0	0		0	189	0	0		0	57	0	0		254	980
7:30 AM	1	0	2	0		0	0	0	0		0	174	0	0		1	85	0	0		263	943
7:45 AM	0	0	1	0		0	0	0	0		0	145	3	1		1	93	0	0		244	940
8:00 AM	1	0	3	0		0	0	0	0		0	130	7	0		4	72	0	2		219	955
8:15 AM	0	0	2	0		0	0	0	0		0	132	1	0		2	80	0	0		217	736
8:30 AM	0	0	4	0		0	0	0	0		0	140	0	0		4	111	0	1		260	519
8:45 AM	2	0	4	0		0	0	0	0		0	157	3	0		2	91	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	756	12	4		4	372	0	0		1180	
Heavy Trucks	0	0	0	0		0	0	0	0		0	84	0	0		0	20	0	0		104	
Pedestrians		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	
Stopped Buses																						

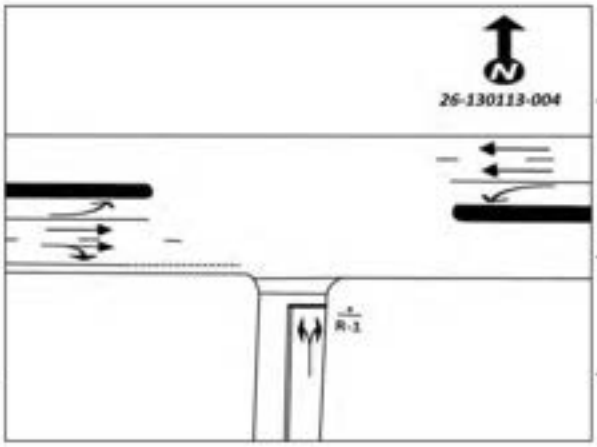
LOCATION: Sumter County Rd 503 & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

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

Peak Hour Factor
0.97

National Data & Surveying Services



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	138	2	1		3	144	0	0		291	1120
4:15 PM	2	0	2	0		0	0	0	0		0	126	2	0		5	145	0	0		282	1121
4:30 PM	1	0	4	0		0	0	0	0		0	137	0	0		2	143	0	0		287	1130
4:45 PM	2	0	2	0		0	0	0	0		0	110	2	0		2	142	0	0		260	1055
5:00 PM	2	0	3	0		0	0	0	0		0	138	0	0		1	146	0	2		292	986
5:15 PM	0	0	2	0		0	0	0	0		0	130	4	0		2	153	0	0		291	694
5:30 PM	1	0	0	0		0	0	0	0		0	111	0	1		6	93	0	0		212	403
5:45 PM	2	0	0	0		0	0	0	0		0	81	0	0		1	107	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	552	16	0		8	612	0	8		1220	
Heavy Trucks	0	0	0	0		0	0	0	0		0	16	0	0		0	40	0	0		56	
Pedestrians		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	
Stopped Buses																						

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 - Total

NS/ EW Streets:	Fenney Wy				Fenney Wy				CR 468/Warm Springs Ave				CR 468/Warm Springs Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	0	7	0	2	2	0	0	0	204	1	0	3	56	2	1	281
7:15 AM	1	1	17	0	7	0	1	0	1	194	1	0	14	69	0	13	319
7:30 AM	1	0	28	0	7	1	0	0	3	188	0	0	6	76	0	2	312
7:45 AM	1	3	16	0	3	1	5	0	1	180	0	0	12	91	3	1	317
8:00 AM	2	1	26	0	7	2	2	0	1	134	0	1	5	91	2	2	276
8:15 AM	4	3	13	0	8	3	5	0	2	150	5	0	4	87	0	2	286
8:30 AM	5	1	18	0	10	1	7	0	4	134	2	0	9	102	1	3	297
8:45 AM	9	2	20	0	5	3	3	0	8	149	4	0	13	111	5	4	336
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	26	11	145	0	49	13	23	0	20	1333	13	1	66	683	13	28	2424
APPROACH % 's :	14.29%	6.04%	79.67%	0.00%	57.65%	15.29%	27.06%	0.00%	1.46%	97.51%	0.95%	0.07%	8.35%	86.46%	1.65%	3.54%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	6	4	68	0	19	4	6	0	5	766	2	0	35	292	5	17	1229
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	0.963
	0.672				0.806				0.943				0.815				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	6	16	0	5	3	4	0	4	128	4	0	22	133	3	3	334
4:15 PM	3	1	18	0	5	0	1	0	4	126	8	0	20	162	5	3	356
4:30 PM	5	5	18	0	4	0	3	0	3	134	6	2	17	149	10	6	362
4:45 PM	1	1	16	0	5	1	1	0	3	118	6	1	25	154	2	1	335
5:00 PM	4	1	19	0	6	1	6	0	3	143	1	0	19	155	9	3	370
5:15 PM	3	2	20	0	5	2	2	0	2	117	2	0	18	149	5	4	331
5:30 PM	2	2	7	0	7	0	3	0	1	114	4	0	14	127	4	2	287
5:45 PM	1	3	11	0	5	6	5	0	2	93	0	0	10	115	6	3	260
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	22	21	125	0	42	13	25	0	22	973	31	3	145	1144	44	25	2635
APPROACH % 's :	13.10%	12.50%	74.40%	0.00%	52.50%	16.25%	31.25%	0.00%	2.14%	94.56%	3.01%	0.29%	10.68%	84.24%	3.24%	1.84%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	13	8	71	0	20	2	11	0	13	521	21	3	81	620	26	13	1423
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	0.810	0.957	0.650	0.542	0.961
	0.821				0.635				0.949				0.974				

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 - Cars

NS/ EW Streets:	Fenney Wy				Fenney Wy				CR 468/Warm Springs Ave				CR 468/Warm Springs Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	0	7	0	2	2	0	0	0	183	1	0	3	48	2	1	252
7:15 AM	1	1	17	0	7	0	1	0	1	174	1	0	14	62	0	13	292
7:30 AM	1	0	28	0	7	1	0	0	3	166	0	0	6	71	0	2	285
7:45 AM	1	3	16	0	3	0	5	0	1	162	0	0	12	86	3	1	293
8:00 AM	2	1	25	0	7	2	2	0	1	122	0	0	4	88	1	2	257
8:15 AM	4	3	13	0	8	3	5	0	2	143	5	0	4	76	0	2	268
8:30 AM	5	1	18	0	10	1	7	0	4	122	2	0	9	93	1	3	276
8:45 AM	9	2	19	0	5	3	2	0	8	132	4	0	12	106	5	4	311
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	26	11	143	0	49	12	22	0	20	1204	13	0	64	630	12	28	2234
APPROACH % 's :	14.44%	6.11%	79.44%	0.00%	59.04%	14.46%	26.51%	0.00%	1.62%	97.33%	1.05%	0.00%	8.72%	85.83%	1.63%	3.81%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	6	4	68	0	19	3	6	0	5	685	2	0	35	267	5	17	1122
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	0.957
	0.672				0.875				0.940				0.794				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	6	16	0	5	3	4	0	4	127	4	0	21	126	3	3	325
4:15 PM	2	1	18	0	4	0	1	0	4	122	8	0	20	155	5	2	342
4:30 PM	5	5	18	0	4	0	3	0	2	128	6	1	17	137	10	6	342
4:45 PM	1	1	16	0	5	1	1	0	3	113	6	1	25	144	2	1	320
5:00 PM	3	1	19	0	6	1	5	0	3	141	1	0	19	141	9	3	352
5:15 PM	3	2	20	0	5	2	2	0	2	114	2	0	18	135	5	4	314
5:30 PM	2	2	7	0	7	0	3	0	1	113	4	0	14	123	4	2	282
5:45 PM	1	3	11	0	5	6	5	0	2	90	0	0	10	110	6	3	252
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	20	21	125	0	41	13	24	0	21	948	31	2	144	1071	44	24	2529
APPROACH % 's :	12.05%	12.65%	75.30%	0.00%	52.56%	16.67%	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																TOTAL
PEAK HR VOL :	11	8	71	0	19	2	10	0	12	504	21	2	81	577	26	12	1356
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	0.810	0.931	0.650	0.500	0.963
	0.804				0.646				0.929				0.956				

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	2	0	0	1	1	0	0	129	0	1	2	53	1	0	190
APPROACH % 's :	0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	99.23%	0.00%	0.77%	3.57%	94.64%	1.79%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	81	0	0	0	25	0	0	107
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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	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	12	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	0	0	1	0	1	0	1	25	0	1	1	73	0	1	106
APPROACH % 's :	100.00%	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%	
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	0.838
			0.500				0.500				0.594				0.786		

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	2	0	0	0	0	0	0	27	0	0	0	31
APPROACH % 's :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH % 's :									0.00%	100.00%	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 ID: 26-130181-001
Date: 5/5/2026

Data - Pedestrians (Crosswalks)

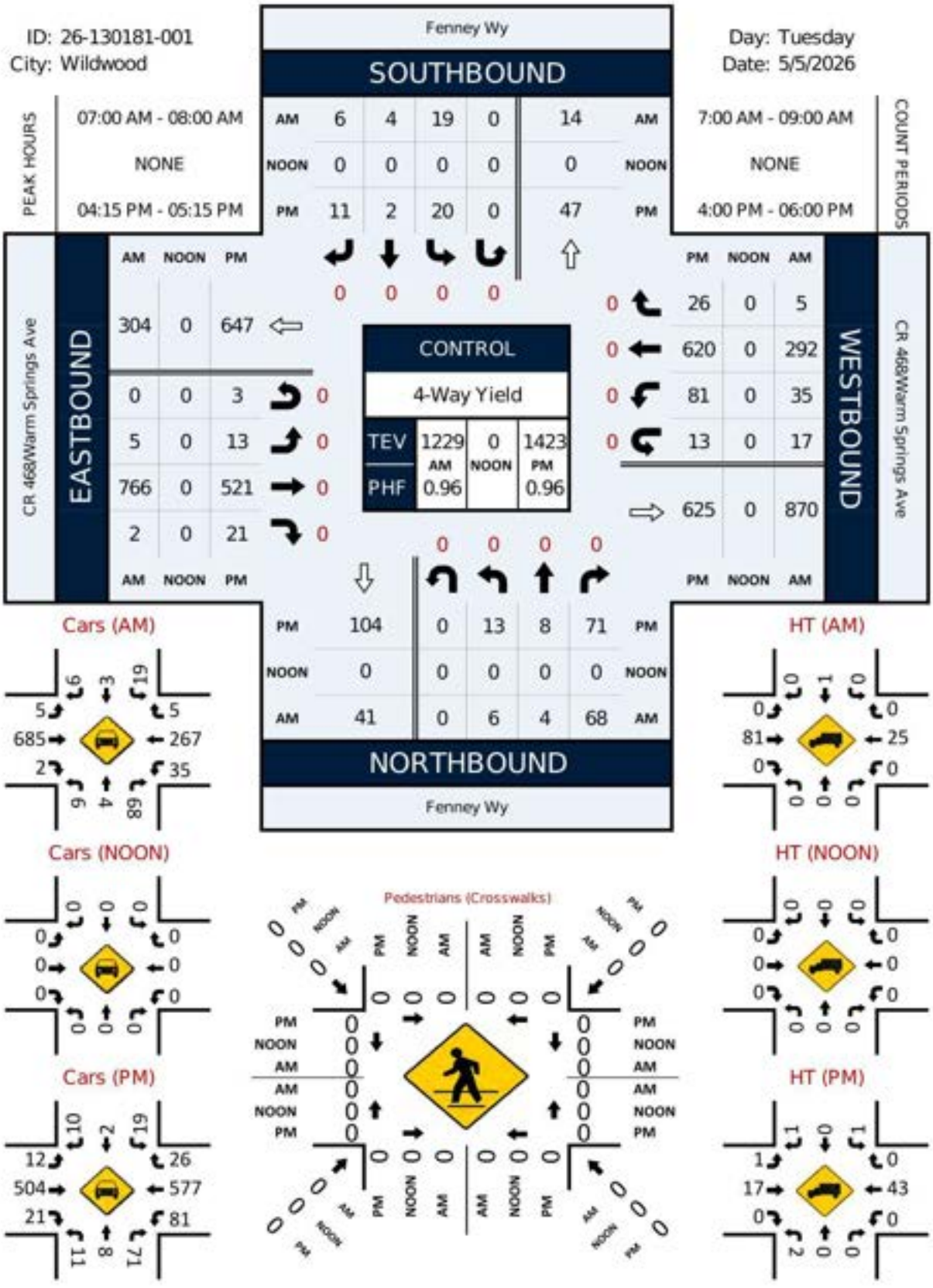
NS/ EW Streets:	Fenney Wy		Fenney Wy		CR 468/Warm Springs Ave		CR 468/Warm Springs Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	1
APPROACH % 's :	0.00%	100.00%							
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		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Fenney Wy & CR 468/Warm Springs Ave

Peak Hour Turning Movement Count



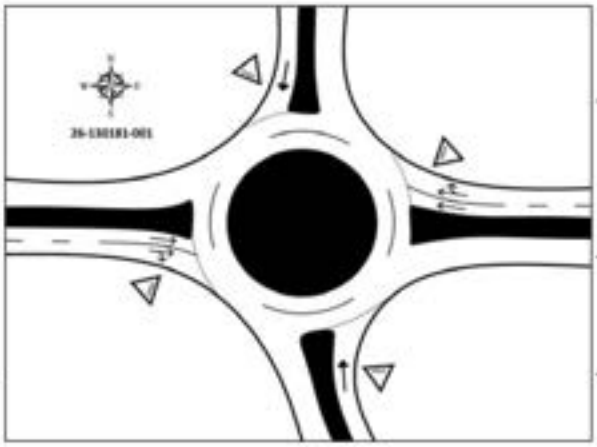
LOCATION: Fenney Wy & CR 468/Warm Springs Ave
CITY/STATE: Wildwood, FL

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

Peak Hour Factor: 0.96

National Data & Surveying Services



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
Bicycles	0	8	0	0		0	8	0	0		0	0	0	0		0	0	0	0		16
Buses																					0
Stopped Buses																					

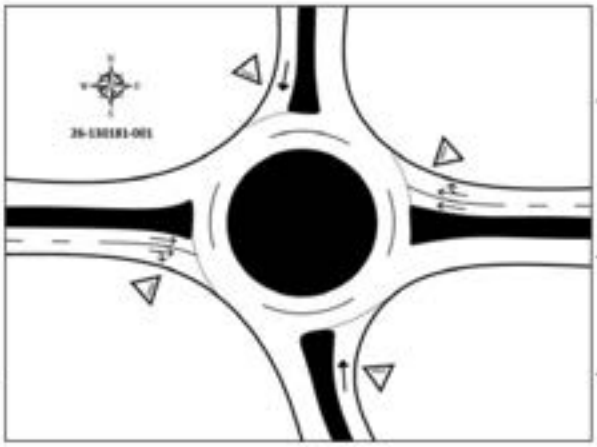
LOCATION: Fenney Wy & CR 468/Warm Springs Ave
CITY/STATE: Wildwood, FL

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

Peak Hour Factor: 0.96

National Data & Surveying Services



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	878
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
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	0	0	0		4
Buses																					0
Stopped Buses																					

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

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	39	14	77	0	19	35	3	0	1	42	93	0	192	30	20	0	565
7:15 AM	41	16	138	0	11	45	1	0	1	61	135	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	69	48	34	1	616
8:00 AM	47	16	126	0	33	37	1	0	2	64	61	0	53	59	20	0	529
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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	361	185	979	0	252	271	18	0	30	570	606	1	817	436	262	1	4789
APPROACH % 's :	23.67%	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%	
PEAK HR :	07:00 AM - 08:00 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 :	0.767	0.727	0.776	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				0.815				0.834				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	43	30	146	0	48	45	4	0	2	80	43	2	103	91	44	0	701
4:15 PM	71	52	143	0	63	55	3	0	1	65	47	0	104	75	55	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	56	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	87	58	49	0	641
5:45 PM	48	24	75	2	32	61	4	0	3	46	32	0	102	65	46	0	540
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	485	344	1063	2	427	473	26	0	12	560	321	4	923	639	430	1	5710
APPROACH % 's :	25.61%	18.16%	56.12%	0.11%	46.11%	51.08%	2.81%	0.00%	1.34%	62.43%	35.79%	0.45%	46.31%	32.06%	21.58%	0.05%	
PEAK HR :	04:30 PM - 05:30 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	0.927	0.900	0.250	0.839	0.833	0.881	0.250	0.960
	0.904				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: 26-130113-005
Date: 4/7/2026

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	38	14	77	0	19	33	3	0	1	37	89	0	190	27	20	0	548
7:15 AM	39	16	137	0	11	42	1	0	1	60	131	0	180	42	25	0	685
7:30 AM	58	31	182	0	26	36	1	0	3	77	84	0	117	46	28	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	92	0	38	27	2	0	4	83	52	0	63	62	35	0	510
8:30 AM	51	32	107	0	41	27	3	0	6	75	31	1	48	66	37	0	525
8:45 AM	42	22	83	0	40	19	4	0	7	88	51	0	74	62	58	0	550
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	343	184	971	0	249	257	18	0	29	534	550	1	788	408	254	1	4587
APPROACH % 's :	22.90%	12.28%	64.82%	0.00%	47.52%	49.05%	3.44%	0.00%	2.60%	47.94%	49.37%	0.09%	54.31%	28.12%	17.51%	0.07%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	178	93	563	0	98	149	8	0	10	229	361	0	554	160	107	1	2511
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	0.911
			0.769				0.768				0.781				0.832		

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	60	30	146	0	48	45	4	0	2	80	40	2	102	89	44	0	692
4:15 PM	68	52	143	0	63	54	3	0	1	61	45	0	101	75	55	0	721
4:30 PM	62	47	120	0	56	60	2	0	0	73	39	1	101	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	139	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	32	61	4	0	3	46	32	0	102	65	46	0	538
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	460	343	1054	2	427	471	25	0	12	549	315	4	916	629	430	1	5638
APPROACH % 's :	24.74%	18.45%	56.70%	0.11%	46.26%	51.03%	2.71%	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																TOTAL
PEAK HR VOL :	228	210	561	0	232	247	13	0	6	287	161	1	524	342	236	1	3049
PEAK HR FACTOR :	0.877	0.784	0.929	0.000	0.906	0.858	0.464	0.000	0.500	0.920	0.915	0.250	0.840	0.822	0.881	0.250	0.959
			0.905				0.911				0.910				0.935		

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

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	0	0	0	2	0	0	0	5	4	0	2	3	0	0	17
7:15 AM	2	0	1	0	0	3	0	0	0	1	4	0	3	1	2	0	17
7:30 AM	2	0	0	0	0	2	0	0	0	3	8	0	5	1	0	0	21
7:45 AM	1	0	1	0	1	2	0	0	0	3	14	0	2	3	0	0	27
8:00 AM	5	1	0	0	1	2	0	0	0	5	6	0	4	1	3	0	28
8:15 AM	2	0	1	0	0	1	0	0	1	4	6	0	1	9	0	0	25
8:30 AM	1	0	1	0	1	2	0	0	0	6	7	0	5	6	2	0	31
8:45 AM	4	0	4	0	0	0	0	0	0	9	7	0	7	4	1	0	36
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	18	1	8	0	3	14	0	0	1	36	56	0	29	28	8	0	202
APPROACH % 's :	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%	43.08%	12.31%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	6	0	2	0	1	9	0	0	0	12	30	0	12	8	2	0	82
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	0.759
	0.667				0.833				0.618				0.917				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	0	0	0	0	0	0	0	0	0	3	0	1	2	0	0	9
4:15 PM	3	0	0	0	0	1	0	0	0	4	2	0	3	0	0	0	13
4:30 PM	2	0	3	0	0	0	0	0	0	0	0	0	1	1	0	0	7
4:45 PM	8	1	3	0	0	1	1	0	0	1	0	0	0	3	0	0	18
5:00 PM	4	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	9
5:15 PM	2	0	2	0	0	0	0	0	0	4	1	0	1	1	0	0	11
5:30 PM	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3
5:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	25	1	9	0	0	2	1	0	0	11	6	0	7	10	0	0	72
APPROACH % 's :	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																TOTAL
PEAK HR VOL :	16	1	8	0	0	1	1	0	0	6	1	0	3	8	0	0	45
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	0.625
	0.521				0.250				0.350				0.688				

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

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH % 's :																	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	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	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
APPROACH % 's :					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 501/Marsh Bend Trail & Warm Springs Ave/CR 468 Project ID: 26-130113-005
City: Wildwood 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	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
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		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

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

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

CR 501/Marsh Bend Trail

SOUTHBOUND

AM	8	158	99	0	212	AM
NOON	0	0	0	0	0	NOON
PM	14	248	232	0	453	PM

EASTBOUND (Warm Springs Ave/CR 468)

AM	NOON	PM		
360	0	609	⇦	
0	0	1	↶	0
10	0	6	↱	0
241	0	293	→	0
391	0	162	↷	0
AM	NOON	PM		

WESTBOUND (Warm Springs Ave/CR 468)

PM	NOON	AM		
0	↷	236	0	109
0	←	350	0	168
0	↰	527	0	566
0	↶	1	0	1
⇨		1095	0	906
PM	NOON	AM		

CONTROL

Signalized

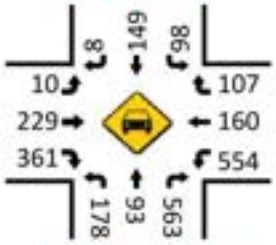
TEV	2593 AM	0 NOON	3094 PM
PHF	0.91		0.96

NORTHBOUND

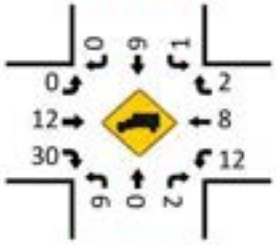
PM	937	0	244	211	569	PM
NOON	0	0	0	0	0	NOON
AM	1115	0	184	93	565	AM

CR 501/Marsh Bend Trail

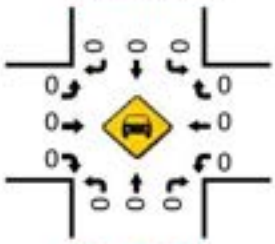
Cars (AM)



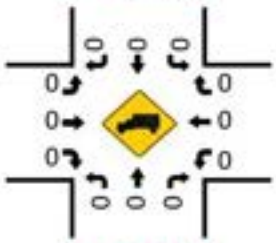
HT (AM)



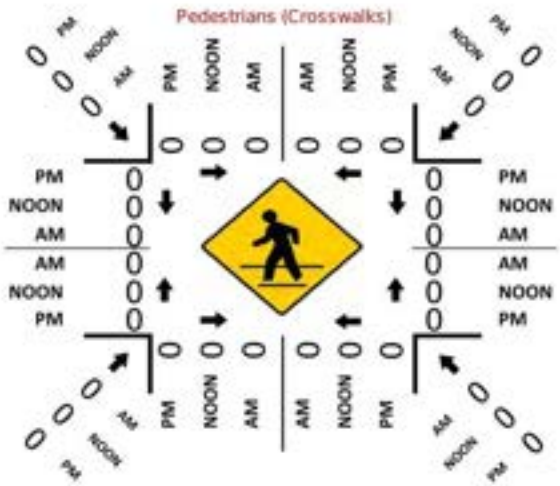
Cars (NOON)



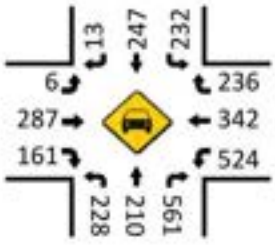
HT (NOON)



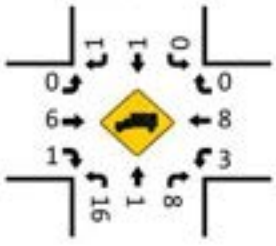
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



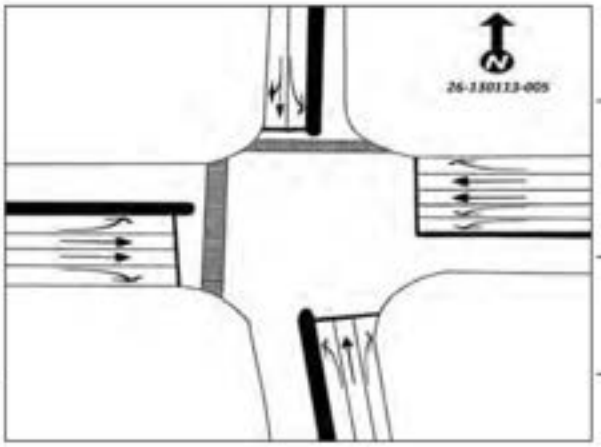
LOCATION: CR 501/Marsh Bend Trail & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

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

Peak Hour Factor
0.91

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	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	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
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	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses																					0	
Stopped Buses																						

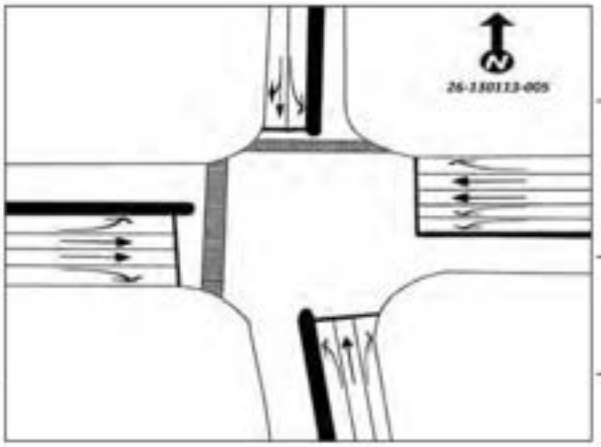
LOCATION: CR 501/Marsh Bend Trail & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

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

Peak Hour Factor: 0.96

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*		
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		755	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	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
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
Buses																					0
Stopped Buses																					

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

MOCF: 0.95

WEEK	DATES	SF	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

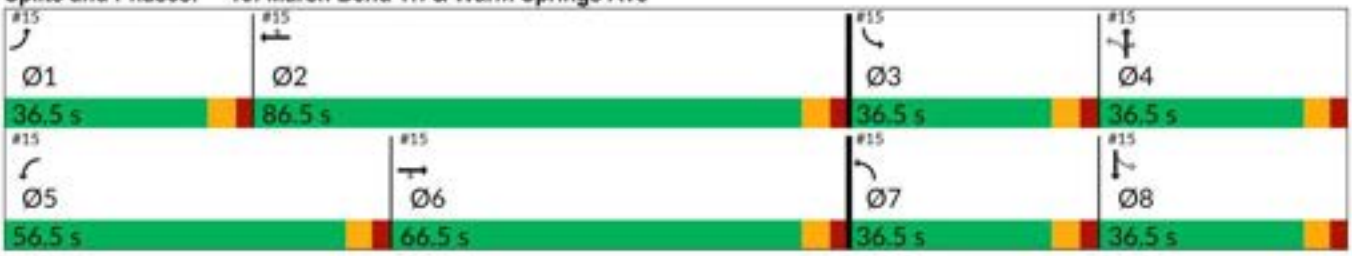
Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	805	363	81	30
Demand Flow Rate, veh/h	893	390	81	31
Vehicles Circulating, veh/h	79	15	911	391
Vehicles Exiting, veh/h	343	977	61	14
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.4	4.0	6.9	3.9
Approach LOS	A	A	A	A

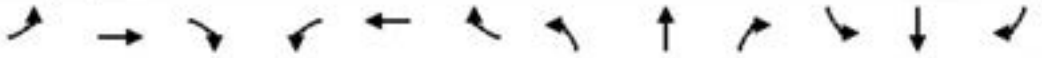
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.469	0.531	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	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
v/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





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	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

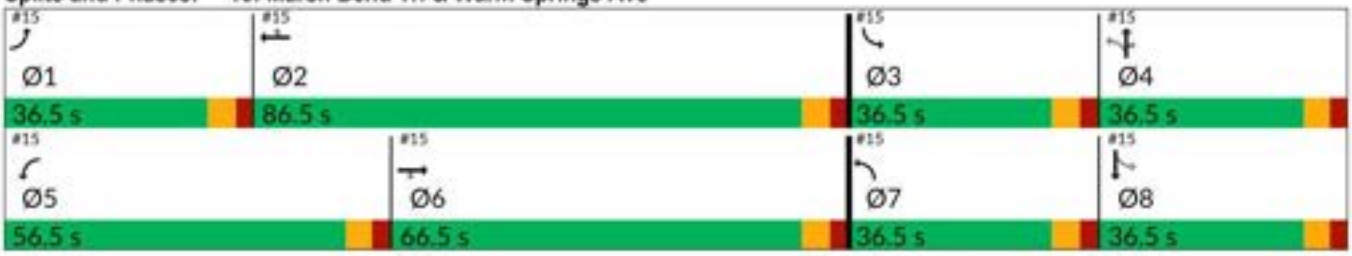
Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	582	771	96	34
Demand Flow Rate, veh/h	600	817	98	36
Vehicles Circulating, veh/h	123	43	600	806
Vehicles Exiting, veh/h	719	655	123	54
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.1	5.7	5.4	5.9
Approach LOS	A	A	A	A

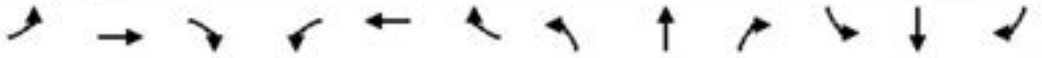
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	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





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

EAGLE EPAC TIMING SHEET

CONTROLLER SETTINGS

Mvmt.	Timing Function	Min Initial	Green Passage	Max I	Green II	Yellow Clear	All Red	Walk	F.D.W.	Recall	Det. Func.
1		7	3.0	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
											Off Set

COORDINATION SETTINGS

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

50 52

INTERSECTION: Warm Springs @ CR501

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 Bckgrnd Growth	0	0	117	1	0	2	52	0	0	1	0	2	0	0	0	0
Total Bckgrnd 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	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%
Volume	0	0	32	0	49	0	0	0	0	0	0	3	0	0	0	0
New Ext Outbound	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%
Volume	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 Bckgrnd Growth	0	0	86	3	0	17	91	0	0	0	0	2	0	0	0	0
Total Bckgrnd 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	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%
Volume	0	0	14	0	21	0	0	0	0	0	0	1	0	0	0	0
New Ext Outbound	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%
Volume	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 Bckgrnd Growth	0	0	126	0	0	0	55	0	0	0	0	0	0	0	0	0
Total Bckgrnd 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	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%
Volume	0	0	0	85	0	0	49	0	0	0	0	0	0	0	0	0
New Ext Outbound	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%
Volume	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 Bckgrnd Growth	0	0	97	0	0	0	108	0	0	0	0	0	0	0	0	0
Total Bckgrnd 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	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%
Volume	0	0	0	36	0	0	21	0	0	0	0	0	0	0	0	0
New Ext Outbound	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%
Volume	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	0	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 Bckgrnd Growth	0	0	125	1	0	0	55	0	0	0	0	0	0	0	0	0
Total Bckgrnd 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	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%
Volume	0	0	0	0	0	0	49	0	0	0	0	0	0	0	0	0
New Ext Outbound	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%
Volume	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 Bckgrnd Growth	0	0	95	1	0	1	108	0	0	0	0	0	0	0	0	0
Total Bckgrnd 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	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%
Volume	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0
New Ext Outbound	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%
Volume	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 Bckgrnd Growth	0	1	142	0	3	6	54	1	0	0	0	3	0	1	0	0
Total Bckgrnd 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	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%
Volume	0	0	0	0	0	0	48	0	0	2	0	0	0	0	0	0
New Ext Outbound	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%
Volume	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 Bckgrnd Growth	1	2	96	4	2	15	115	5	0	1	0	3	0	1	0	0
Total Bckgrnd 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	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%
Volume	0	0	0	0	0	0	20	0	0	1	0	0	0	0	0	0
New Ext Outbound	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%
Volume	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 Bckgrnd Growth	0	2	45	72	0	23	7	4	0	40	20	122	0	7	11	1
Total Bckgrnd 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	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%
Volume	0	0	0	0	0	0	37	0	0	11	0	0	0	0	0	0
New Ext Outbound	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%
Volume	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 Bckgrnd Growth	0	0	12	6	0	21	14	9	0	53	46	123	0	16	17	1
Total Bckgrnd 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	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%
Volume	0	0	0	0	0	0	15	0	0	5	0	0	0	0	0	0
New Ext Outbound	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%
Volume	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

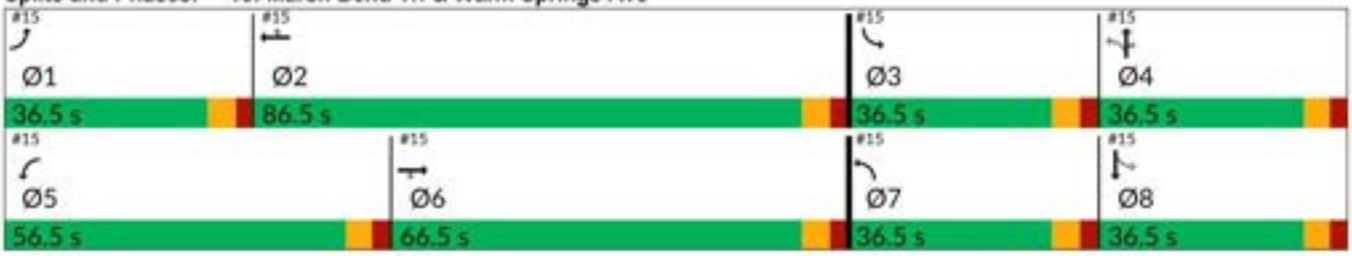
Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	948	430	84	31
Demand Flow Rate, veh/h	1051	462	84	32
Vehicles Circulating, veh/h	90	16	1070	462
Vehicles Exiting, veh/h	404	1138	71	16
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.3	4.3	8.1	4.2
Approach LOS	A	A	A	A

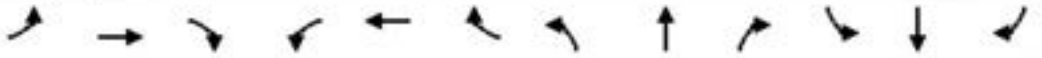
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	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	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

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
v/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





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

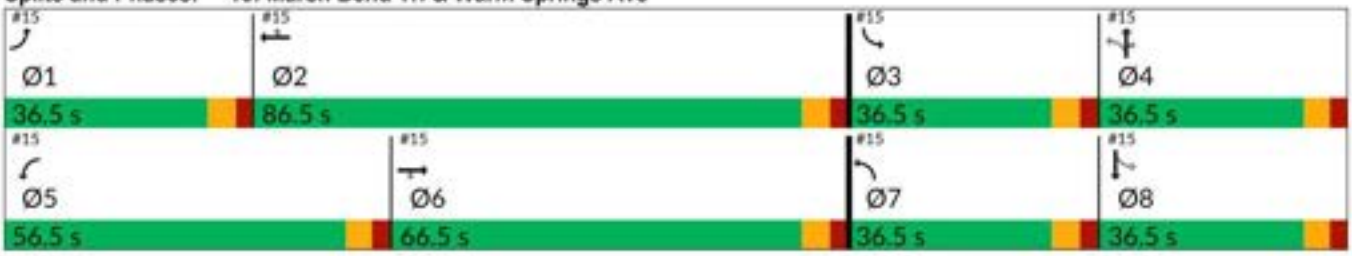
Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	689	914	100	35
Demand Flow Rate, veh/h	711	969	102	37
Vehicles Circulating, veh/h	142	48	708	954
Vehicles Exiting, veh/h	849	762	145	63
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.7	6.3	6.1	6.7
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	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

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
v/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 v/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



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

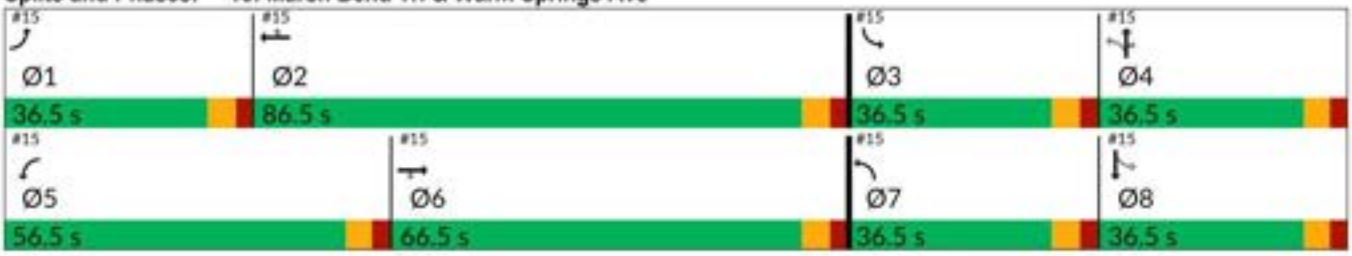
Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	967	480	86	31
Demand Flow Rate, veh/h	1072	517	86	32
Vehicles Circulating, veh/h	90	18	1091	519
Vehicles Exiting, veh/h	461	1159	71	16
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.4	4.5	8.3	4.4
Approach LOS	A	A	A	A

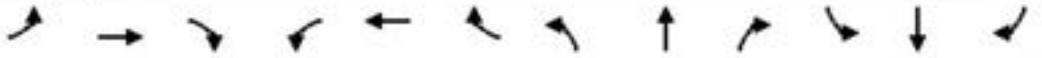
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	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
v/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





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	

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

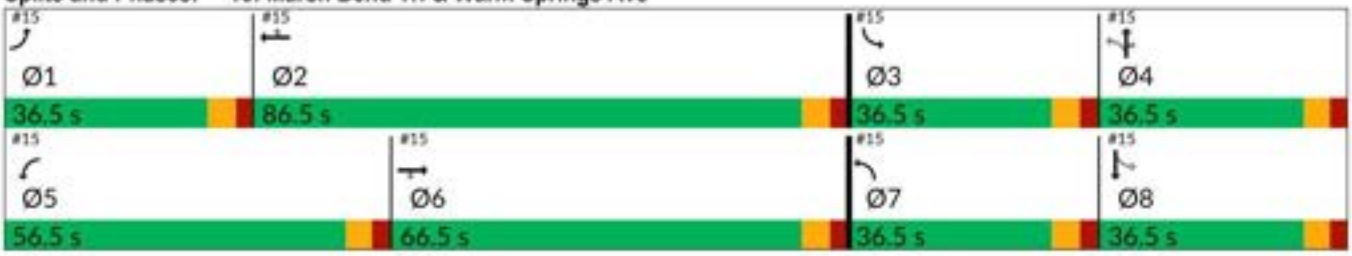
Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	740	934	101	35
Demand Flow Rate, veh/h	764	990	103	37
Vehicles Circulating, veh/h	142	49	759	976
Vehicles Exiting, veh/h	871	813	147	63
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.0	6.4	6.4	6.8
Approach LOS	A	A	A	A

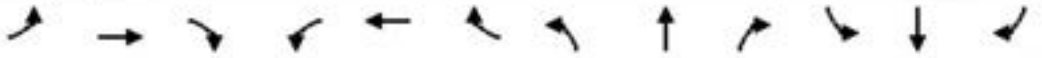
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	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
v/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





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

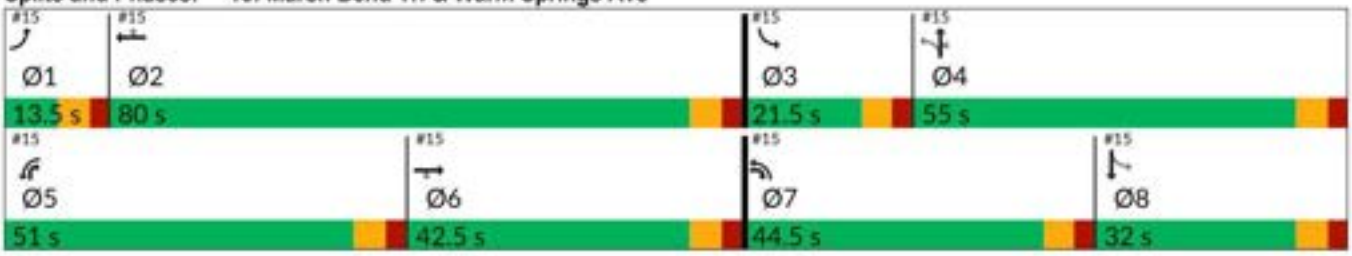
Intersection Summary	
HCM 7th Control Delay, s/veh	105.9
HCM 7th LOS	F

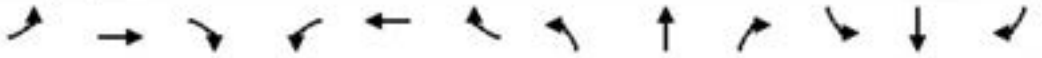
Warm Springs Avenue at Marsh Bend Trail Improvements Analyses

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
v/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 v/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





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	

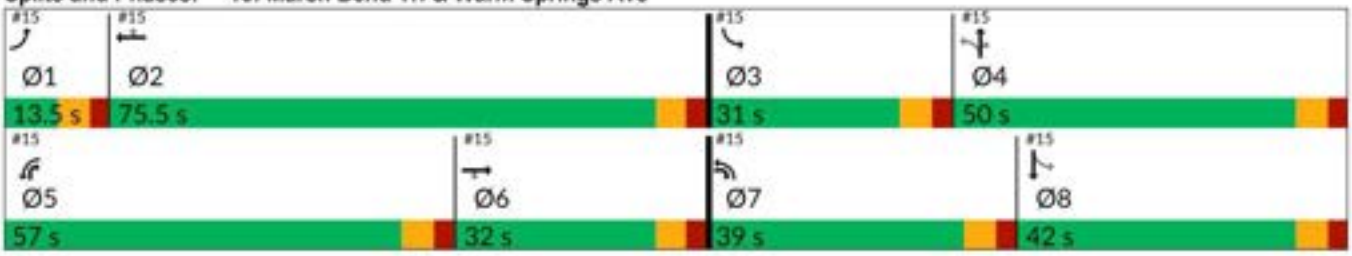
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	71.3	15.7	55.0	38.2	42.5	24.0	46.7
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	7.0	73.5	15.0	48.5	44.5	36.0	38.0	25.5
Max Q Clear Time (g_c+I1), s	3.1	9.4	9.1	50.5	29.6	38.0	16.8	15.6
Green Ext Time (p_c), s	0.0	1.6	0.1	0.0	2.1	0.0	0.7	0.7

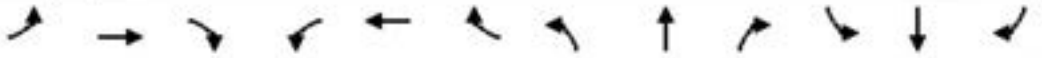
Intersection Summary	
HCM 7th Control Delay, s/veh	51.3
HCM 7th LOS	D

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
v/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





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	

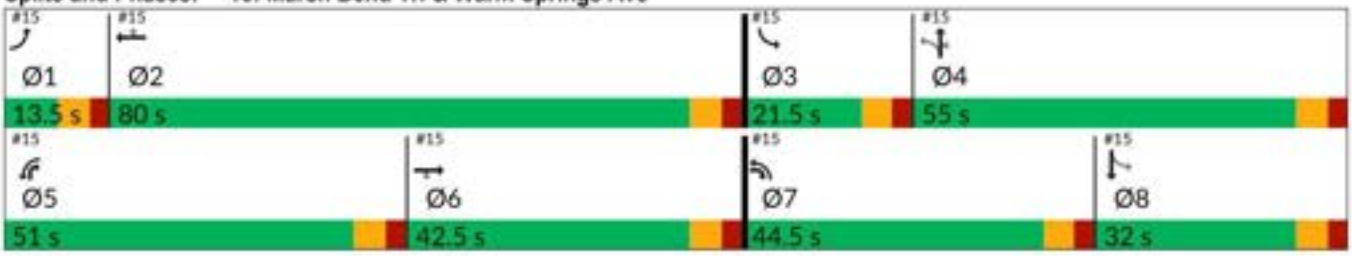
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	50.1	21.8	50.0	31.6	26.5	25.2	46.6
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	7.0	69.0	24.5	43.5	50.5	25.5	32.5	35.5
Max Q Clear Time (g_c+I1), s	2.5	18.8	14.8	45.5	23.1	13.5	17.9	19.0
Green Ext Time (p_c), s	0.0	3.4	0.5	0.0	2.1	1.9	0.8	1.5

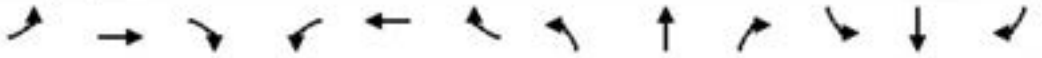
Intersection Summary	
HCM 7th Control Delay, s/veh	38.8
HCM 7th LOS	D

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
v/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





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			312	
Approach Delay, s/veh		63.6			52.1			41.6			43.8	
Approach LOS		E			D			D			D	

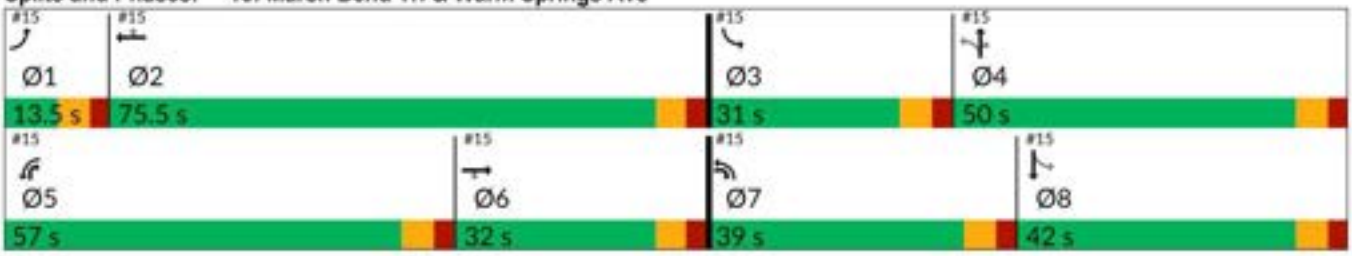
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	71.3	15.7	55.0	38.2	42.5	24.9	45.8
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	7.0	73.5	15.0	48.5	44.5	36.0	38.0	25.5
Max Q Clear Time (g_c+I1), s	3.1	9.4	9.2	50.5	29.6	38.0	17.7	15.7
Green Ext Time (p_c), s	0.0	1.8	0.1	0.0	2.1	0.0	0.7	0.7

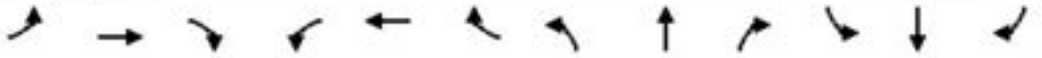
Intersection Summary	
HCM 7th Control Delay, s/veh	50.7
HCM 7th LOS	D

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 Effct 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
v/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





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

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.

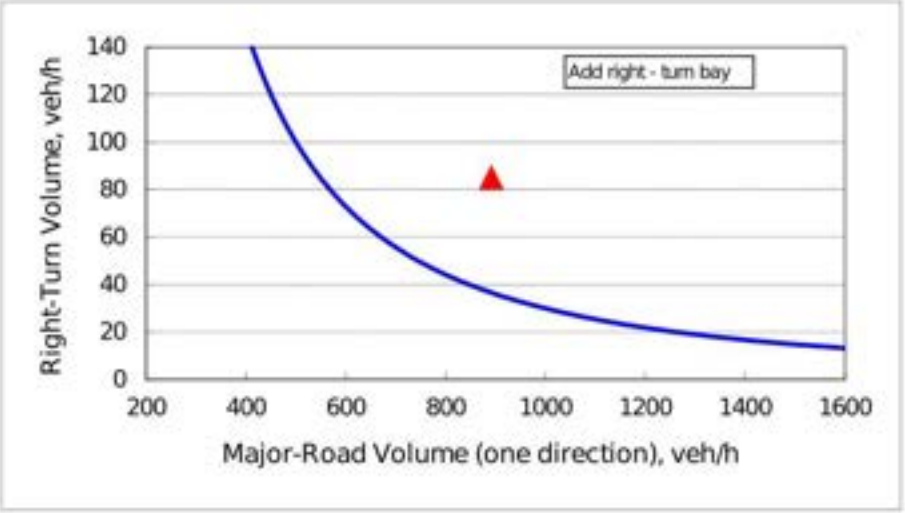
INPUT

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.

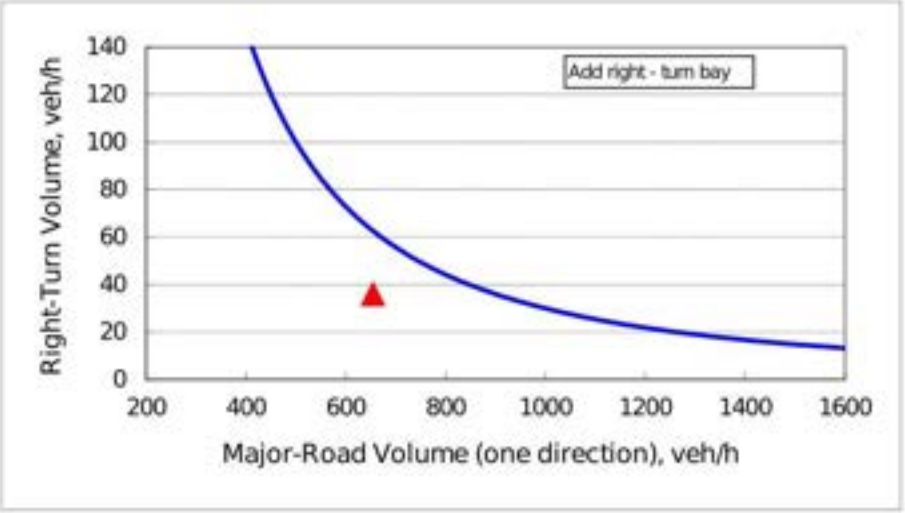
INPUT

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

Prepared for:
Mr. Judd Dickerson, AIA, NCARB
Dickerson Architects, Inc.
PO Box 492226
1215 Penn Street
Leesburg, FL 34749-2226

Prepared by:
Stillwater Environmental, Inc.
971 Smokerise Blvd.
Port Orange, Florida 32127
SEI File No. 1327.02.26

March 18, 2026

TABLE OF CONTENTS

1.0	INTRODUCTION	4
2.0	NATURAL RESOURCE ANALYSIS	5
2.1	Topography	5
2.2	Soils	5
2.3	Vegetative Community Analysis	5
3.0	THREATENED AND ENDANGERED SPECIES	6
3.1	Regulatory Review	7
3.2	Avian Species	8
3.3	Amphibians, Reptiles, and Mammals	12
3.3.1.	Gopher Tortoises	12
3.3.2	Florida Sand Skink	13
3.3.3	Eastern Indigo Snake	13
3.3.4.	Florida Pine Snake	14
3.3.5	Short-Tailed Snake	15
3.3.6	Florida Bonneted Bat	15
3.4	Flora	16
4.0	REGULATORY CONSIDERATIONS	16
4.1	Southwest Florida Water Management District	16
4.2	U.S. Army Corps of Engineers	17
5.0	WETLAND/SURFACE WATER ANALYSIS	17
6.0	SUMMARY AND RECOMMENDATIONS	17

LIST OF FIGURES

FIGURE 1: **Site Location Map**
FIGURE 2: **Aerial Photograph**
FIGURE 3: **USGS Topography Map**
FIGURE 4: **USDA-NRCS Soils Map**
FIGURE 5: **Florida Land Use, Cover and Forms Classification System Map**
FIGURE 6: **Listed Species Survey Routes**
FIGURE 7: **Wildlife Proximity Map**
FIGURE 8: ***Wood Stork Nesting Colonies and Core Foraging Areas Active Within 2009-2018 in Florida***

LIST OF TABLES

Table 1: **Protected Fauna Found in Sumter County, Florida, and Their Expected Occurrence on the Warm Springs Ave Property**

Table 2: **Protected Flora Found in Sumter County, Florida, and Their Expected Occurrence on the Warm Springs Ave Property**

APPENDICES

Appendix A: **Sumter County Property Appraiser Record Card**

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 (FFWCC) Gopher Tortoise Permitting Guidelines (April 2008 – revised January 2017*); an assessment for "listed" floral and faunal species was most recently conducted on the subject property on 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 *FFWCC's Official Lists - Florida's Endangered Species, Threatened Species, and Species* of *Special Concern (May 2017)* that have the potential to occur in Sumter County (Table 1).

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

Table No. 1 and Table No. 2 list those species that were surveyed based on their probability of occurrence in 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 leuchocephalus*). 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 habit 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 planeus auduconii*). 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 (*Podomys 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.

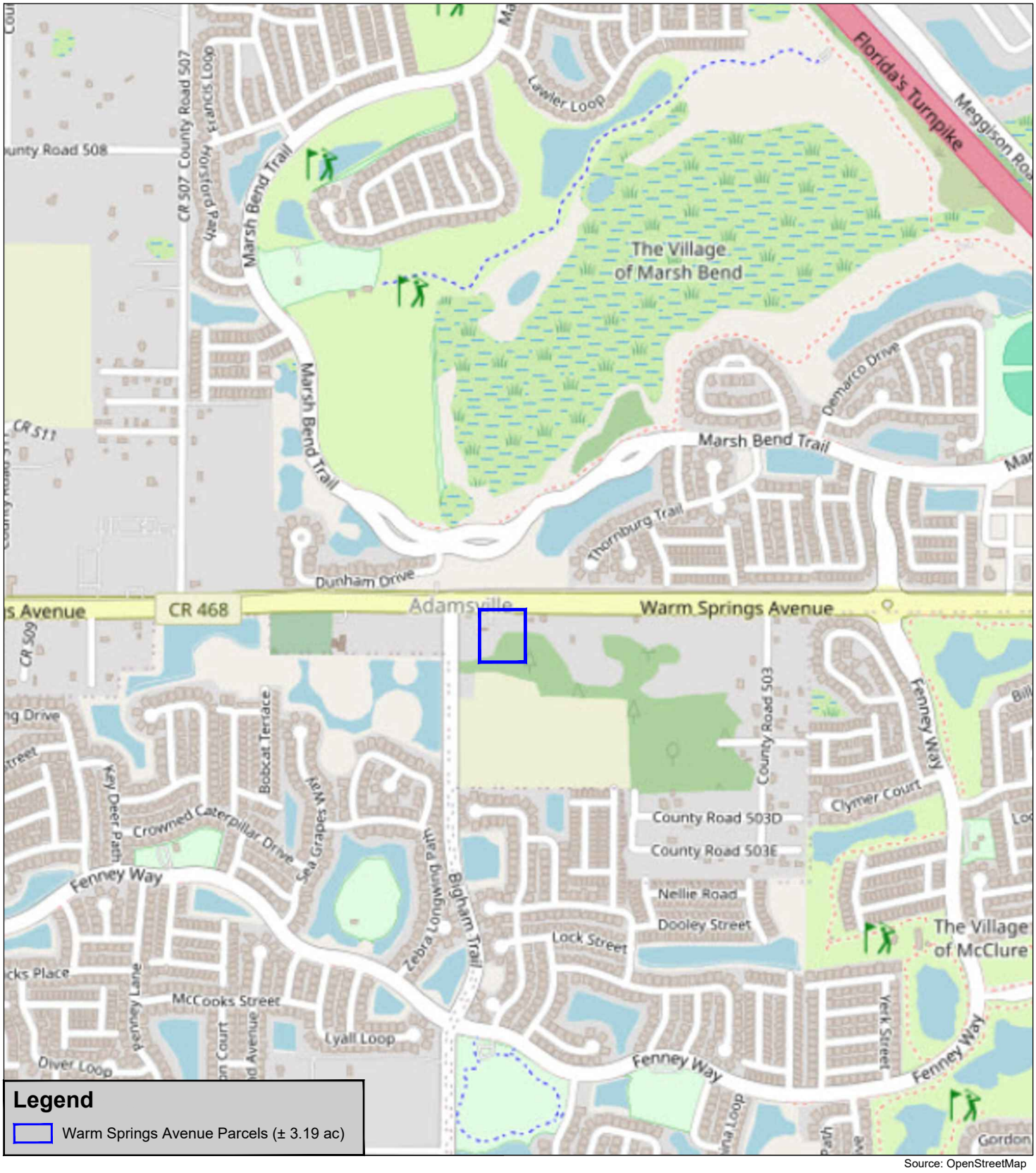
The environmental limitations described in this document are based on observations and technical information on the date of the on-site evaluation. Failure to detect a listed species does not necessarily infer species absence as wildlife is mobile and exhibit seasonality of occurrence. It is recommended 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

Stillwater Environmental
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

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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Wildwood, Florida 34785

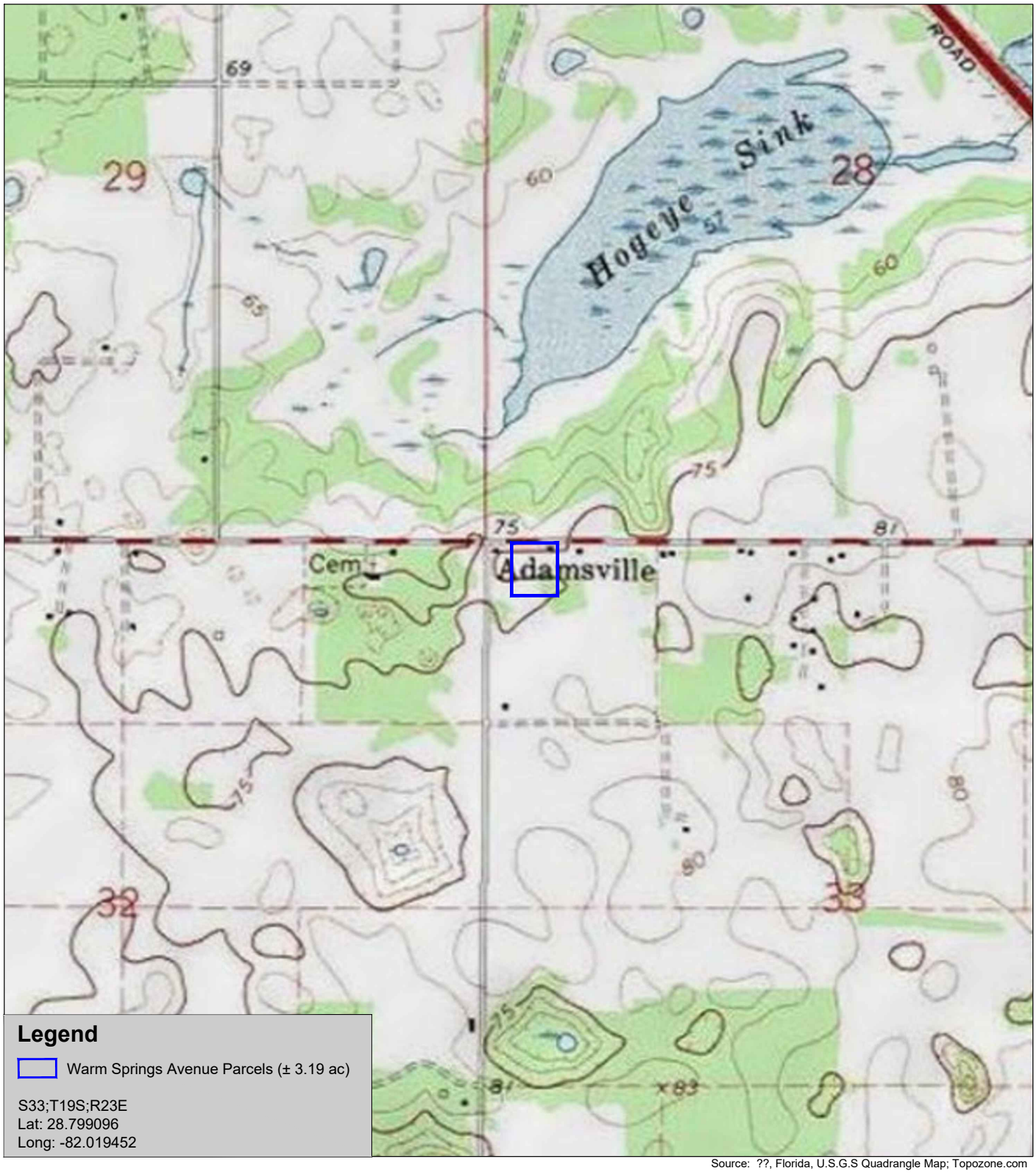
Figure #2

Aerial Photograph (2023)

Environmental Assessment

250 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: ??, Florida, U.S.G.S Quadrangle Map; Topozone.com

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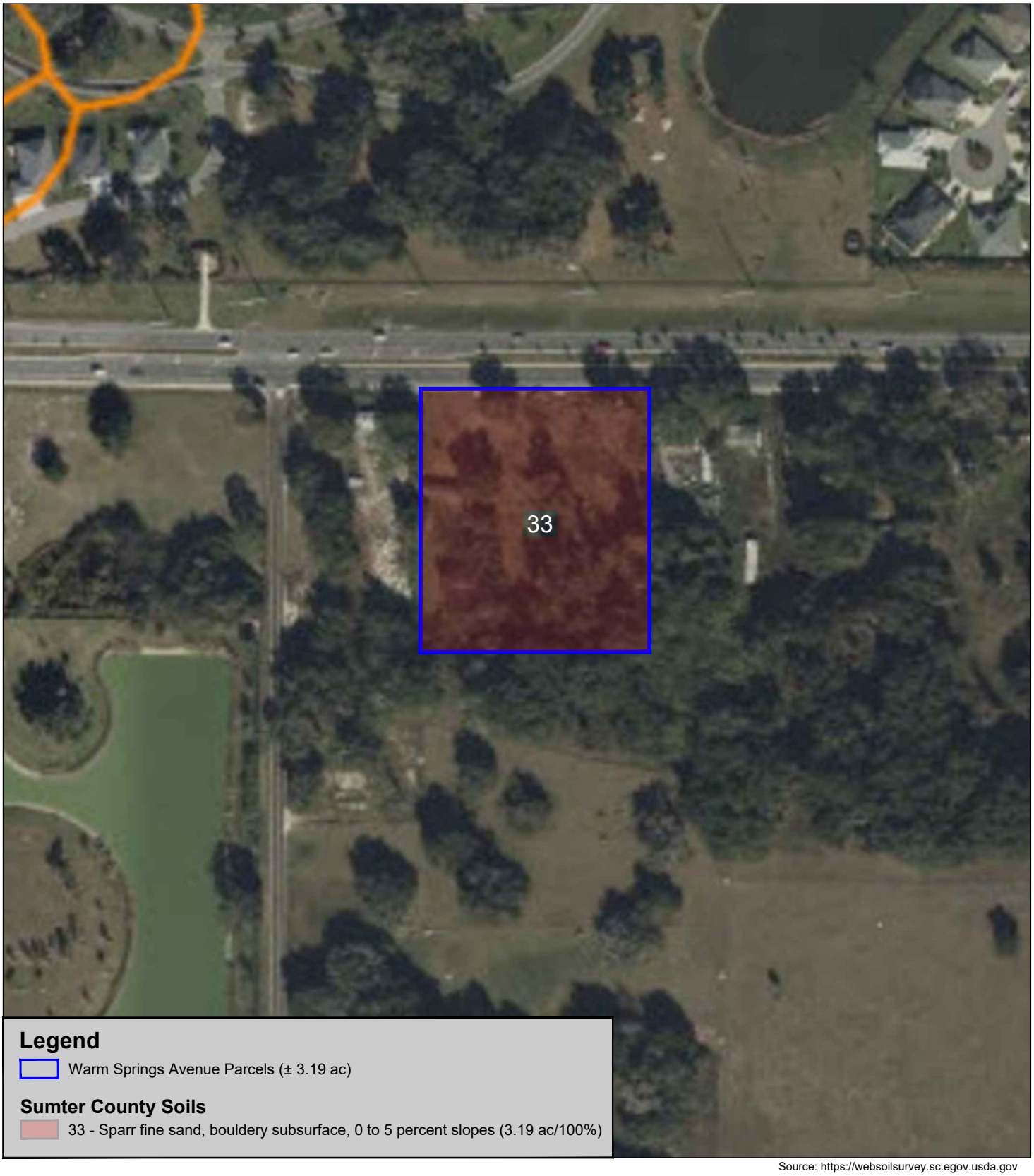
Figure #3

U.S.G.S. Topographic Map

Environmental Assessment

1000 Feet

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



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

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Ph: (407) 489-6898
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Warm Springs Avenue Property
5035, 5069 & 5099 Warm Springs Avenue
Wildwood, Florida 34785

Figure #4

USDA - NRCS Soil Map

Environmental Assessment

200 Feet

N

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



Legend

Warm Springs Avenue Parcels (± 3.19 ac)

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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Warm Springs Avenue Property
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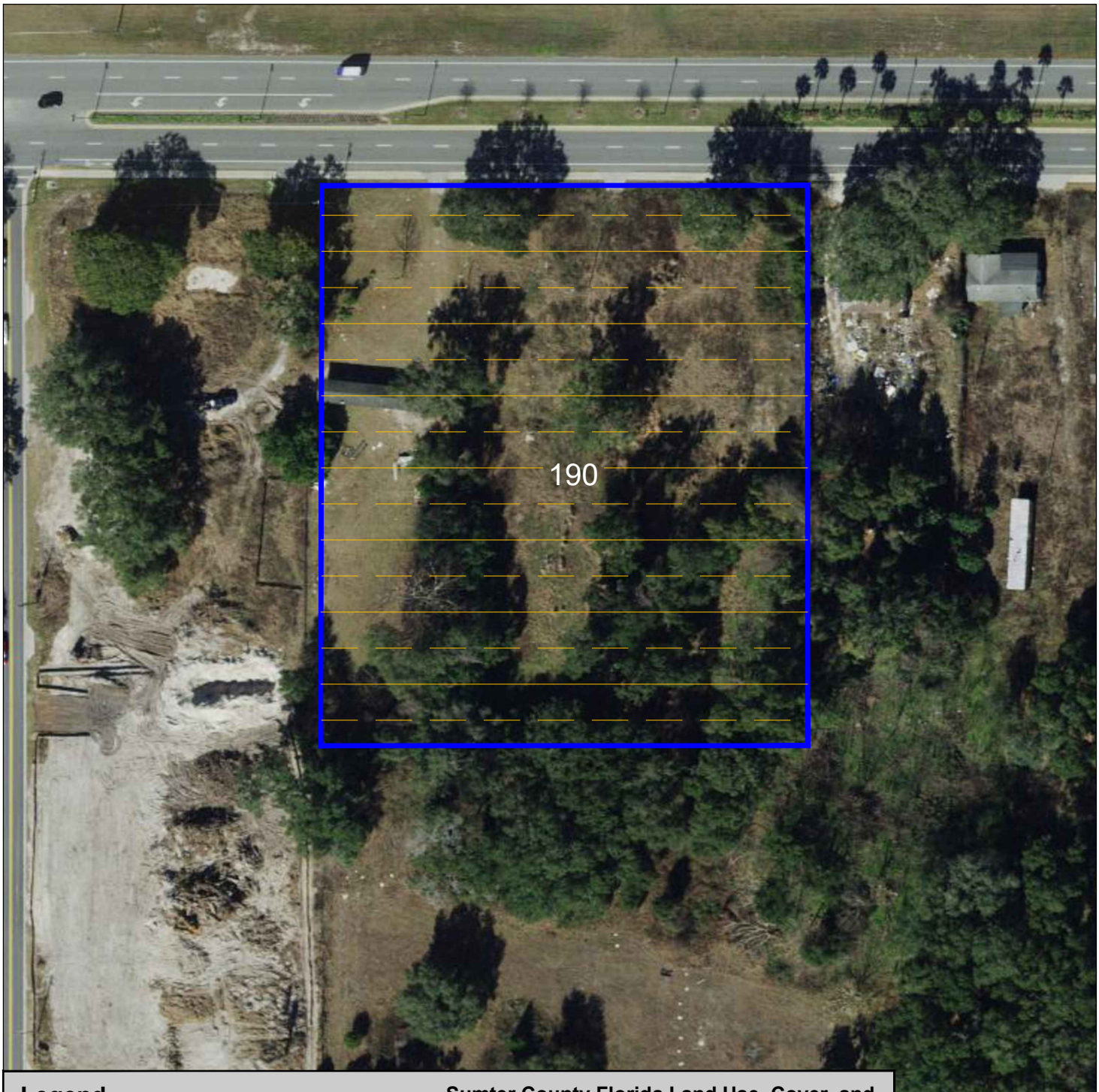
Wildwood, Florida 34785

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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Warm Springs Avenue Property
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Wildwood, Florida 34785

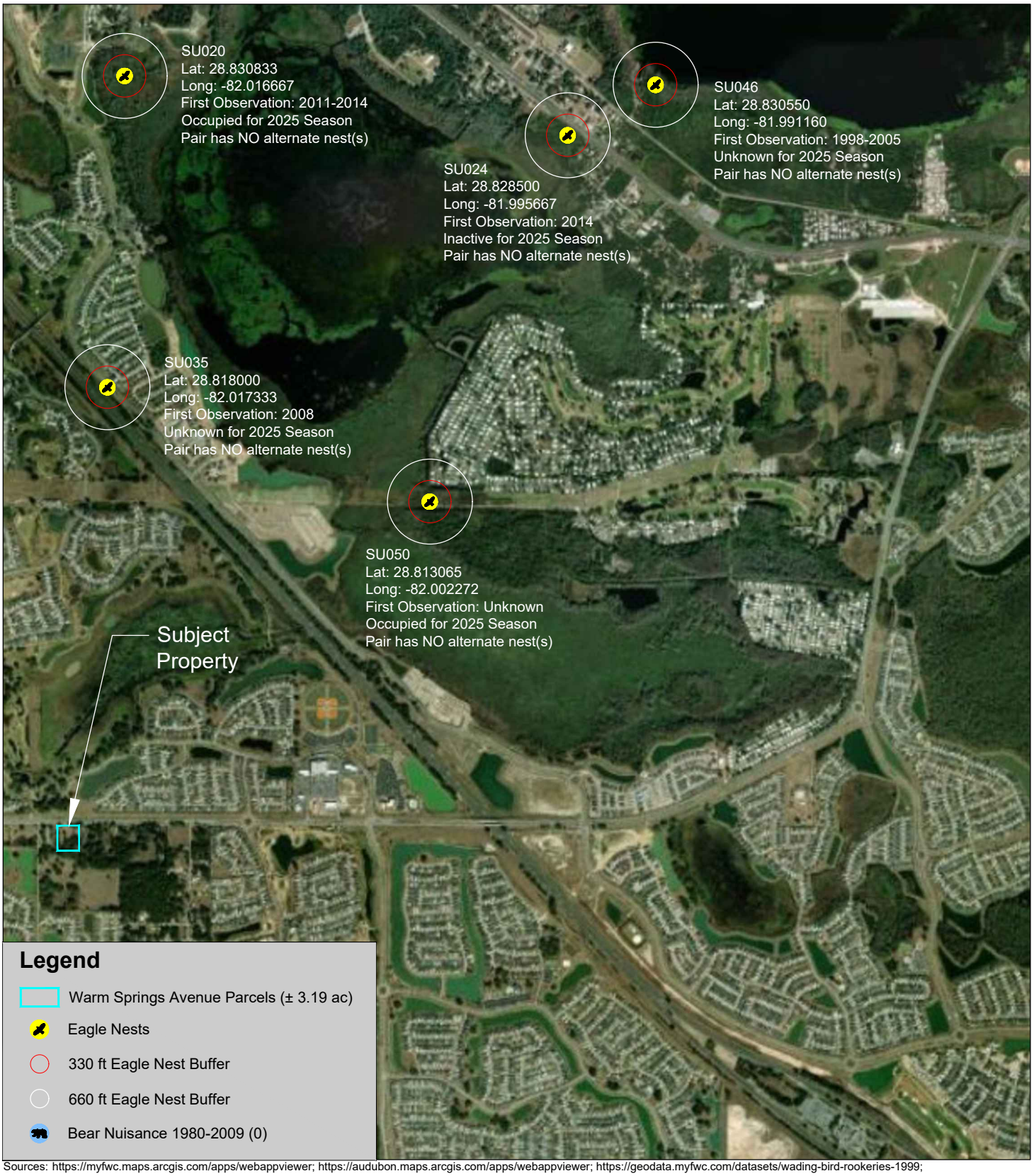
Figure #6

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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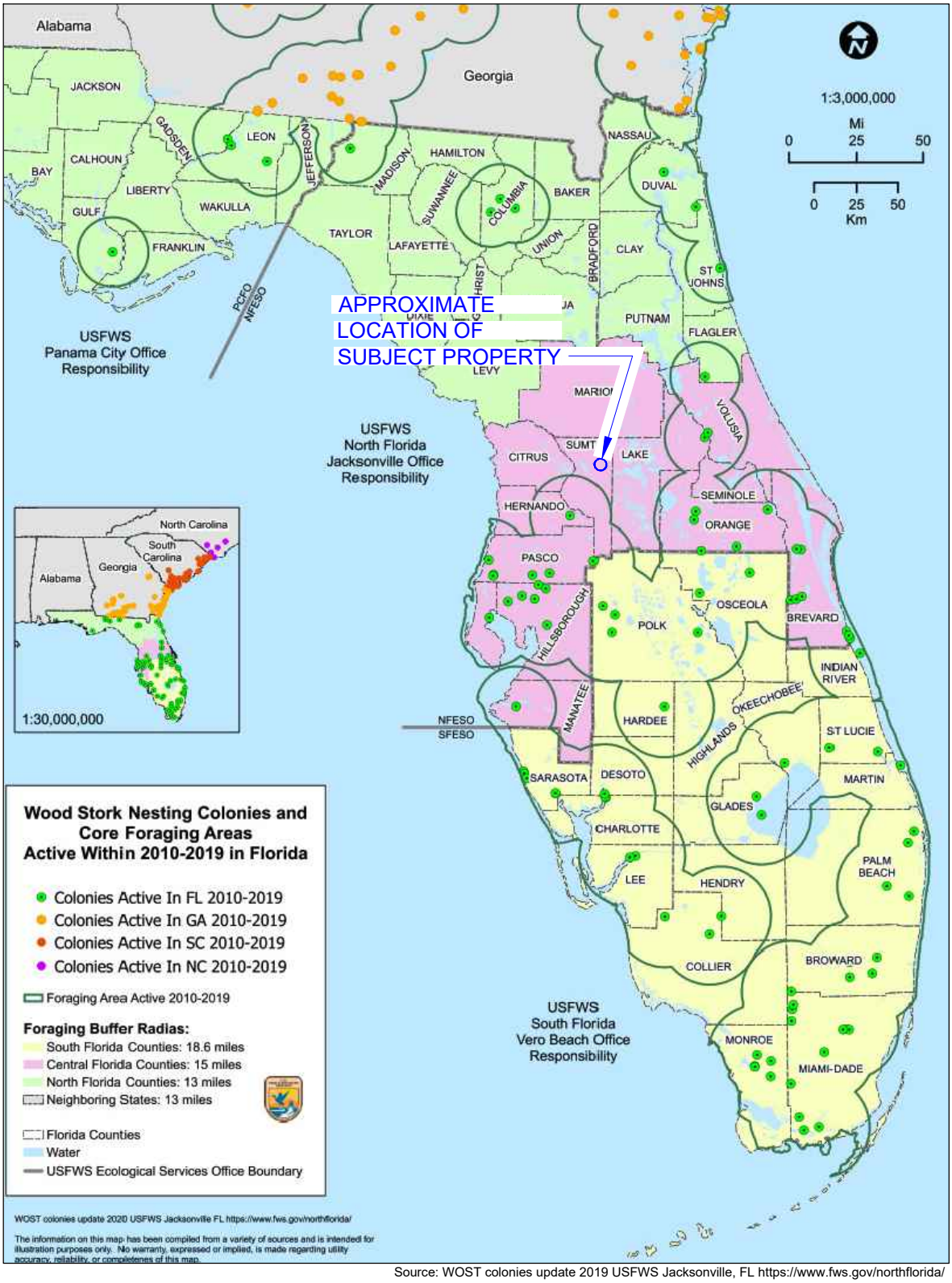
Figure #7
Wildlife Proximity Map
Environmental Assessment

0.4 Miles

N

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



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

Stillwater Environmental
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Warm Springs Avenue Property
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Wildwood, Florida 34785

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	PROBABLILITY OF OCCURANCE
REPTILES				
Alligator mississippiensis American alligator	FT(S/A)	T	Vegetated lakes and deepwater swamps	Low: No habitat available, none sighted
Drymarchon corais couperi Eastern indigo snake	FT	T	Dry habitats bordered by water; often occupy *G. polyphemus* burrows	Low: No habitat available, none sighted
Gopherus polyphemus Gopher tortoise	ST	_	Well drained soil; xeric pine-oak hammocks and scrub; pine flatwoods	Med: habitat available, no burrows located
Pituophis melanoleucus mugitus Florida pine snake	ST	_	Dry, sandy barrens in xeric oak and pine-wooded sandhills	Low: No habitat available, none sighted
Plestiodon reynoldsi 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
Stilosoma extenuatum Short-tailed snake	ST	_	Sandy upland ridges; xeric oak pine woods; xeric oak hammocks	Med: habitat available, none sighted
AMPHIBIANS				
Rana capito Florida gopher frog	SSC	_	Dry, xeric habitats with wetlands such as isolated permanent ponds and cypress domes	Low: no habitat available, none sighted
BIRDS				
Aphelocoma coerulescens Florida scrub jay	FT	T	Level, sterile, white sand with low, xeric oak scrub	Low: No xeric habitat available, none sighted
Athene cunicularia floridana Florida Burrowing Owl	ST	_	These areas include golf courses, airports, pastures, agriculture fields, and vacant lots.	Low: no habitat available, none sighted
Egretta caerulea 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	PROBABLILITY OF OCCURANCE
BIRDS (cont.)				
Egretta tricolor Tricolored heron	ST	_	Lake littorus; shallow ponds and marshes	Low: No habitat available, none sighted
Falco sparverius paulus Southeastern American kestrel	ST	_	Forest edges, and clearings; nests in mature pines	Low: No habitat available, none sighted
Grus canadensis pratensis Florida sandhill crane	ST	_	Marshes, wet prairies, pastures, and open herbaceous rangeland	Low: No habitat available, none sighted
Haliaeetus leucocephalus * Bald eagle	_	_	Open (<60% canopy cover), mature pine forests <2 km from expansive open waters	Low: No habitat available, no nests or birds sighted
Mycteria Americana Wood stork	FT	T	Nests in cypress swamps; forage sites range from shallow marshes to roadway borrow pits	Low: No habitat available, none sighted
Picoides borealis Red-cockaded Woodpecker	FE	E	Old-growth pine flatwoods with regular fire occurrence are required for nesting	Low: No habitat available, none sighted
Rostrhamus sociabilis plumbeus Everglade snail kite	FE	E	Shallow freshwater marshes; shallow grassy shorelines of lakes.	Low: No habitat available, none sighted
Laterallus jamaicensis jamaicensis 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
Ammodramus savannarum floridanus Florida grasshopper sparrow	FE	E	Large treeless grasslands dominated by bunch grasses, low shrubs, and saw palmetto	Low: No habitat available, none sighted

MAMMALS				
Trichechus manatus West Indian manatee (Florida manatee)	FT	T	Coastal waters, rivers and springs.	Low: No habitat available
Puma concolor coryi 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)	PROBABLILITY OF OCCURANCE (4)
Calopogon barbatus – Bearded grass pink	T	-	Damp pinelands	Low: no habitat available, none found
Calopogon multiflorus – Many flowered grass pink	E	-	Open, damp, occasionally recently burned pinelands and meadows	Low: No habitat available, none found
Deerinfothamnus rugelii – Rugel's pawpaw	E	E	Mesic flatwoods	Low: No habitat available, none found
Dennstaedtia bipinnata – 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
Encyclia tampensis – Butterfly orchid	CE	-	Cypress swamps, hardwood swamps and hammocks	Low: No habitat available, none found
Epidendrum conopseum – Greenfly orcid	CE	_	Cypress swamps, hardwood swamps, and hammocks	Low: No habitat available, none found
Hartwrightia floridiana – Florida Hartwrightia	T	-	Wet, open areas, moist grasslands, and sphagnum bogs	Low: No habitat available, none found
Lilium catesbael – Southern red lily	T	_	Mesic flatwoods, wet prairies, usually in graminoid systems	Low: No habitat available onsite, none found
Listera australis – southern tway blade	T	_	Hammocks, low moist woods in deep humus, ravines, shady stream banks, sphagnum	Low: No habitat available, none found
Nemastylis floridana	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)	PROBABLILITY 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
Rhapidophyluum hystrix – Needle palm	CE	-	Wet to mesic woods and hammocks; spring fed stream bottoms	Low: No habitat available, none found
Spiranthes breyilabris 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 longilabirs – 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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Developed by 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
Brief Tax Description	(Note: The Description above is not to be used on legal documents.)
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**



TRIM Notices

TRIM Notice (PDF)

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Tax Bill

My Tax Bill

Property Valuation Review

Property Valuation Review

Estimate Taxes

Estimate Taxes

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

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Contact Us

Developed by 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
Brief Tax Description	(Note: The Description above is not to be used on legal documents.)
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

Sales

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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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Estimate Taxes

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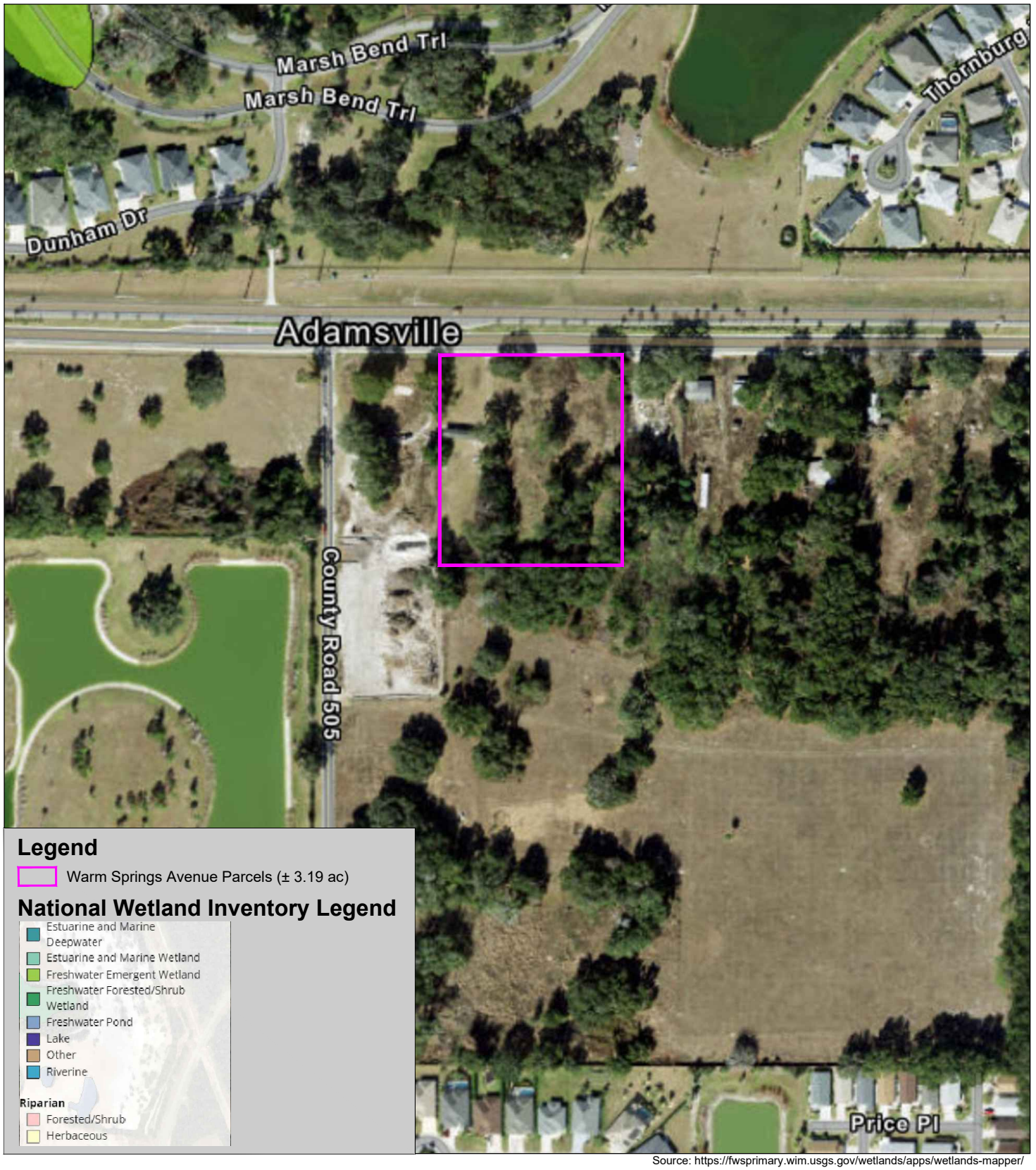
APPENDIX B



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

Stillwater Environmental
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

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

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

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate 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	July 16, 2026

The applicant is seeking approval from the City of Wildwood's City Commission 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. However, the improvements needed are the same as those needed to mitigate deficiencies without the property being developed. Therefore, 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. ¼ OF THE N.W. ¼ 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 ¼ OF THE NORTHWEST ¼, RUN EAST 105 YARDS FOR THE POINT OF BEGINNING, RUN NORTH 133 YARDS, EAST 37-1/3 YARDS, SOUTH 133 YARDS, WEST 37-1/3 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. ¼ OF THE N.W. ¼ 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

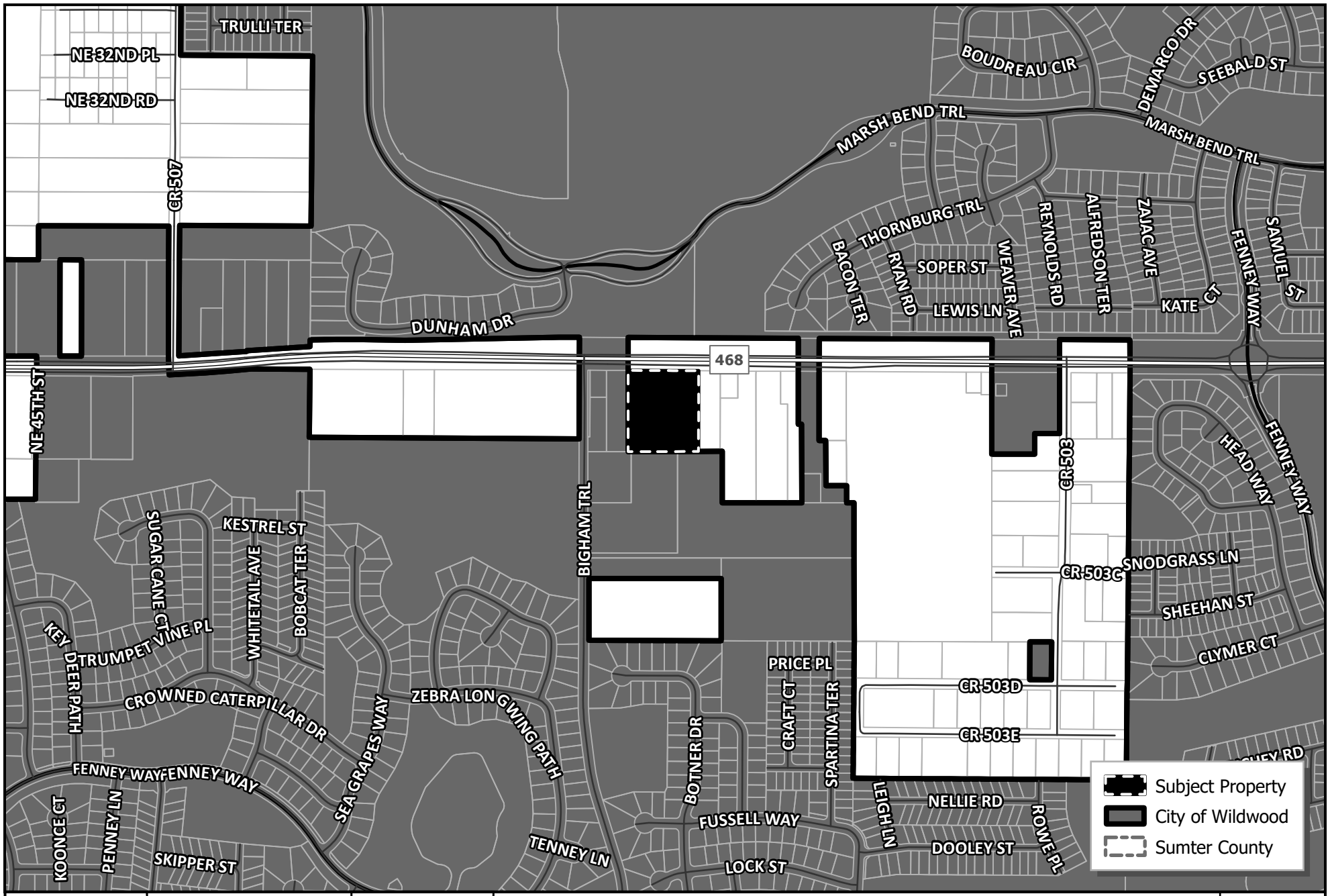
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

EXHIBIT A



WILDWOOD FLORIDA EST. 1877

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

N
US Feet
0 140 280 560

#26-2161

SILVER OAKS AT WARM SPRINGS

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

MAP 1A

LOCATION MAP

MAY 2026

Business Impact Estimate

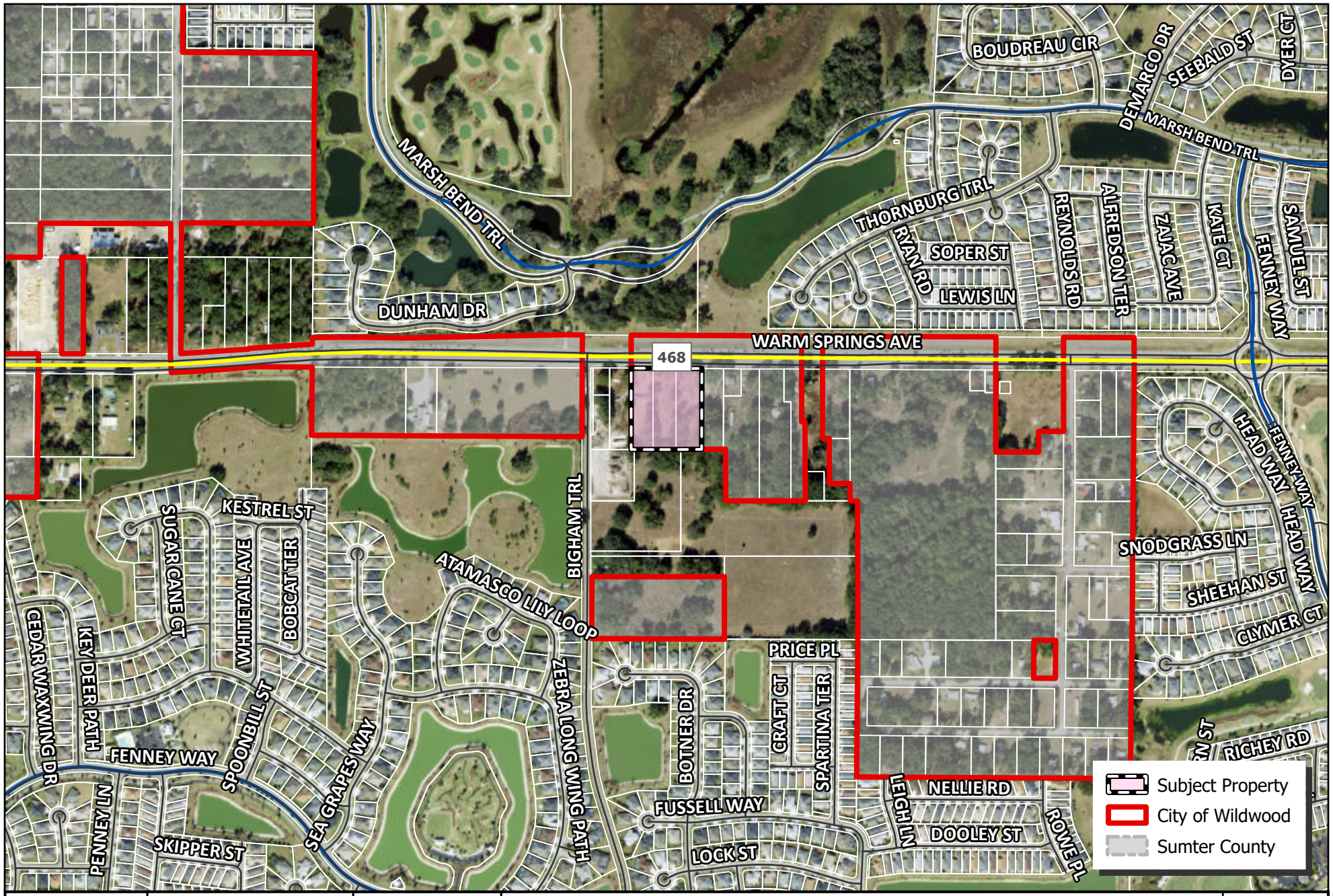
This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Wildwood website by the time notice of the proposed ordinance is published.

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 law[1] for the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

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

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



WILDWOOD FLORIDA EST. 1877

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

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US Feet
0 145 290 580

#26-2161

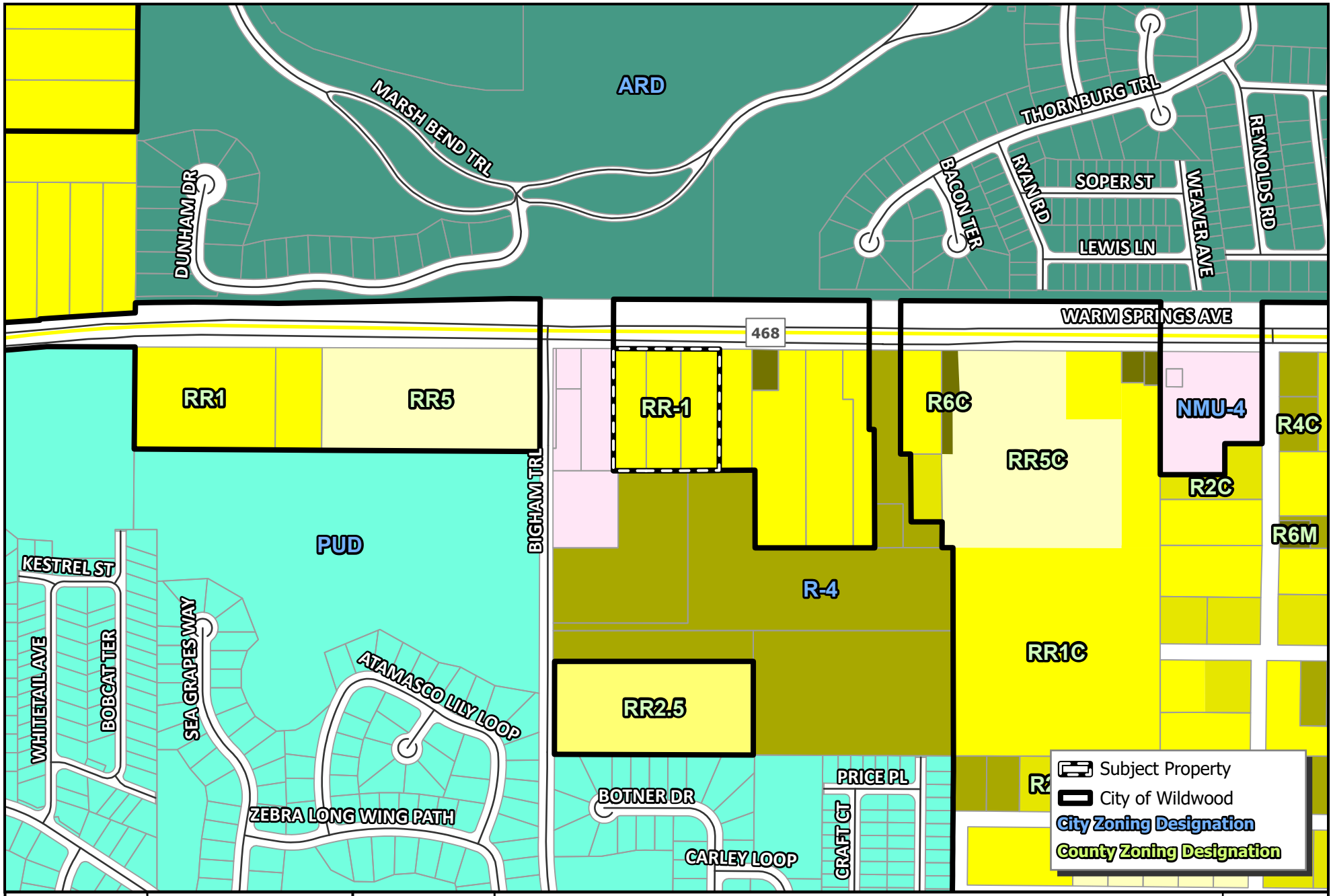
SILVER OAKS AT WARM SPRINGS

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

MAP 1B

LOCATION MAP

MAY 2026



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

N

US Feet
0 90 180 360

#26-2161

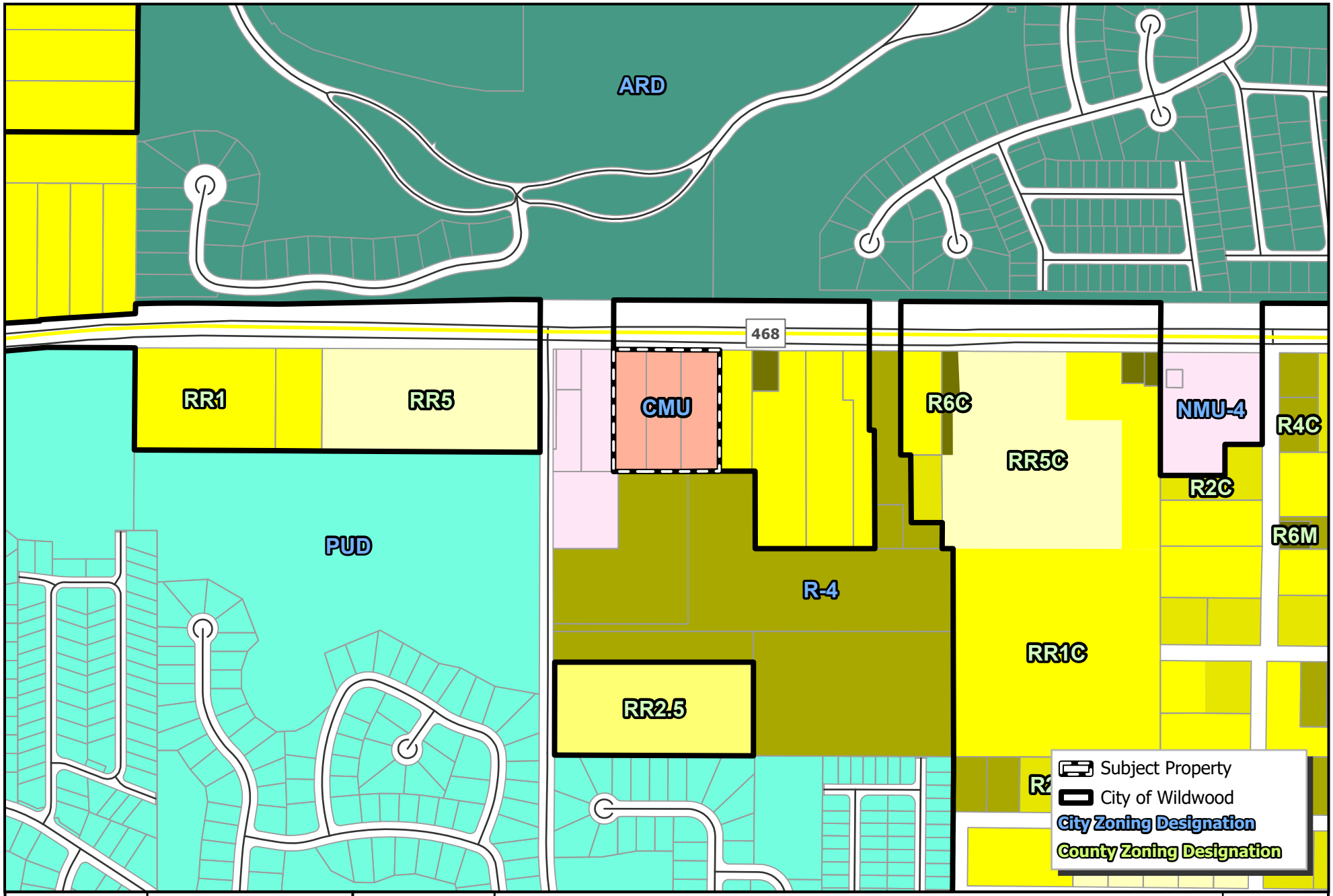
SILVER OAKS AT WARM SPRINGS

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

MAP 3A

EXISTING ZONING

MAY 2026



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SILVER OAKS AT WARM SPRINGS

PARCELS D33-015, D33-075 & D33-147

MAP 3B
PROPOSED ZONING
MAY 2026

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

The case below was heard on Tuesday, July 7, 2026, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from RR1 (Sumter County) to CMU (City of Wildwood) on 3.18 acres MOL. The subject property is generally located approximately 216 feet east of Warm Springs Ave and Bigham Trl. Intersection, south along Warm Springs Ave.

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

Applicant(s): LPGURP, LLC

Owner(s): KWMPMH, LLC, Brock H. Wagner, & C. Christine Miller

Parcel(s): G33-015, G33-075, & G33-147

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

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

☒ recommends approval.

☐ recommends approval with the following conditions:

_____

☐ recommends denial.

☐ recommends other:_____

Dated: July 7, 2026

Lindsay C.T. Holt
Special Magistrate City of Wildwood

LPG Urban & Regional Planners, LLC.

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:

b. **Mixed-Use**

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

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

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

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

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

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

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

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

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

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

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

The proposed rezoning to CMU is compatible with the current city zoning in the general area which consists of 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.

■ **TRAFFIC IMPACT ANALYSIS**

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

WARM SPRINGS AVENUE MEDICAL OFFICE

SUMTER COUNTY, FLORIDA

MAY 2026

PREPARED BY:
CHRIS J. WALSH, P.E.
WALSH TRAFFIC ENGINEERING, LLC
285 PALMETTO SPRINGS STREET
DEBARY, FLORIDA 32713
PHONE – 386.668.0062
PROJECT #: 10361

PREPARED FOR:
DR. DAVID CASPER
8620 E. COUNTY ROAD 466
THE VILLAGES, FLORIDA 32162

CHRIS J. WALSH LICENSE No.57626 STATE OF FLORIDA PROFESSIONAL ENGINEER

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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TABLE OF CONTENTS

TABLE OF CONTENTS I

LIST OF FIGURES II

LIST OF TABLES III

APPENDICES IV

INTRODUCTION 1

PROJECT ACCESS 2

STUDY AREA 2

EXISTING VOLUMES 3

EXISTING ROADWAY SEGMENT CONDITIONS 3

EXISTING INTERSECTION CONDITIONS 7

FUTURE CONDITIONS 9

COMMITTED ROADWAY IMPROVEMENTS 9

FUTURE BACKGROUND CONDITIONS 9

Roadway Segments *9*

Intersections *10*

PROJECT TRIPS 13

Trip generation *13*

Trip Distribution *14*

FUTURE BUILDOUT CONDITIONS 17

Roadway Segments *17*

Intersections *18*

PROJECT DRIVEWAY TURN-LANE ANALYSIS 23

PEDESTRIAN, BICYCLE, AND TRANSIT CONSIDERATIONS 23

CONCLUSIONS 24

LIST OF FIGURES

Figure 1 - Site Location Map 1

Figure 2 - Existing AM Peak-Hour Traffic Volumes (Year 2026) 3

Figure 3 - Existing PM Peak-Hour Traffic Volumes (Year 2026) 5

Figure 4 - Future Background (2028) AM Peak-Hour Traffic Volumes 11

Figure 5 - Future Background (2028) PM Peak-Hour Traffic Volumes 12

Figure 6 - Trip Distribution (New External Trips) 14

Figure 7 – New External Project Trips (AM Peak Hour) 15

Figure 8 – New External Project Trips (PM Peak Hour) 16

Figure 9 - Future Buildout (2028) AM Peak-Hour Traffic Volumes 19

Figure 10 - Future Buildout (2028) PM Peak-Hour Traffic Volumes 20

LIST OF TABLES

Table 1 - Existing Roadway Segment Volumes (AM Peak Hour) 3
Table 2 - Existing Roadway Segment Volumes (PM Peak Hour) 3
Table 3 - Existing Roadway Segment Operating Conditions (AM Peak Hour) 6
Table 4 - Existing Roadway Segment Operating Conditions (PM Peak Hour) 6
Table 5 - Existing Intersection Operating Conditions (Year 2026) 8
Table 6 - Future Background Volumes (Year 2028) for Roadway Segments (AM Peak Hour) 9
Table 7 - Future Background Volumes (Year 2028) for Roadway Segments (PM Peak Hour) 9
Table 8 - Future Background Intersection Operating Conditions (Year 2028) 10
Table 9 – Total Trip Generation Projection for Proposed Development 13
Table 10 - Year 2028 Roadway Segment Volumes and Operating Conditions (AM Peak Hour) 17
Table 11 – Year 2028 Roadway Segment Volumes and Operating Conditions (PM Peak Hour) 17
Table 12 - Future Buildout Intersection Operating Conditions (Year 2028) 18
Table 13 – Warm Springs Ave/Marsh Bend Trl Intersection Operating Conditions (Year 2028) 21

APPENDICES

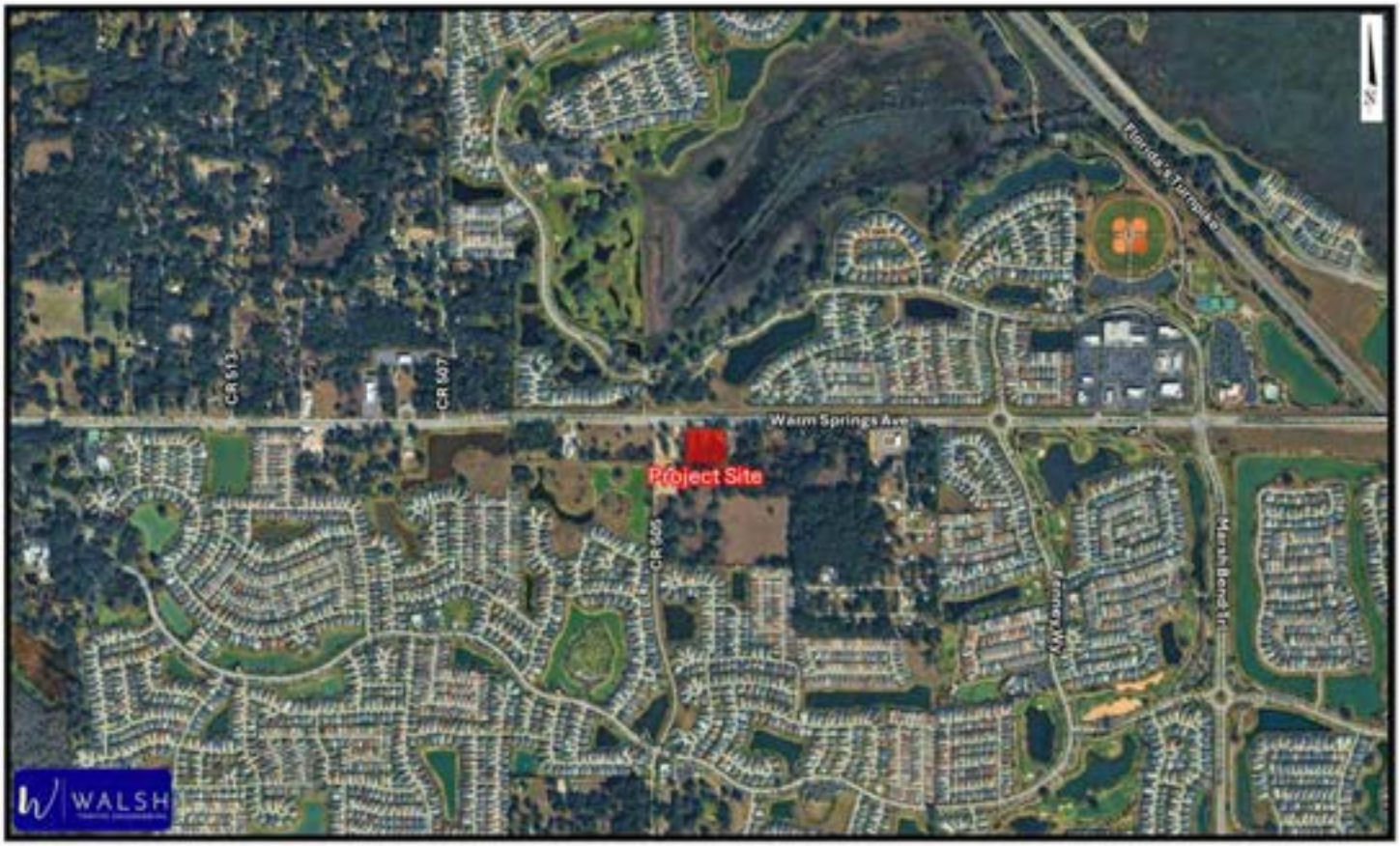
Appendix A	Preliminary Development Plan
Appendix B	Traffic Impact Analysis Methodology
Appendix C	Traffic Counts
Appendix D	Existing Conditions Synchro Printouts
Appendix E	Turning Movement Worksheets
Appendix F	Future Background Conditions (2028) Synchro Printouts
Appendix G	Future Buildout Conditions (2028) Synchro Printouts
Appendix H	Turn-Lane Analysis Worksheets

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	3557120	639	302	TMC	2026			TMC	2026	639	302	TMC	2026
Project to CR 501	3557120	679	302	TMC	2026	642	360	TMC	2026	661	331	TMC	2026

Source: TMC - the peak-hour directional volumes were obtained fromteh 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	3557120	378	548	CMP	2023
Project to CR 501	3557120	378	548	CMP	2023

Source: CMP - Sumter County 2023 CMP Database

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

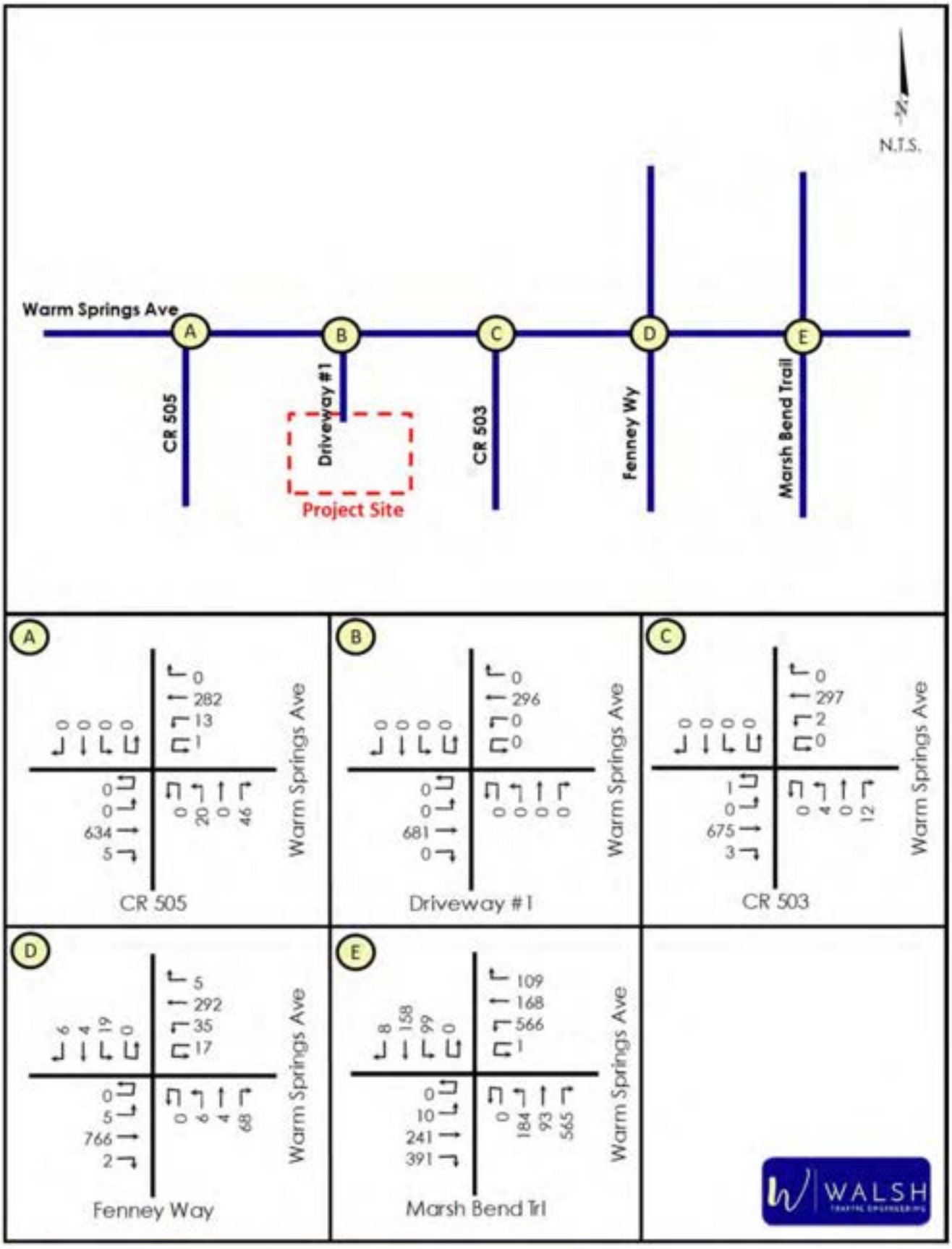
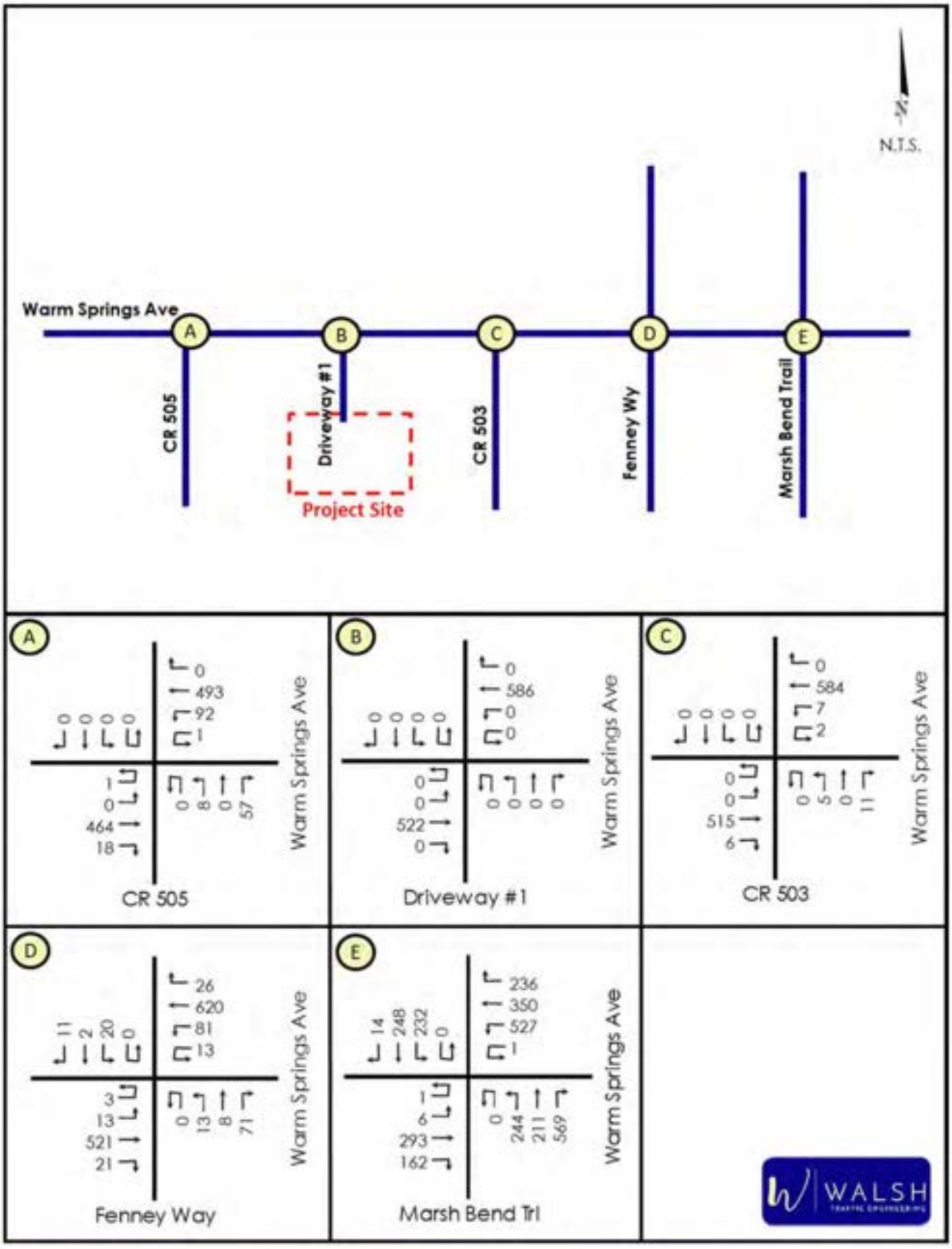


Figure 3 - Existing PM Peak-Hour Traffic Volumes (Year 2026)



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	Approach				Overall
			EB	WB	NB	SB	Intxn	EB	WB	NB	SB	Intxn
Warm Springs Ave at CR 505	STOP	Delay (sec/veh)	-	-	12.8	-	-	-	-	11.3	-	-
		LOS	-	-	B	-	-	-	-	B	-	-
		Highest V/C	-	-	0.129	-	-	-	-	0.107	-	-
Warm Springs Ave at CR 503	STOP	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 Segement	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	9.25%	639	302	2026	2028	118	56	757	358	1,665	no	no
Project to CR 501	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	9.25%	378	548	2023	2028	175	253	553	801	1,665	no	no
Project to CR 501	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	Approach				Overall
			EB	WB	NB	SB	Intxn	EB	WB	NB	SB	Intxn
Warm Springs Ave at CR 505	STOP	Delay (sec/veh)	-	-	14.2	-	-	-	-	12.0	-	-
		LOS	-	-	B	-	-	-	-	B	-	-
		Highest V/C	-	-	0.153	-	-	-	-	0.122	-	-
Warm Springs Ave at CR 503	STOP	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

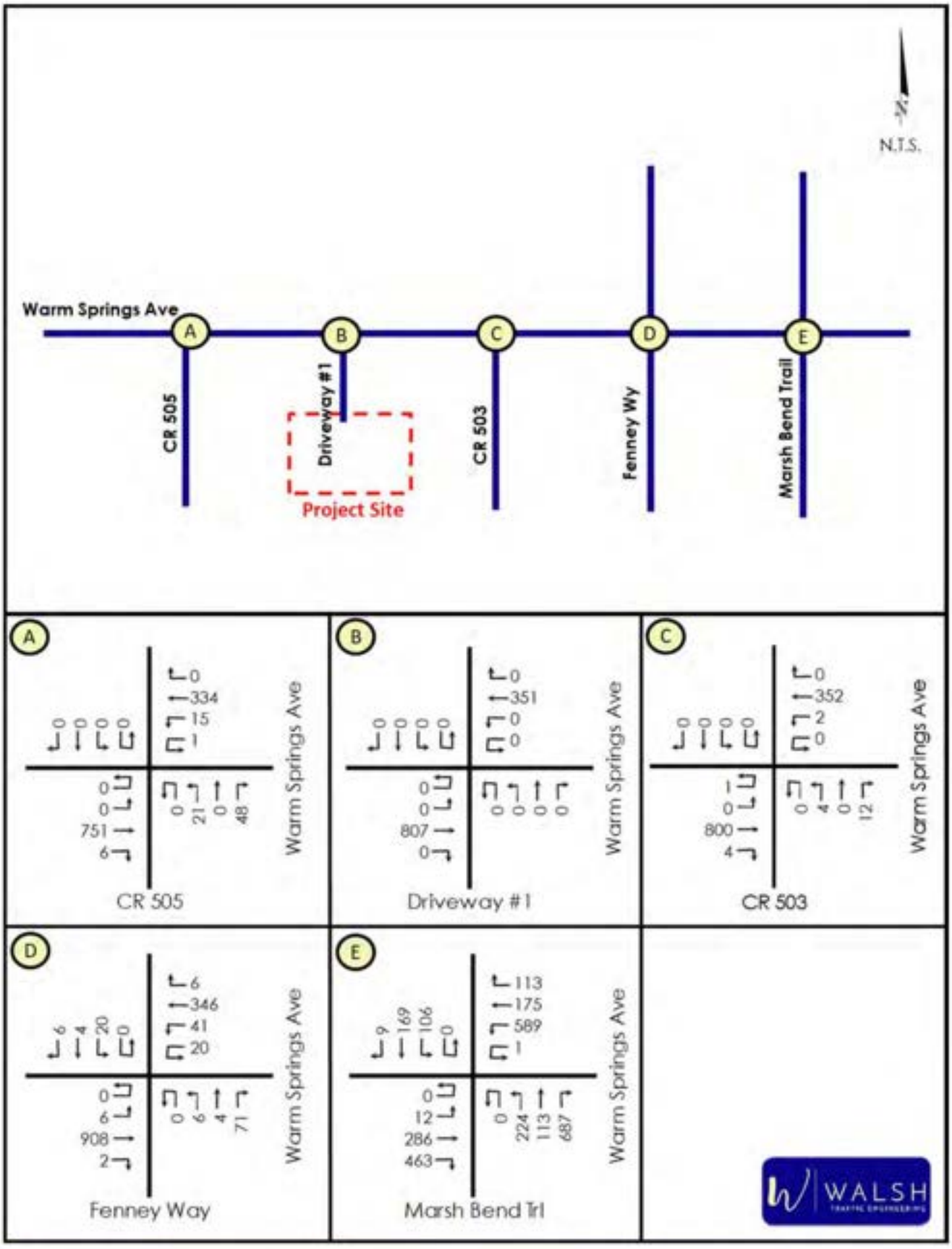
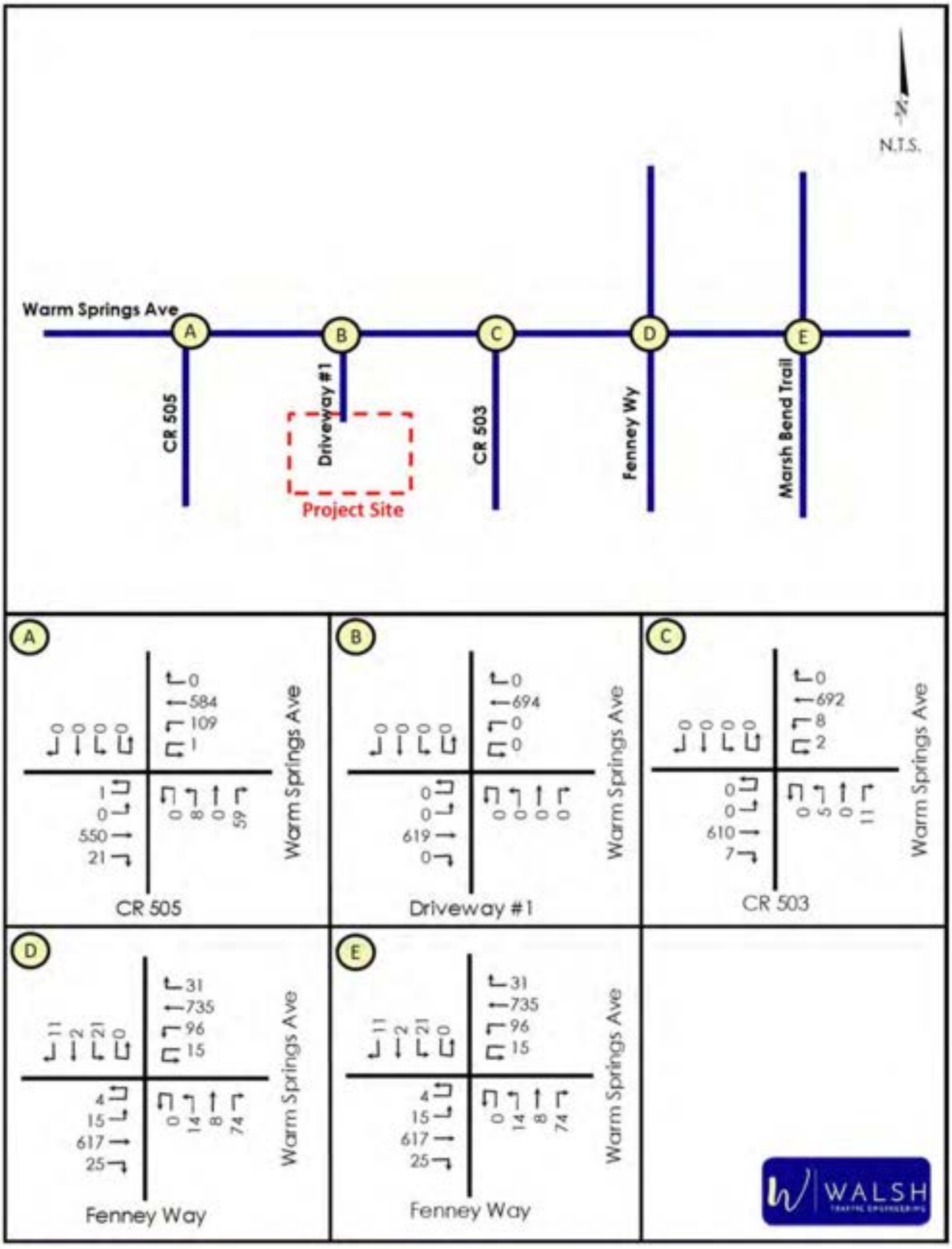


Figure 5 - Future Background (2028) PM Peak-Hour Traffic Volumes



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)

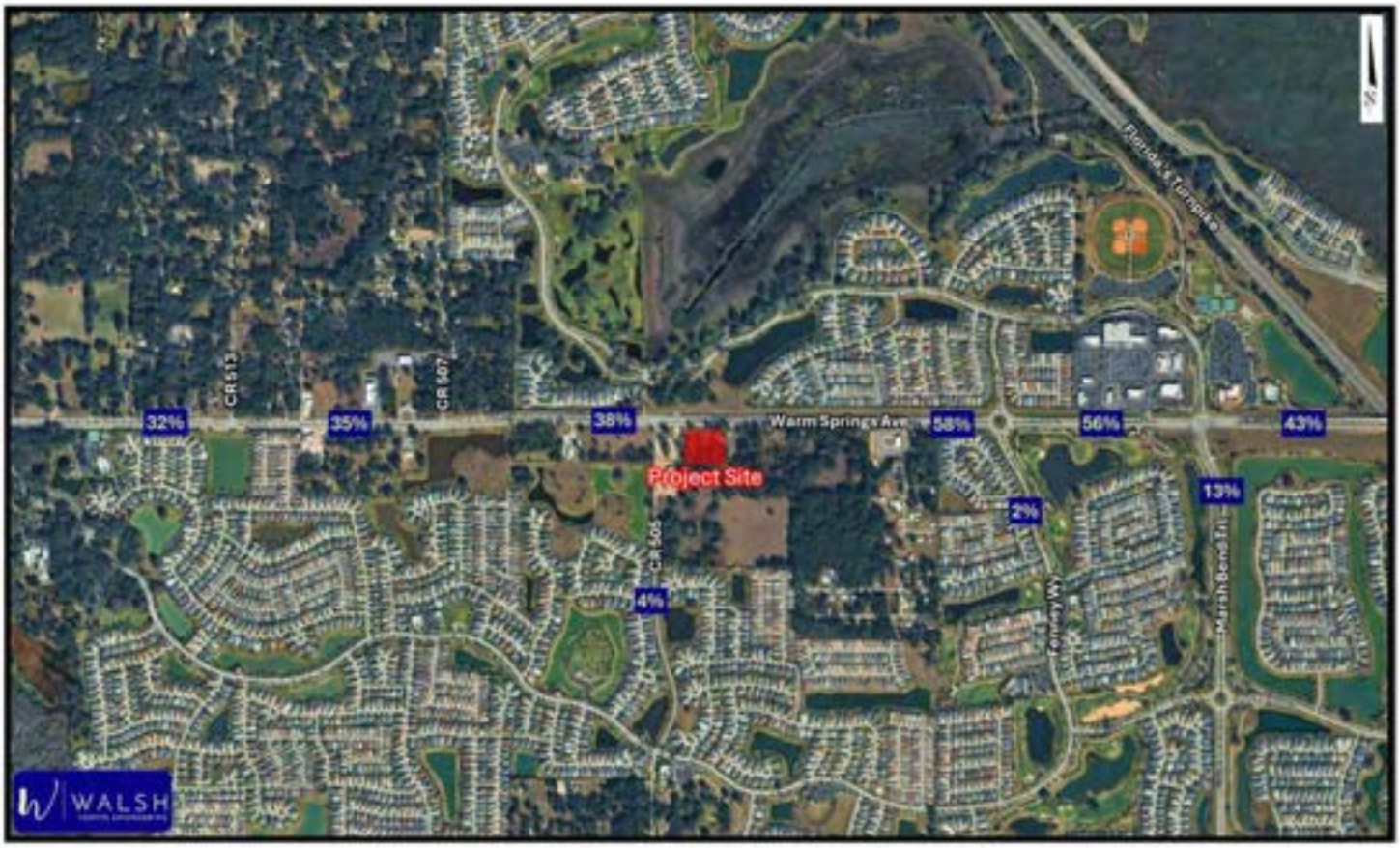


Figure 7 – New External Project Trips (AM Peak Hour)

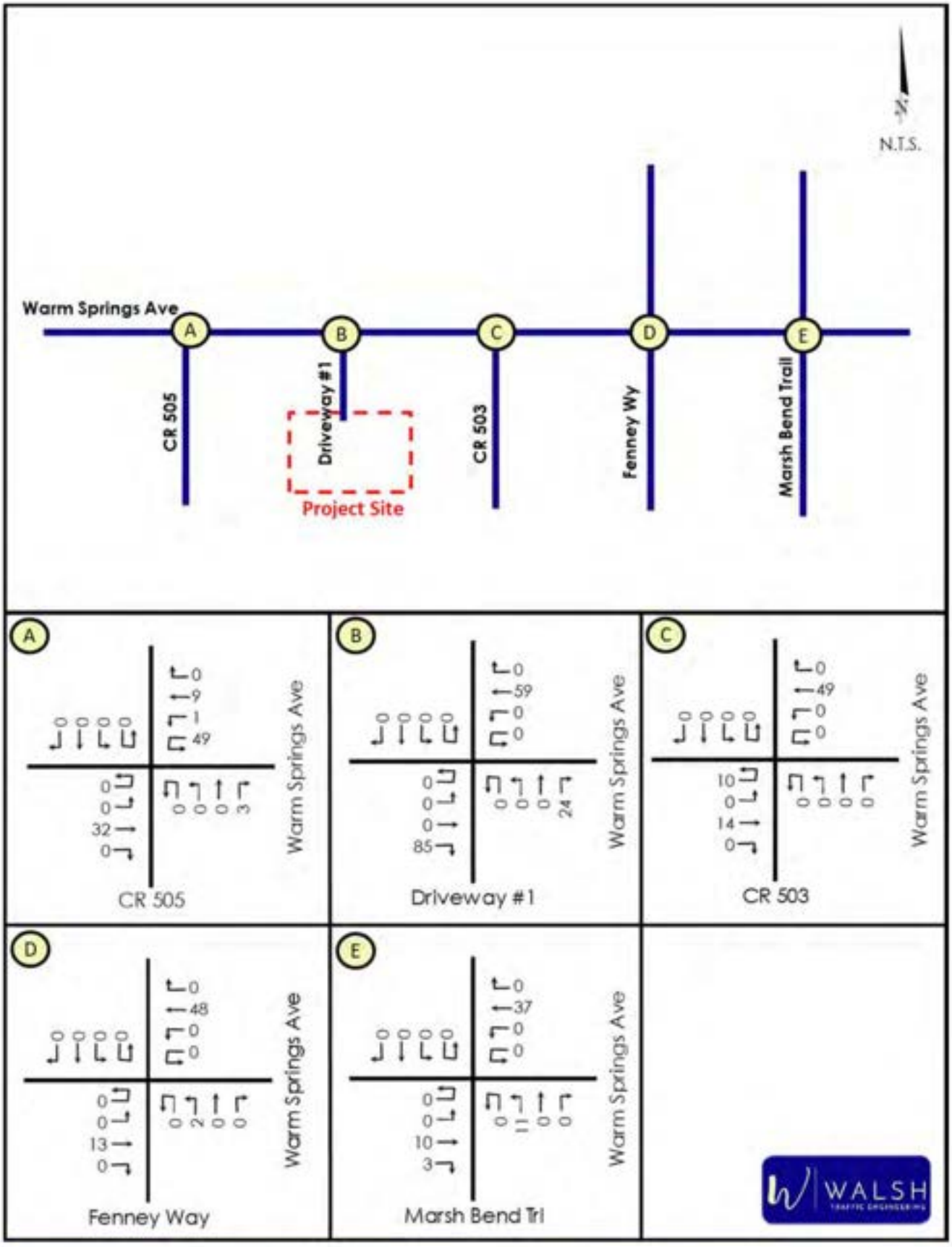
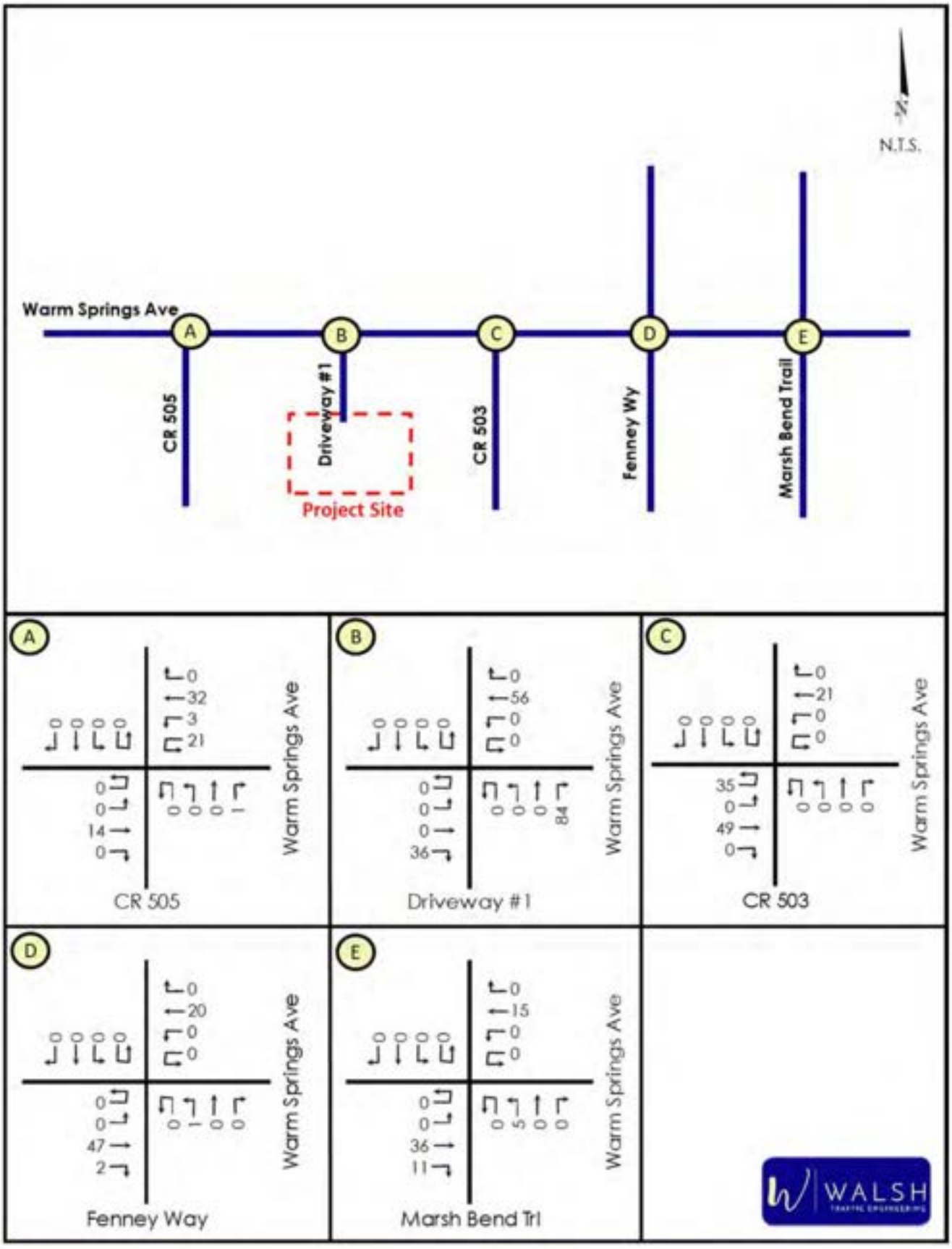


Figure 8 – New External Project Trips (PM Peak Hour)



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	Volume (vph) 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	Volume (vph) 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 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	Approach				Overall
			EB	WB	NB	SB	Intxn	EB	WB	NB	SB	Intxn
Warm Springs Ave at CR 505	STOP	Delay (sec/veh)	-	-	15.0	-	-	-	-	12.3	-	-
		LOS	-	-	B	-	-	-	-	B	-	-
		Highest V/C	-	-	0.17	-	-	-	-	0.128	-	-
Warm Springs Ave at Driveway #1	STOP	Delay (sec/veh)	-	-	11.4	-	-	-	-	11.2	-	-
		LOS	-	-	B	-	-	-	-	B	-	-
		Highest V/C	-	-	0.042	-	-	-	-	0.134	-	-
Warm Springs Ave at CR 503	STOP	Delay (sec/veh)	-	-	13.5	-	-	-	-	13.4	-	-
		LOS	-	-	B	-	-	-	-	B	-	-
		Highest V/C	-	-	0.038	-	-	-	-	0.037	-	-
Warm Springs Ave at Fenney Wy	Roundabout	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	Signal	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

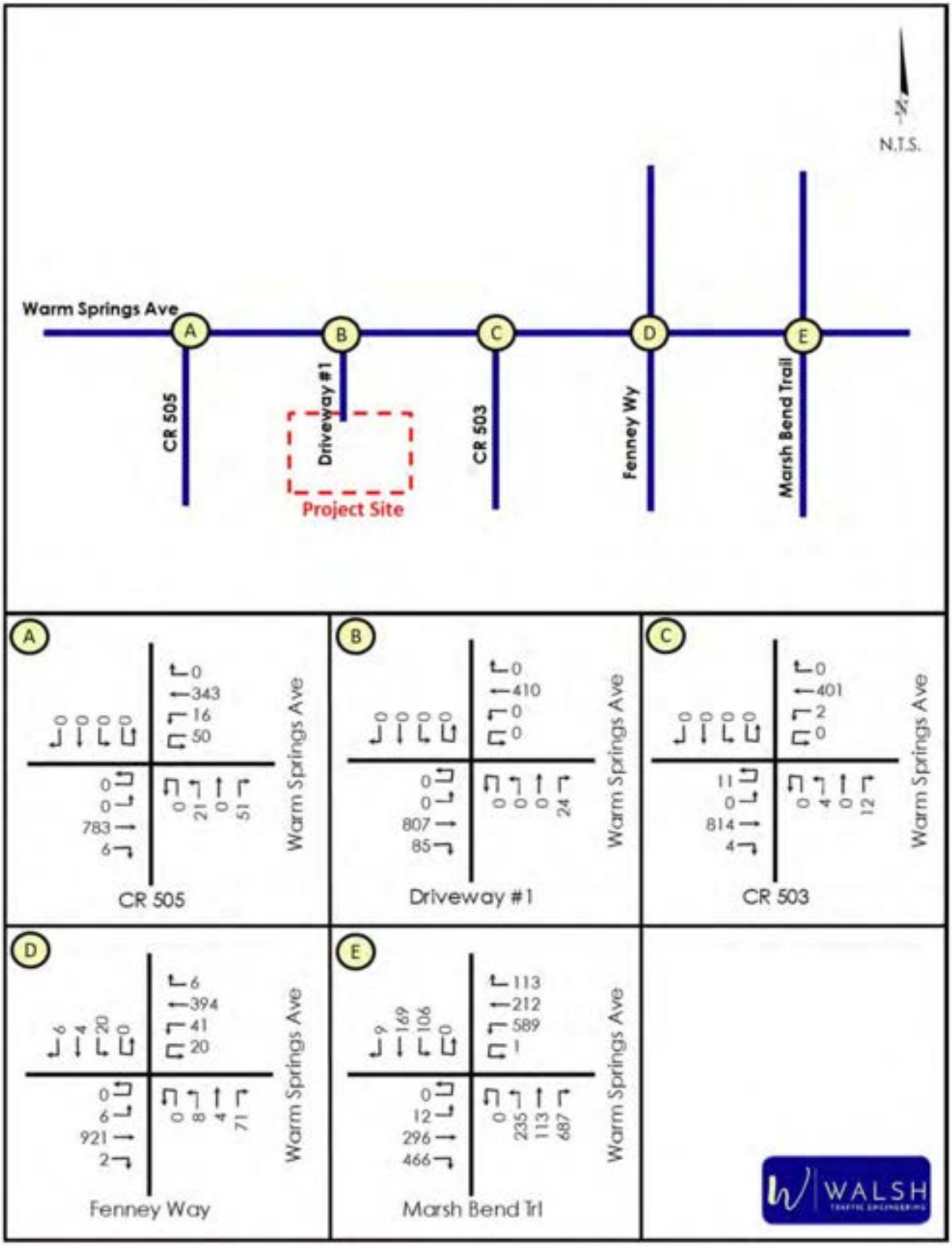
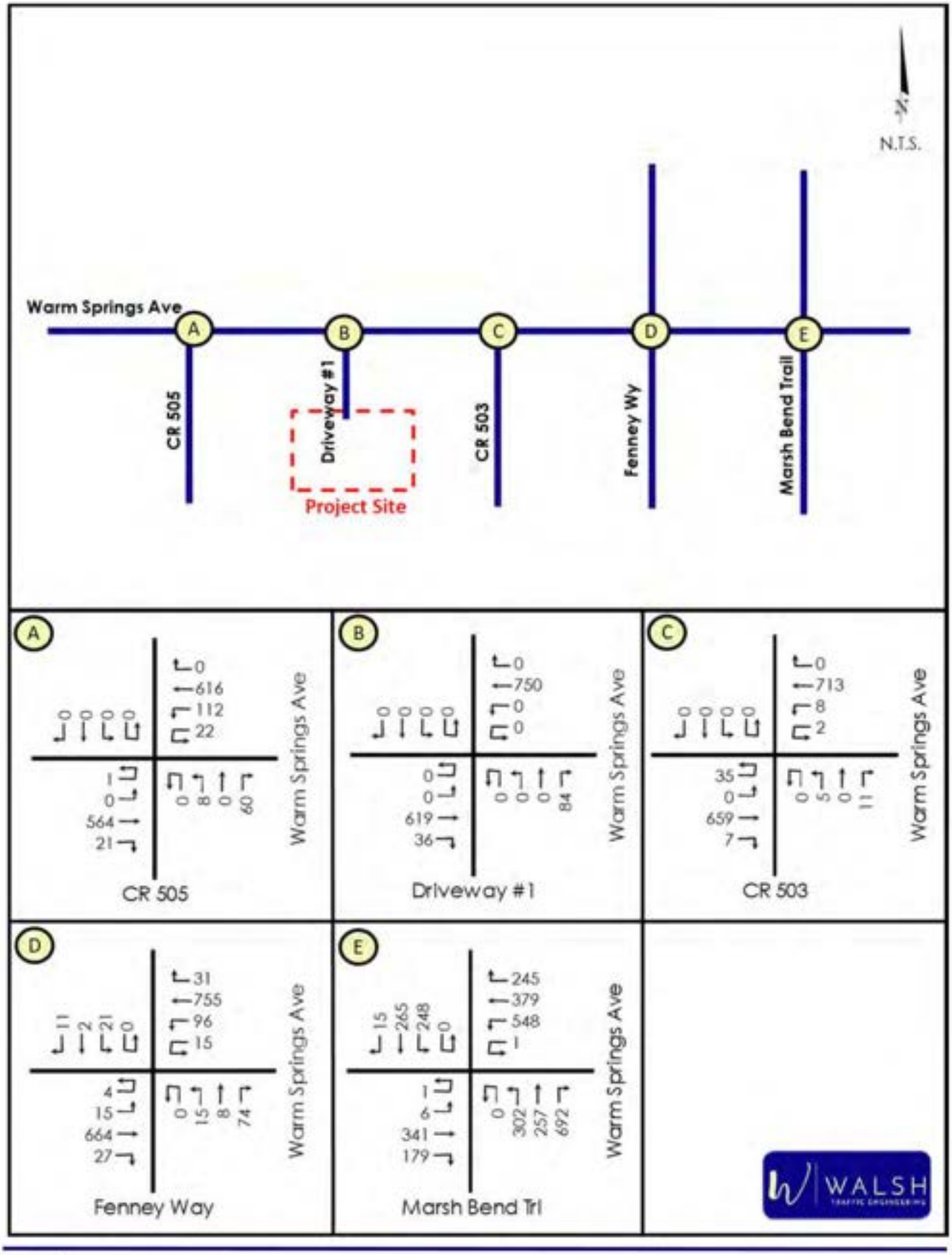


Figure 10 - Future Buildout (2028) PM Peak-Hour Traffic Volumes



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	Approach				Overall
		EB	WB	NB	SB	Intxn	EB	WB	NB	SB	Intxn
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.

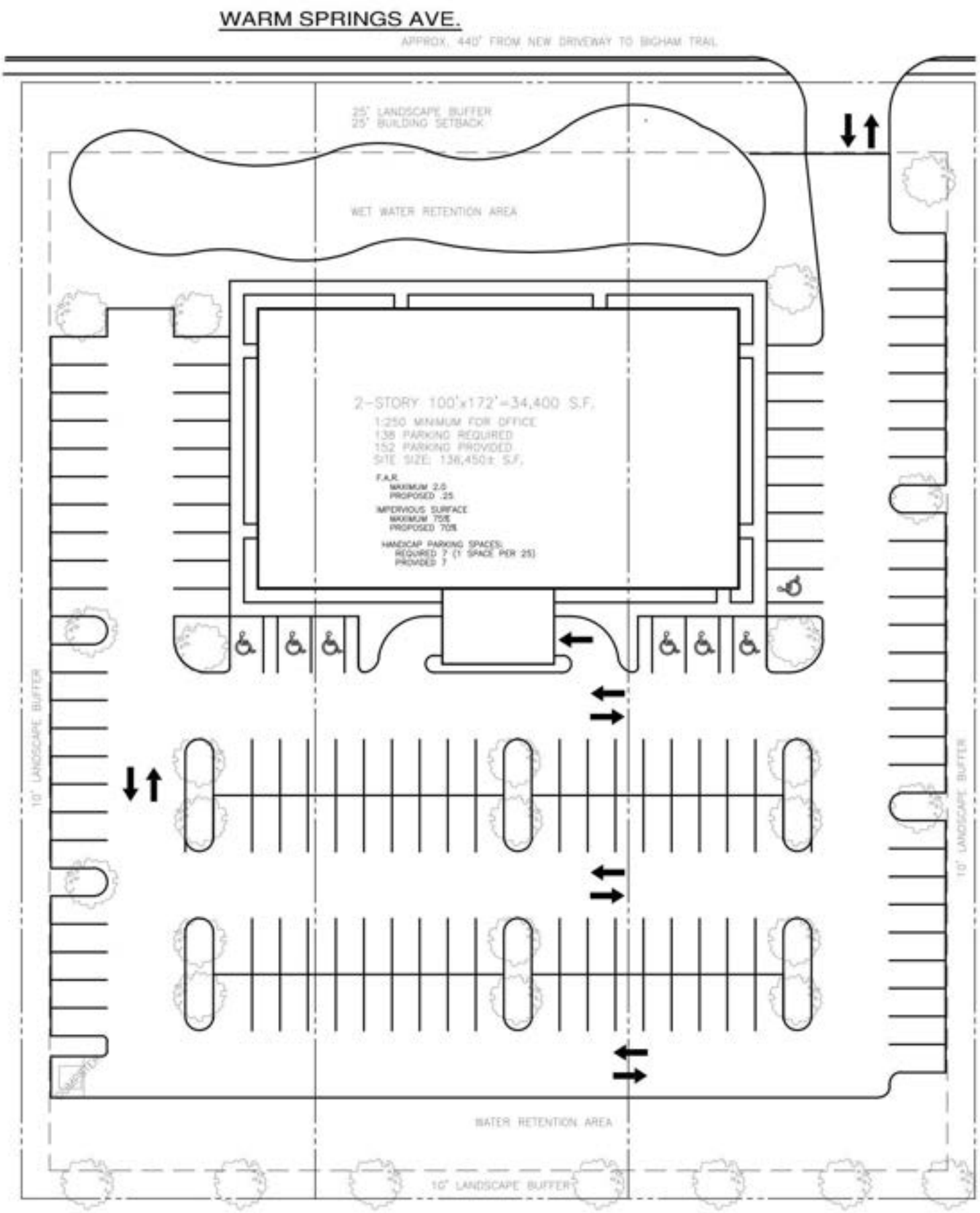
CONCLUSIONS

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



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

1.2 As noted.

MEMORANDUM

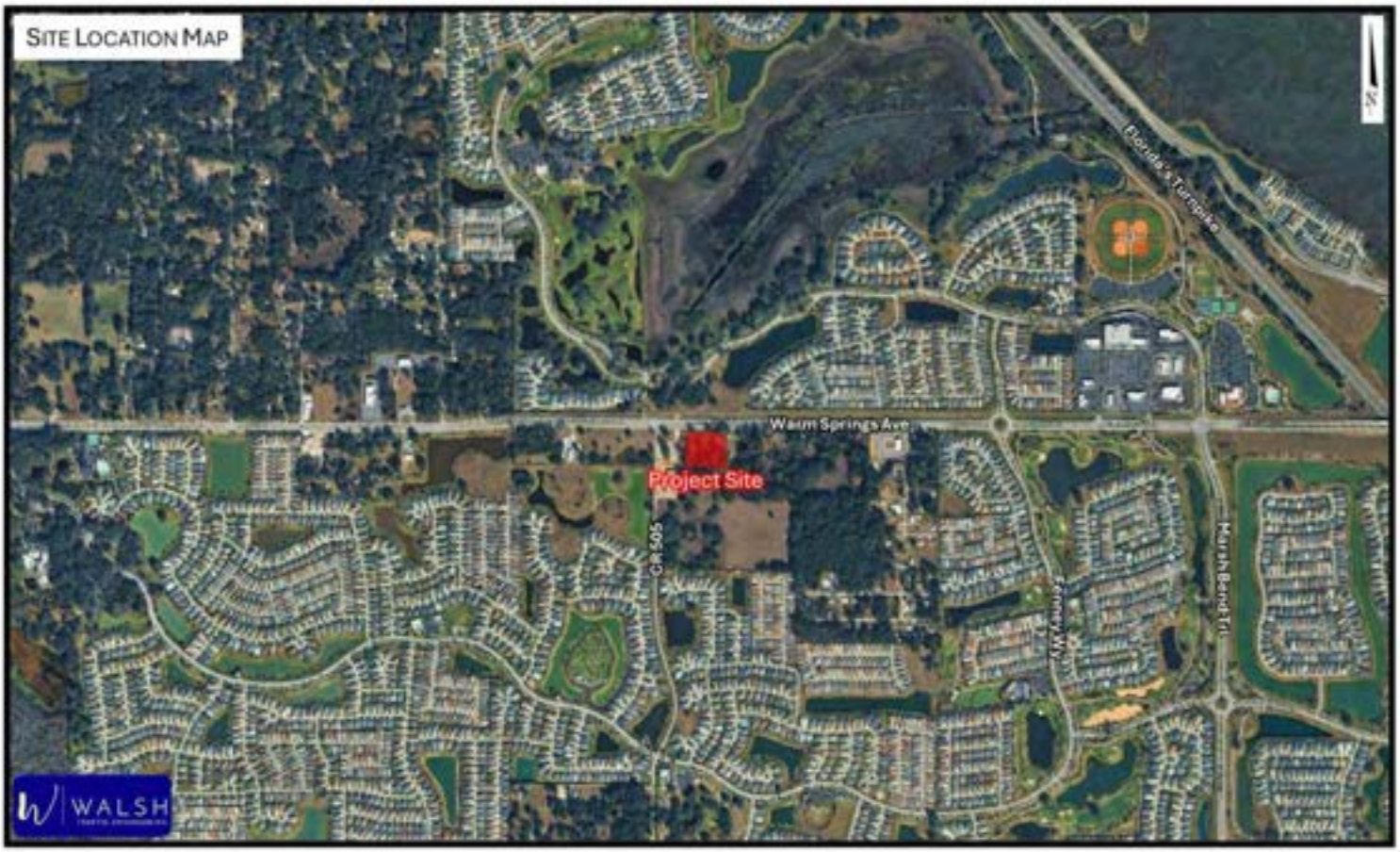
To: Mr. Matthew Tadlock - Assistant Public Works Director, Sumter County

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

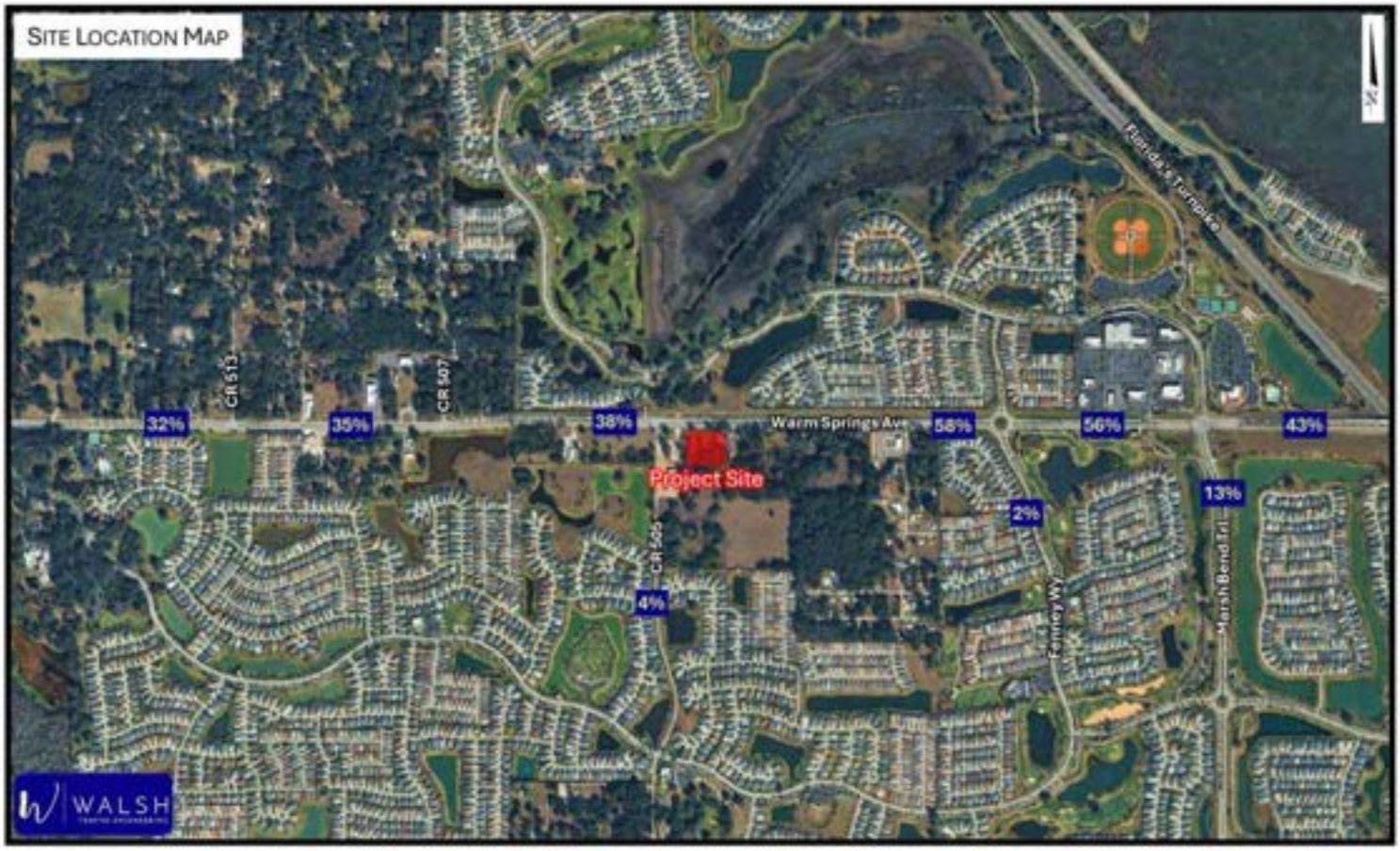
Land Use	ITE Land Use Code	Intensity	Daily		
			Total Trips		
			In	Out	Total
Medical Office	720	34.00 KSF	653	652	1,305

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 (fka CR 501) at Warm Springs Ave as study intersection since they are major intersections that are part of an impacted roadway. 1.1 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 conditons 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

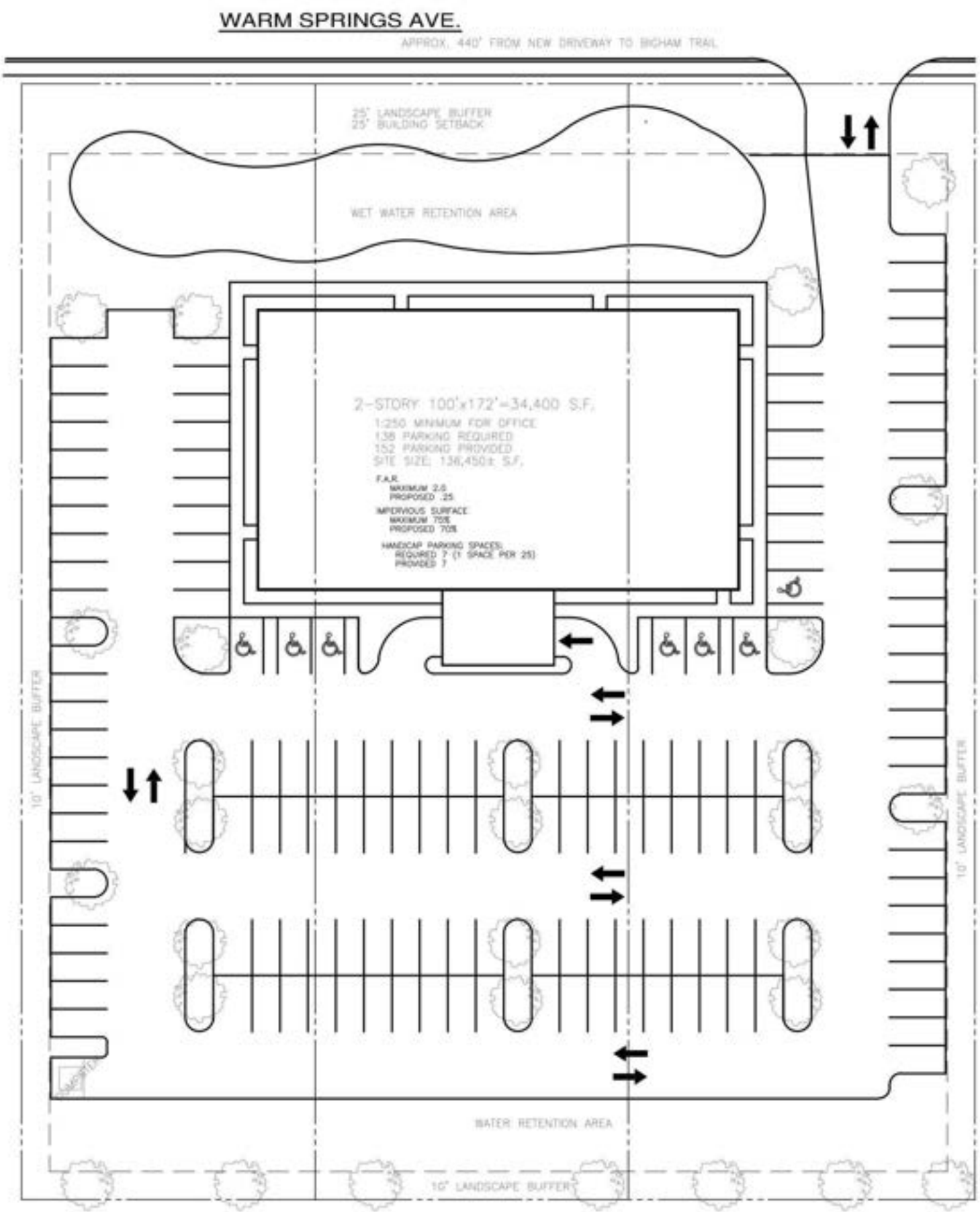
An alternative mode analysis will be conducted to evaluate present and programmed bike, pedestrian, and transit mobility options. Planned bicycle and pedestrian connections within the development will be documented.

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



SCHEME - A (3-ACRES)

IMPERVIOUS SURFACE RATIO = 75% ALLOWED

Sumter County 2023 CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROADSHARE	FROM	TO	LANES (2023)	LANES (2028)	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2023 AADT	2023 DAILY V/C	2023 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR NB/EB VOLUME	2023 PEAK HOUR SB/WB VOLUME	2023 PEAK HOUR V/C	2023 PEAK HOUR LOS	PEAK HOUR TWO-WAY DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR TWO-WAY VOLUME	2023 PEAK HOUR TWO-WAY V/C	2023 PEAK HOUR TWO-WAY LOS	GROWTH RATE
3557110	36		SUMTER	45	1.02	WARM SPRINGS AVE	US 301/SR 35	CR 513	4	4	D	33,570	11,449	0.34	C	1,665	376	472	0.28	C	3,024	848	C	0.28	3.50%
3557120	2020-52		SUMTER	55	1.74	WARM SPRINGS AVE	CR 513	CR 501	4	4	D	33,570	16,157	0.48	C	1,665	378	548	0.33	C	3,024	926	C	0.31	9.25%
3557130	35		SUMTER	55	2.00	WARM SPRINGS AVE	CR 501	SANDALWOOD DR	4	4	D	35,249	25,529	0.72	C	1,748	496	521	0.30	C	3,175	1,017	C	0.32	1.00%

■ **TRAFFIC IMPACT ANALYSIS**

WARM SPRINGS AVENUE AT CR 507 COMMERCIAL DEVELOPMENT

SUMTER COUNTY, FLORIDA

DECEMBER 2024

Excerpts from Warm Springs Commercial TIA

PREPARED BY:

WALSH TRAFFIC ENGINEERING, LLC

285 PALMETTO SPRINGS STREET

DEBARY, FLORIDA 32713

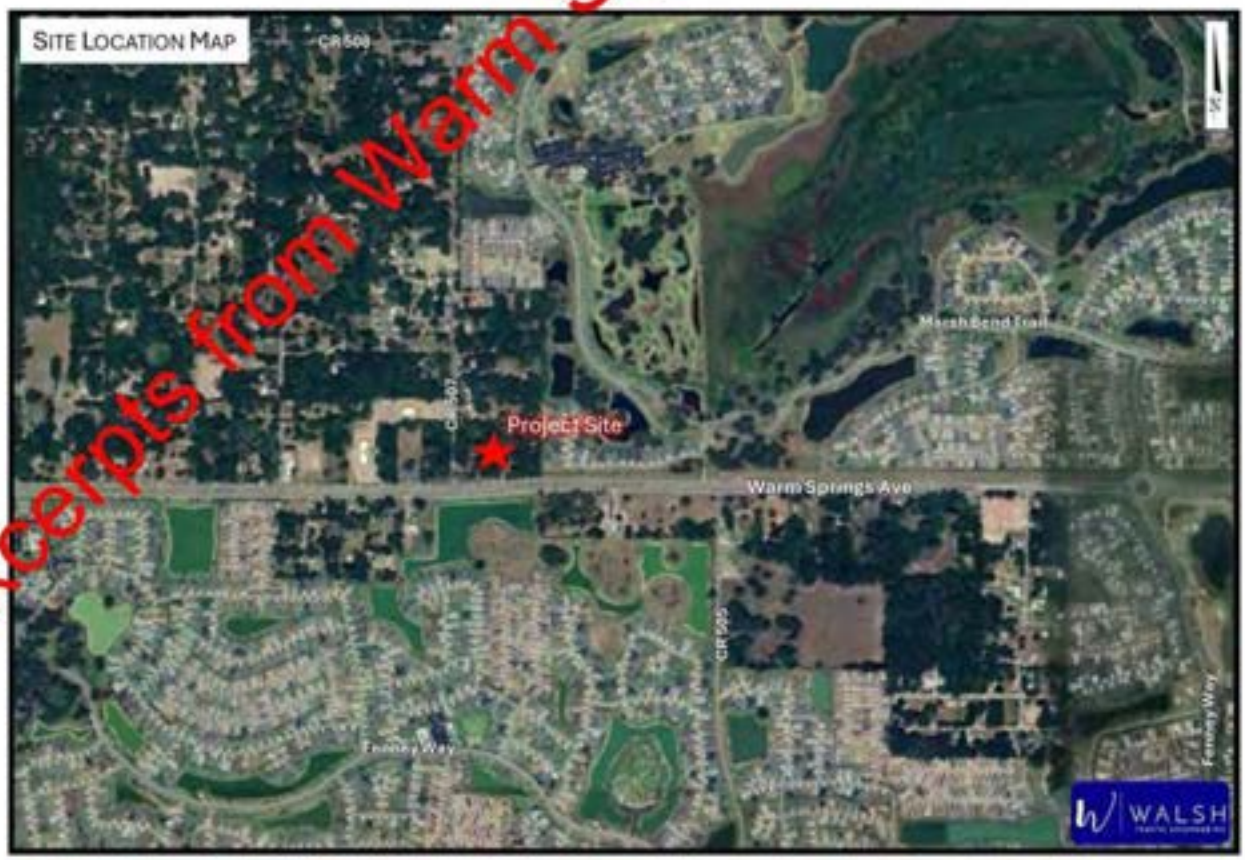
PHONE – 386.668.0062

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 (±8.1 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



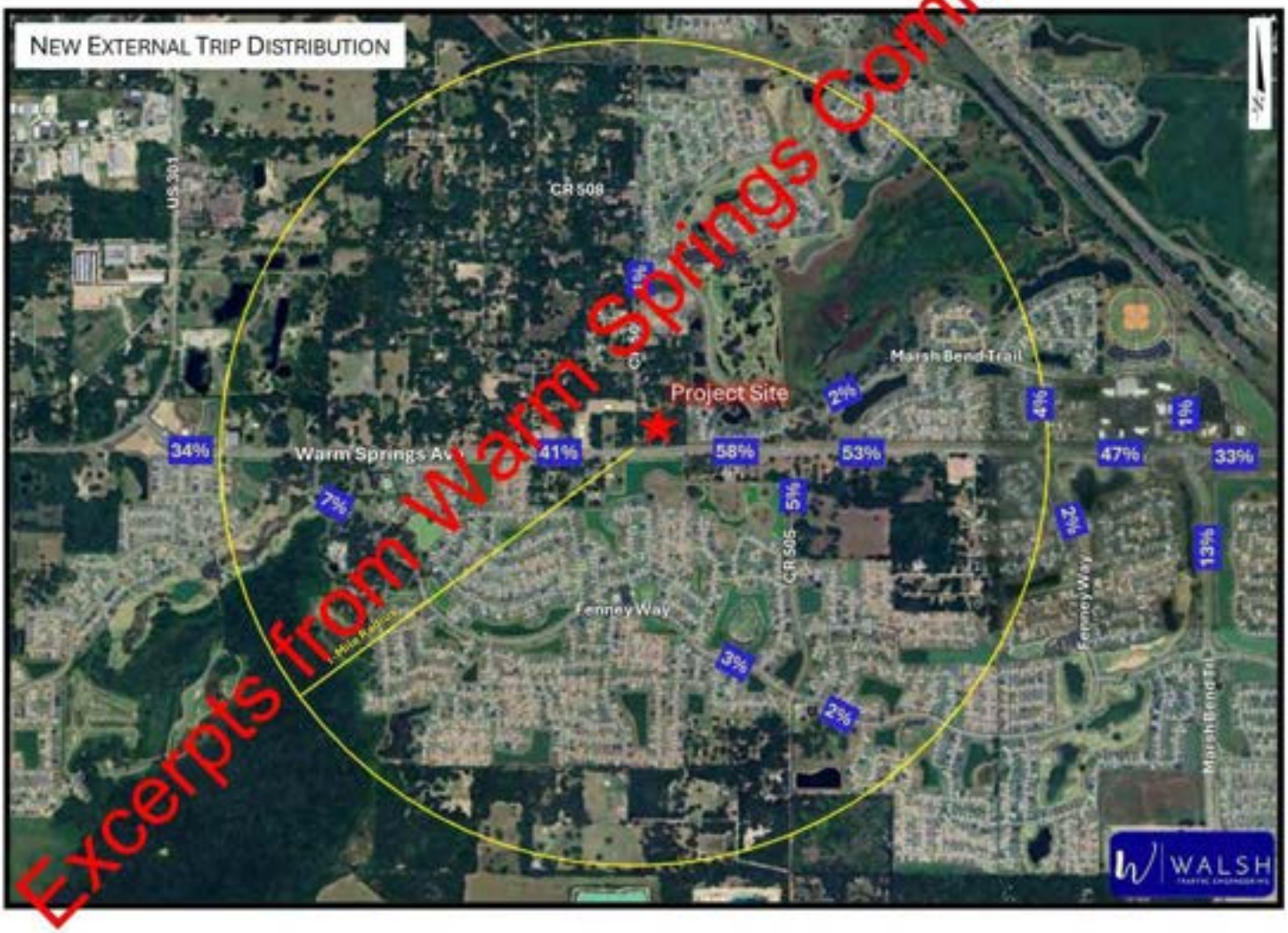
Excerpts from Warm Springs Commercial TIA

TRIP DISTRIBUTION

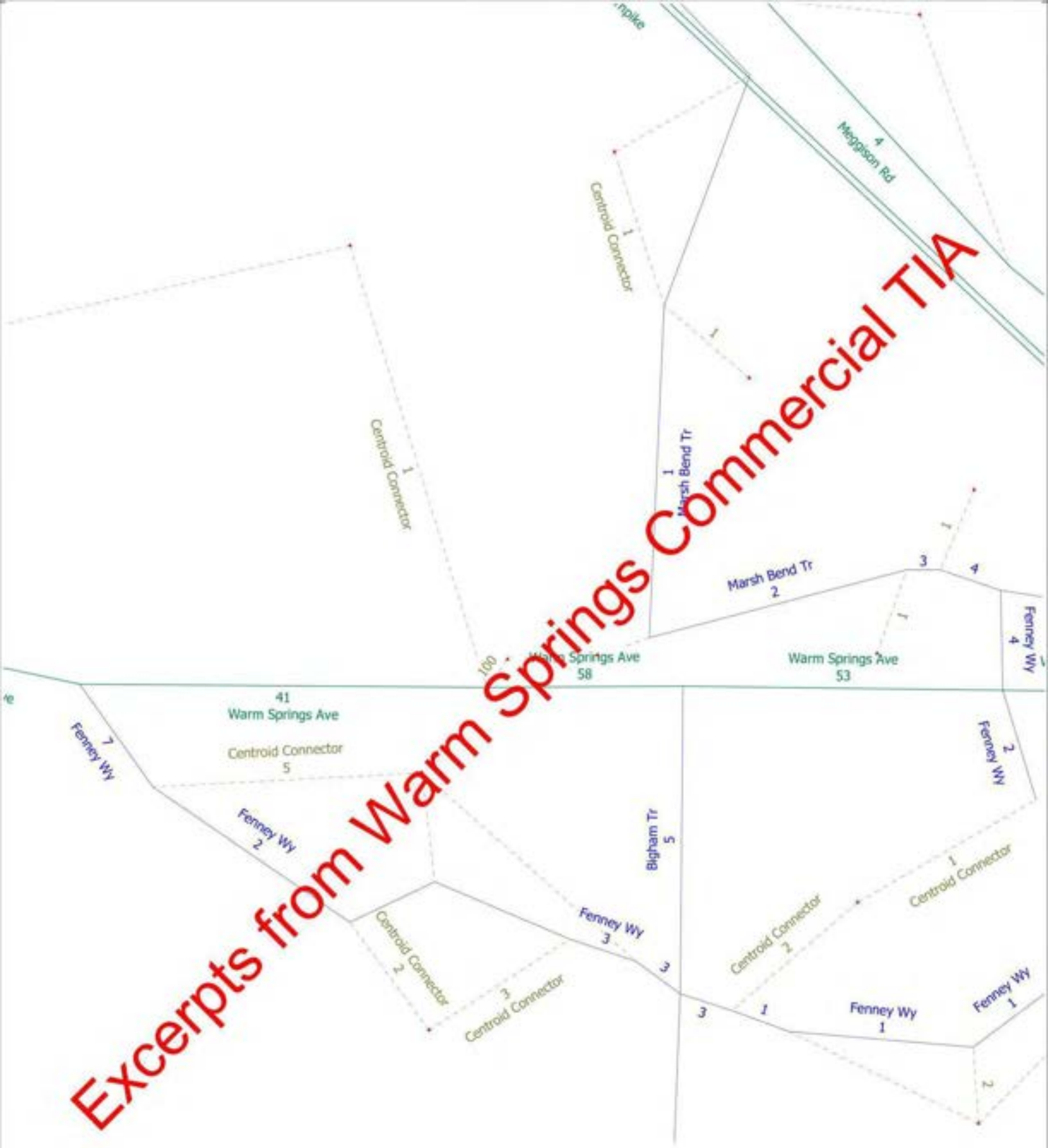
The trip distribution pattern defines the primary corridors that will be traveled by the new external traffic generated by the project. The approved trip distribution for the new external trips, as included in the approved methodology, was estimated based on the CFRPM version 7. The approved trip distribution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

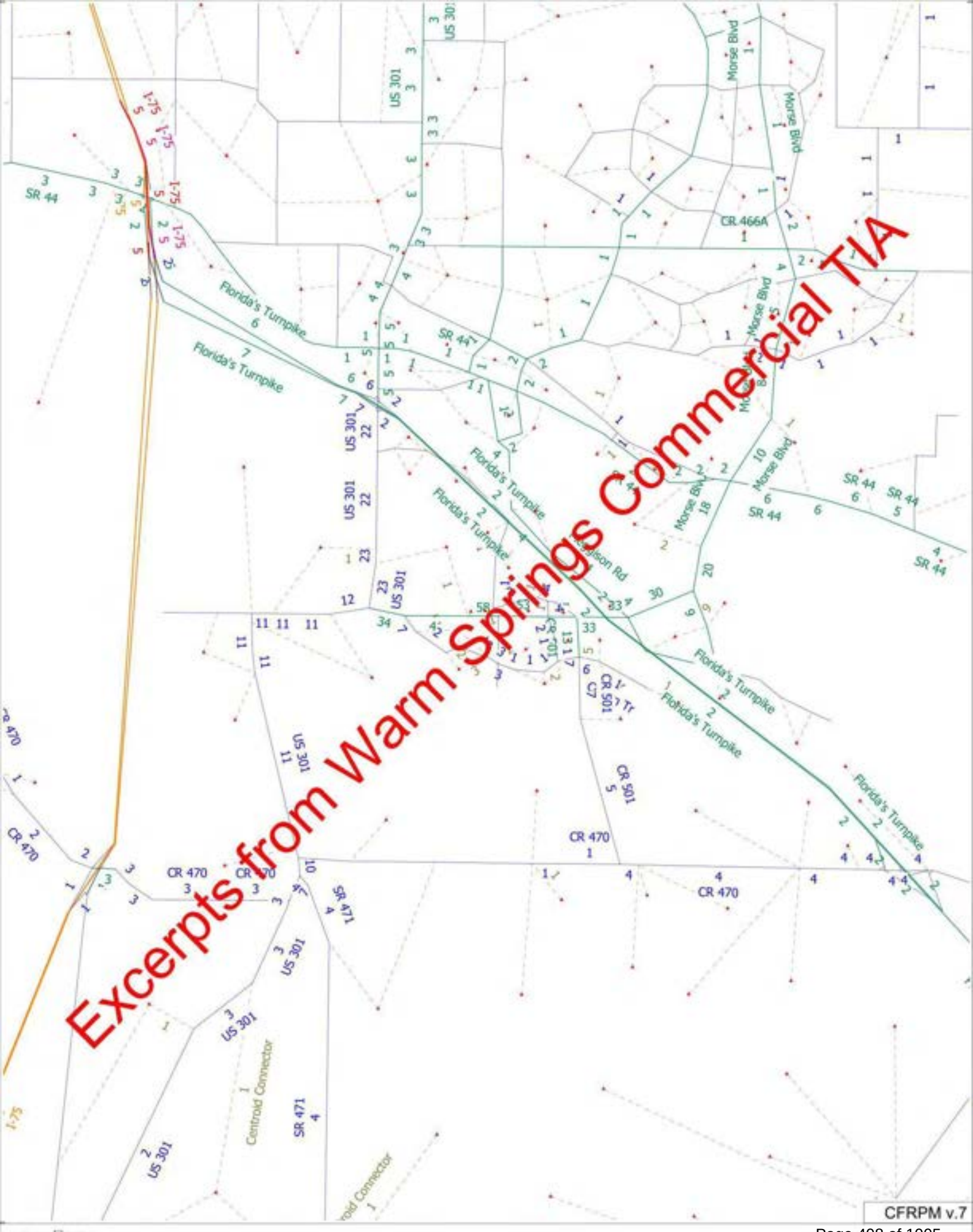
Figure 6 - Trip Distribution (New External Trips)



Excerpts from Warm Springs Commercial TIA



Excerpts from Warm Springs Commercial TIA


Excerpts from Warm Springs Commercial TIA
I-75
SR 44
US 301
Florida's Turnpike
Morse Blvd
CR 466A
Hodgson Rd
CR 501
CR 470
SR 471
Centroid Connector
CFRPM v.7

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: 1-Way Stop(NB)

Project ID: 26-130113-003
Date: 4/7/2026

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	6	0	7	0	0	0	0	0	0	167	0	0	1	59	0	0	240
7:15 AM	8	0	10	0	0	0	0	0	0	178	0	0	2	60	0	0	258
7:30 AM	4	0	16	0	0	0	0	0	0	152	0	0	4	76	0	1	253
7:45 AM	2	0	13	0	0	0	0	0	0	137	5	0	6	87	0	0	250
8:00 AM	4	0	12	0	0	0	0	0	0	123	6	1	6	69	0	0	221
8:15 AM	6	0	16	0	0	0	0	0	0	125	4	1	7	77	0	0	236
8:30 AM	5	0	12	0	0	0	0	0	0	124	3	0	7	97	0	0	248
8:45 AM	9	0	27	0	0	0	0	0	0	129	4	0	8	85	0	0	262
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	44	0	113	0	0	0	0	0	0	1135	22	2	41	610	0	1	1968
APPROACH % 's :	28.03%	0.00%	71.97%	0.00%					0.00%	97.93%	1.90%	0.17%	6.29%	93.56%	0.00%	0.15%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	20	0	46	0	0	0	0	0	0	634	5	0	13	282	0	1	1001
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	0.970
	0.825									0.897				0.796			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	0	14	0	0	0	0	0	0	129	8	1	22	116	0	1	293
4:15 PM	7	0	15	0	0	0	0	0	0	110	5	0	18	135	0	0	290
4:30 PM	2	0	9	0	0	0	0	0	0	131	5	0	20	116	0	1	284
4:45 PM	4	0	15	0	0	0	0	0	0	93	7	0	22	118	0	0	259
5:00 PM	0	0	15	0	0	0	0	0	0	130	3	0	23	130	0	0	301
5:15 PM	2	0	18	0	0	0	0	0	0	110	3	1	27	129	0	0	290
5:30 PM	1	0	13	0	0	0	0	0	0	98	3	0	10	90	0	0	215
5:45 PM	4	0	16	0	0	0	0	0	0	64	3	0	9	96	0	1	193
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	22	0	115	0	0	0	0	0	0	865	37	2	151	930	0	3	2125
APPROACH % 's :	16.06%	0.00%	83.94%	0.00%					0.00%	95.69%	4.09%	0.22%	13.93%	85.79%	0.00%	0.28%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	8	0	57	0	0	0	0	0	0	464	18	1	92	493	0	1	1134
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	0.942
	0.813									0.888				0.939			

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 505/Bigham Trl & Warm Springs Ave/CR 468
City: Wildwood
Control: 1-Way Stop(NB)

Project ID: 26-130113-003
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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	6	0	7	0	0	0	0	0	0	159	0	0	1	55	0	0	228
7:15 AM	8	0	10	0	0	0	0	0	0	170	0	0	2	58	0	0	248
7:30 AM	4	0	16	0	0	0	0	0	0	139	0	0	4	74	0	1	238
7:45 AM	2	0	13	0	0	0	0	0	0	117	5	0	6	82	0	0	225
8:00 AM	4	0	12	0	0	0	0	0	0	111	6	1	6	63	0	0	203
8:15 AM	6	0	15	0	0	0	0	0	0	112	4	1	6	66	0	0	210
8:30 AM	5	0	12	0	0	0	0	0	0	109	3	0	7	91	0	0	227
8:45 AM	8	0	27	0	0	0	0	0	0	117	4	0	8	78	0	0	242
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	43	0	112	0	0	0	0	0	0	1034	22	2	40	567	0	1	1821
APPROACH % 's :	27.74%	0.00%	72.26%	0.00%					0.00%	97.73%	2.08%	0.19%	6.58%	93.26%	0.00%	0.16%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	20	0	46	0	0	0	0	0	0	585	5	0	13	269	0	1	939
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	0.947
	0.825				0.000				0.868				0.804				

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	0	14	0	0	0	0	0	0	123	8	1	22	113	0	1	284
4:15 PM	7	0	15	0	0	0	0	0	0	106	5	0	18	129	0	0	280
4:30 PM	2	0	9	0	0	0	0	0	0	130	5	0	20	114	0	1	281
4:45 PM	4	0	15	0	0	0	0	0	0	92	7	0	22	107	0	0	247
5:00 PM	0	0	15	0	0	0	0	0	0	127	3	0	23	120	0	0	288
5:15 PM	2	0	18	0	0	0	0	0	0	106	3	1	27	127	0	0	284
5:30 PM	1	0	13	0	0	0	0	0	0	97	3	0	10	87	0	0	211
5:45 PM	4	0	16	0	0	0	0	0	0	64	3	0	9	94	0	1	191
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	22	0	115	0	0	0	0	0	0	845	37	2	151	891	0	3	2066
APPROACH % 's :	16.06%	0.00%	83.94%	0.00%					0.00%	95.59%	4.19%	0.23%	14.45%	85.26%	0.00%	0.29%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	8	0	57	0	0	0	0	0	0	455	18	1	92	468	0	1	1100
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	0.955
	0.813				0.000				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: 1-Way Stop(NB)

Project ID: 26-130113-003
Date: 4/7/2026

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	4	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	1	0	0	0	0	0	0	101	0	0	1	43	0	0	147
APPROACH % 's :	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																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	49	0	0	0	13	0	0	62
PEAK HR FACTOR :	0.000	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
										0.613				0.650			

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	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	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	20	0	0	0	39	0	0	59
APPROACH % 's :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	9	0	0	0	25	0	0	34
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	0.654
										0.563				0.568			

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 505/Bigham Trl & Warm Springs Ave/CR 468
City: Wildwood
Control: 1-Way Stop(NB)

Project ID: 26-130113-003
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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH % 's :																	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

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

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 505/Bigham Trl & Warm Springs Ave/CR 468
City: Wildwood

Project ID: 26-130113-003
Date: 4/7/2026

Data - Pedestrians (Crosswalks)

NS/ EW Streets:	CR 505/Bigham Trl		CR 505/Bigham Trl		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	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
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		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

CR 505/Bigham Trl & Warm Springs Ave/CR 468

Peak Hour Turning Movement Count

ID: 26-130113-003
City: Wildwood

Day: Tuesday
Date: 4/7/2026

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

CR 505/Bigham Trl

SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Warm Springs Ave/CR 468)

AM	NOON	PM	
302	0	502	⇦
0	0	1	↶ 0
0	0	0	↱ 0
634	0	464	→ 0
5	0	18	↳ 0
AM	NOON	PM	

WESTBOUND (Warm Springs Ave/CR 468)

PM	NOON	AM	
0	0	0	0 ↰
493	0	282	0 ←
92	0	13	0 ↲
1	0	1	0 ↲
522	0	681	⇨
PM	NOON	AM	

CONTROL

1-Way Stop(NB)

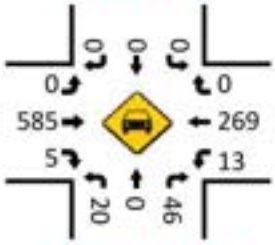
	AM	NOON	PM
TEV	1001	0	1134
PHF	0.97		0.94

NORTHBOUND

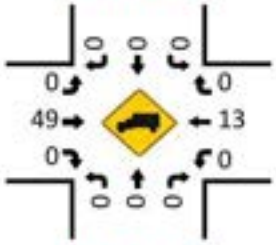
PM	110	0	8	0	57	PM
NOON	0	0	0	0	0	NOON
AM	18	0	20	0	46	AM

CR 505/Bigham Trl

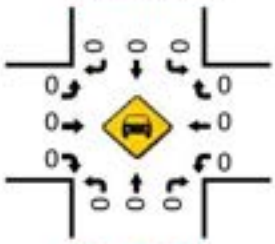
Cars (AM)



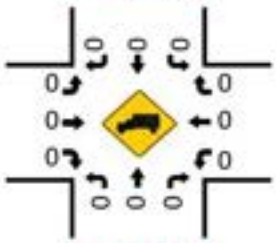
HT (AM)



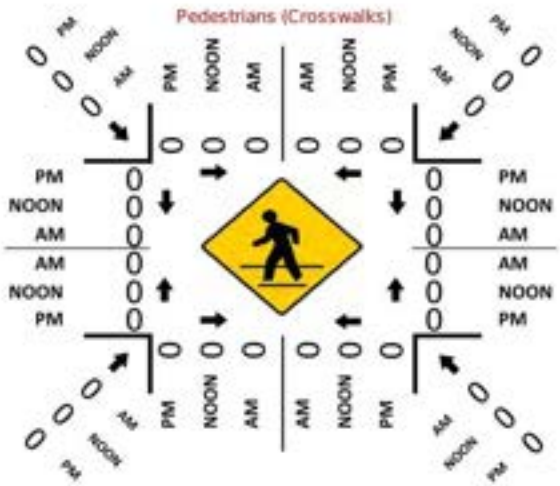
Cars (NOON)



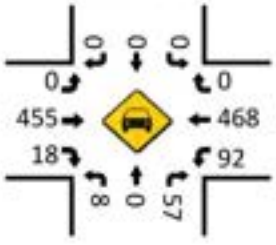
HT (NOON)



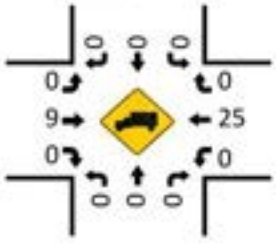
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



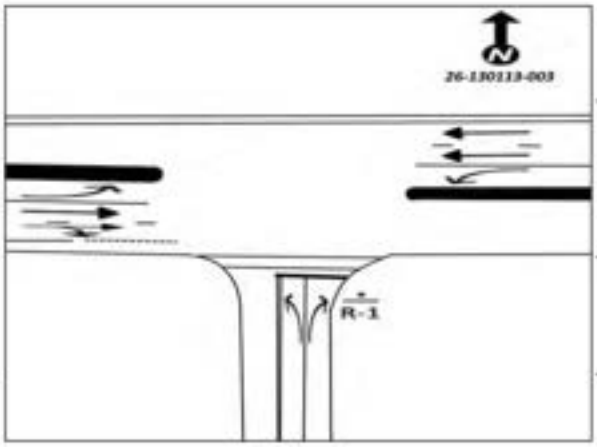
LOCATION: CR 505/Bigham Trl & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

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

Peak Hour Factor
0.97

National Data & Surveying Services



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	167	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
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
Buses																					0
Stopped Buses																					

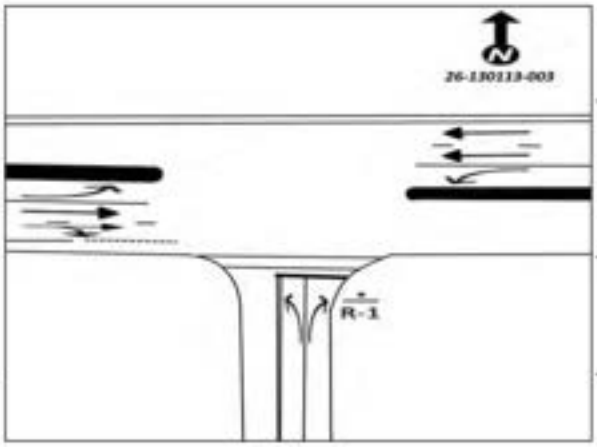
LOCATION: CR 505/Bigham Trl & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

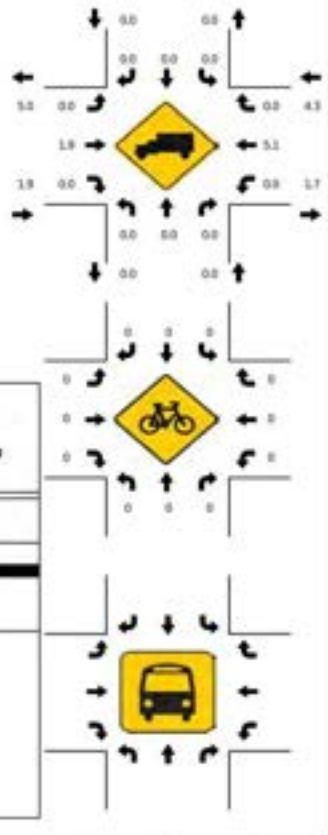
PROJECT ID: 26-130113-003
DATE: Tue, Apr 07, 2026

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



National Data & Surveying Services





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	129	8	1		22	116	0	1		293	1126
4:15 PM	7	0	15	0		0	0	0	0		0	110	5	0		18	135	0	0		290	1134
4:30 PM	2	0	9	0		0	0	0	0		0	131	5	0		20	116	0	1		284	1134
4:45 PM	4	0	15	0		0	0	0	0		0	93	7	0		22	118	0	0		259	1065
5:00 PM	0	0	15	0		0	0	0	0		0	130	3	0		23	130	0	0		301	999
5:15 PM	2	0	18	0		0	0	0	0		0	110	3	1		27	129	0	0		290	698
5:30 PM	1	0	13	0		0	0	0	0		0	98	3	0		10	90	0	0		215	408
5:45 PM	4	0	16	0		0	0	0	0		0	64	3	0		9	96	0	1		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	524	28	4		108	520	0	4		1276
Heavy Trucks	0	0	0	0		0	0	0	0		0	16	0	0		0	44	0	0		60
Pedestrians		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
Stopped Buses																					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sumter County Rd 503 & Warm Springs Ave/CR 468
City: Wildwood
Control: 1-Way Stop(NB)

Project ID: 26-130113-004
Date: 4/7/2026

Data - Total

NS/ EW Streets:	Sumter County Rd 503				Sumter County Rd 503				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	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	0	25	0	0	0	0	0	0	1234	14	1	14	651	0	3	1949
APPROACH % 's :	21.88%	0.00%	78.13%	0.00%					0.00%	98.80%	1.12%	0.08%	2.10%	97.46%	0.00%	0.45%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	4	0	12	0	0	0	0	0	0	675	3	1	2	297	0	0	994
PEAK HR FACTOR :	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.893	0.250	0.250	0.500	0.798	0.000	0.000	0.945
	0.500								0.898				0.795				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	3	0	0	0	0	0	0	138	2	1	3	144	0	0	291
4:15 PM	2	0	2	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	142	0	0	260
5:00 PM	2	0	3	0	0	0	0	0	0	138	0	0	1	146	0	2	292
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	81	0	0	1	107	0	0	191
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	10	0	16	0	0	0	0	0	0	971	10	2	22	1073	0	2	2106
APPROACH % 's :	38.46%	0.00%	61.54%	0.00%					0.00%	98.78%	1.02%	0.20%	2.01%	97.81%	0.00%	0.18%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	5	0	11	0	0	0	0	0	0	515	6	0	7	584	0	2	1130
PEAK HR FACTOR :	0.625	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.000	0.933	0.375	0.000	0.875	0.954	0.000	0.250	0.967
	0.800								0.944				0.956				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sumter County Rd 503 & Warm Springs Ave/CR 468
City: Wildwood
Control: 1-Way Stop(NB)

Project ID: 26-130113-004
Date: 4/7/2026

Data - Cars

NS/ EW Streets:	Sumter County Rd 503				Sumter County Rd 503				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	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	3	0	0	0	0	0	0	160	0	0	0	58	0	0	222
7:15 AM	2	0	6	0	0	0	0	0	0	181	0	0	0	55	0	0	244
7:30 AM	1	0	2	0	0	0	0	0	0	161	0	0	1	83	0	0	248
7:45 AM	0	0	1	0	0	0	0	0	0	124	3	1	1	88	0	0	218
8:00 AM	0	0	2	0	0	0	0	0	0	120	5	0	4	67	0	2	200
8:15 AM	0	0	2	0	0	0	0	0	0	120	1	0	2	68	0	0	193
8:30 AM	0	0	4	0	0	0	0	0	0	124	0	0	4	105	0	1	238
8:45 AM	2	0	4	0	0	0	0	0	0	144	3	0	2	85	0	0	240
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	0	24	0	0	0	0	0	0	1134	12	1	14	609	0	3	1803
APPROACH % 's :	20.00%	0.00%	80.00%	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																TOTAL
PEAK HR VOL :	4	0	12	0	0	0	0	0	0	626	3	1	2	284	0	0	932
PEAK HR FACTOR :	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.865	0.250	0.250	0.500	0.807	0.000	0.000	0.940
	0.500								0.870				0.803				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	3	0	0	0	0	0	0	133	2	1	3	140	0	0	282
4:15 PM	1	0	2	0	0	0	0	0	0	122	1	0	5	141	0	0	272
4:30 PM	1	0	4	0	0	0	0	0	0	136	0	0	2	140	0	0	283
4:45 PM	2	0	2	0	0	0	0	0	0	109	2	0	2	132	0	0	249
5:00 PM	2	0	3	0	0	0	0	0	0	135	0	0	1	138	0	2	281
5:15 PM	0	0	2	0	0	0	0	0	0	126	4	0	2	151	0	0	285
5:30 PM	1	0	0	0	0	0	0	0	0	110	0	1	6	90	0	0	208
5:45 PM	2	0	0	0	0	0	0	0	0	81	0	0	1	105	0	0	189
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	9	0	16	0	0	0	0	0	0	952	9	2	22	1037	0	2	2049
APPROACH % 's :	36.00%	0.00%	64.00%	0.00%					0.00%	98.86%	0.93%	0.21%	2.07%	97.74%	0.00%	0.19%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	5	0	11	0	0	0	0	0	0	508	6	0	7	561	0	2	1098
PEAK HR FACTOR :	0.625	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.000	0.930	0.375	0.000	0.875	0.929	0.000	0.250	0.963
	0.800								0.941				0.931				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sumter County Rd 503 & Warm Springs Ave/CR 468
City: Wildwood
Control: 1-Way Stop(NB)

Project ID: 26-130113-004
Date: 4/7/2026

Data - HT

NS/ EW Streets:	Sumter County Rd 503				Sumter County Rd 503				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	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	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	10	2	0	0	5	0	0	19
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	16	0	0	0	6	0	0	22
8:45 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	6	0	0	19
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	1	0	0	0	0	0	0	100	2	0	0	42	0	0	146
APPROACH % 's :	50.00%	0.00%	50.00%	0.00%					0.00%	98.04%	1.96%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	49	0	0	0	13	0	0	62
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.650	0.000	0.000	0.596
										0.583				0.650			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	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	8	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	19	1	0	0	36	0	0	57
APPROACH % 's :	100.00%	0.00%	0.00%	0.00%					0.00%	95.00%	5.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	9	0	0	0	23	0	0	32
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.000	0.000	0.575	0.000	0.000	0.727
										0.563				0.575			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sumter County Rd 503 & Warm Springs Ave/CR 468
City: Wildwood
Control: 1-Way Stop(NB)

Project ID: 26-130113-004
Date: 4/7/2026

Data - Bikes

NS/ EW Streets:	Sumter County Rd 503				Sumter County Rd 503				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	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH % 's :																	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

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

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sumter County Rd 503 & Warm Springs Ave/CR 468 Project ID: 26-130113-004
City: Wildwood Date: 4/7/2026

Data - Pedestrians (Crosswalks)

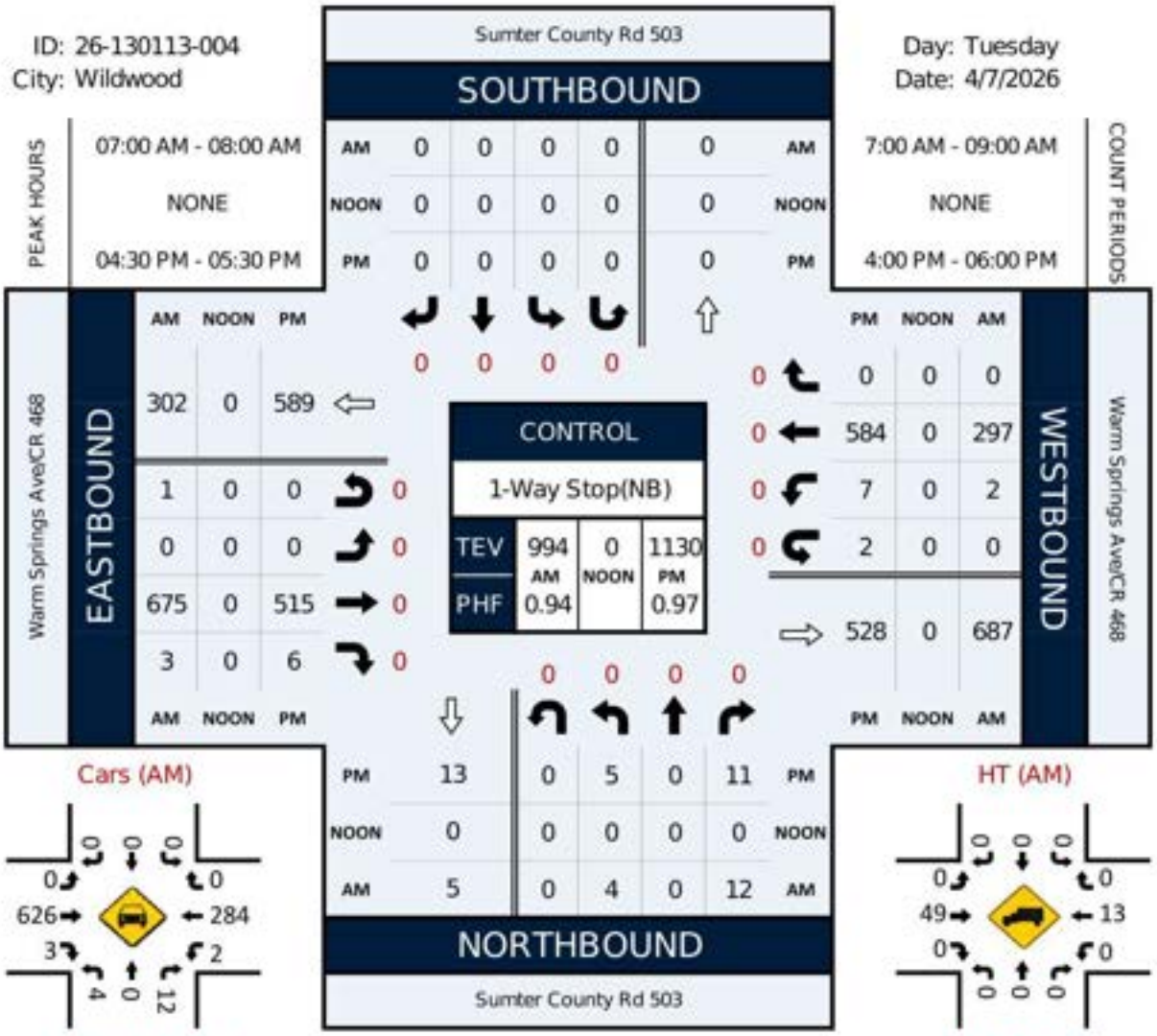
NS/ EW Streets:	Sumter County Rd 503		Sumter County Rd 503		Warm Springs Ave/CR 468		Warm Springs Ave/CR 468		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
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		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

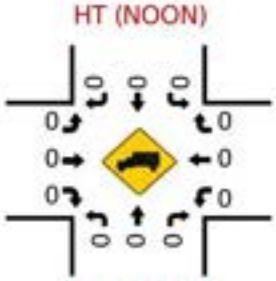
Prepared by National Data & Surveying Services

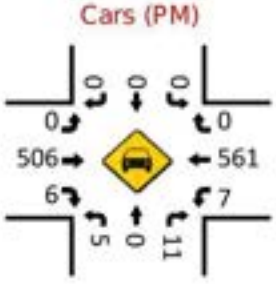
Sumter County Rd 503 & Warm Springs Ave/CR 468

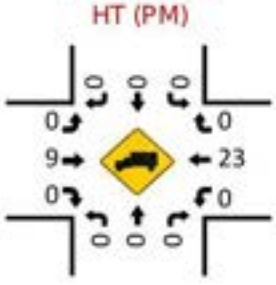
Peak Hour Turning Movement Count

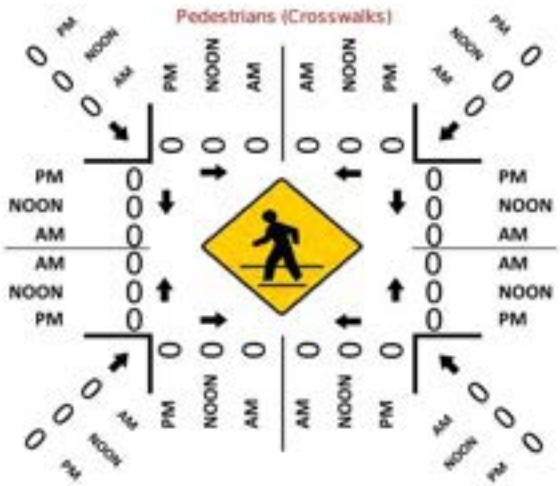












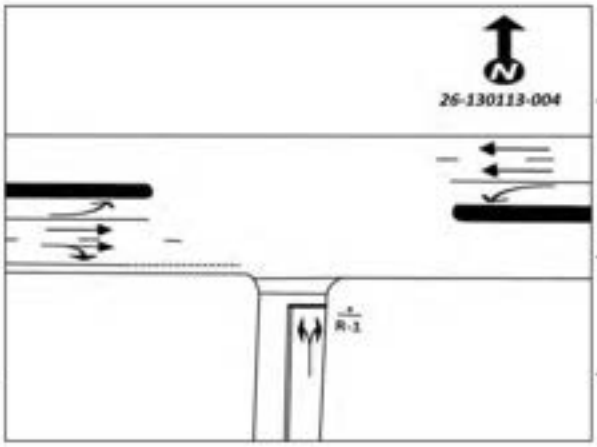
LOCATION: Sumter County Rd 503 & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

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

Peak Hour Factor
0.94

National Data & Surveying Services



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*		
7:00 AM	1	0	3	0		0	0	0	0		0	167	0	0		0	62	0	0		233	994
7:15 AM	2	0	6	0		0	0	0	0		0	189	0	0		0	57	0	0		254	980
7:30 AM	1	0	2	0		0	0	0	0		0	174	0	0		1	85	0	0		263	943
7:45 AM	0	0	1	0		0	0	0	0		0	145	3	1		1	93	0	0		244	940
8:00 AM	1	0	3	0		0	0	0	0		0	130	7	0		4	72	0	2		219	955
8:15 AM	0	0	2	0		0	0	0	0		0	132	1	0		2	80	0	0		217	736
8:30 AM	0	0	4	0		0	0	0	0		0	140	0	0		4	111	0	1		260	519
8:45 AM	2	0	4	0		0	0	0	0		0	157	3	0		2	91	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	756	12	4		4	372	0	0		1180
Heavy Trucks	0	0	0	0		0	0	0	0		0	84	0	0		0	20	0	0		104
Pedestrians		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
Stopped Buses																					

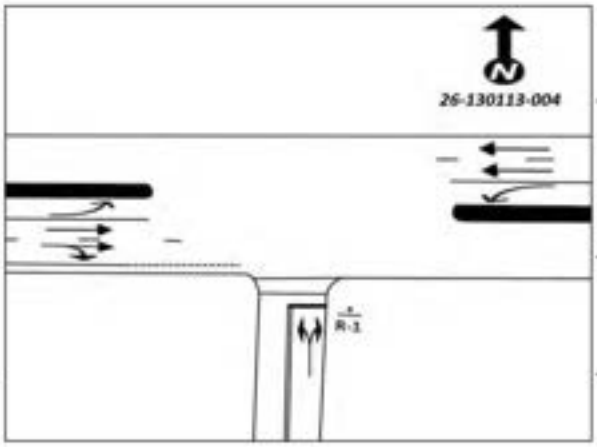
LOCATION: Sumter County Rd 503 & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

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

Peak Hour Factor: 0.97

National Data & Surveying Services



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	138	2	1		3	144	0	0		291	1120
4:15 PM	2	0	2	0		0	0	0	0		0	126	2	0		5	145	0	0		282	1121
4:30 PM	1	0	4	0		0	0	0	0		0	137	0	0		2	143	0	0		287	1130
4:45 PM	2	0	2	0		0	0	0	0		0	110	2	0		2	142	0	0		260	1055
5:00 PM	2	0	3	0		0	0	0	0		0	138	0	0		1	146	0	2		292	986
5:15 PM	0	0	2	0		0	0	0	0		0	130	4	0		2	153	0	0		291	694
5:30 PM	1	0	0	0		0	0	0	0		0	111	0	1		6	93	0	0		212	403
5:45 PM	2	0	0	0		0	0	0	0		0	81	0	0		1	107	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	552	16	0		8	612	0	8		1220
Heavy Trucks	0	0	0	0		0	0	0	0		0	16	0	0		0	40	0	0		56
Pedestrians		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
Stopped Buses																					

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 - Total

NS/ EW Streets:	Fenney Wy				Fenney Wy				CR 468/Warm Springs Ave				CR 468/Warm Springs Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	0	7	0	2	2	0	0	0	204	1	0	3	56	2	1	281
7:15 AM	1	1	17	0	7	0	1	0	1	194	1	0	14	69	0	13	319
7:30 AM	1	0	28	0	7	1	0	0	3	188	0	0	6	76	0	2	312
7:45 AM	1	3	16	0	3	1	5	0	1	180	0	0	12	91	3	1	317
8:00 AM	2	1	26	0	7	2	2	0	1	134	0	1	5	91	2	2	276
8:15 AM	4	3	13	0	8	3	5	0	2	150	5	0	4	87	0	2	286
8:30 AM	5	1	18	0	10	1	7	0	4	134	2	0	9	102	1	3	297
8:45 AM	9	2	20	0	5	3	3	0	8	149	4	0	13	111	5	4	336
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	26	11	145	0	49	13	23	0	20	1333	13	1	66	683	13	28	2424
APPROACH % 's :	14.29%	6.04%	79.67%	0.00%	57.65%	15.29%	27.06%	0.00%	1.46%	97.51%	0.95%	0.07%	8.35%	86.46%	1.65%	3.54%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	6	4	68	0	19	4	6	0	5	766	2	0	35	292	5	17	1229
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	0.963
	0.672				0.806				0.943				0.815				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	6	16	0	5	3	4	0	4	128	4	0	22	133	3	3	334
4:15 PM	3	1	18	0	5	0	1	0	4	126	8	0	20	162	5	3	356
4:30 PM	5	5	18	0	4	0	3	0	3	134	6	2	17	149	10	6	362
4:45 PM	1	1	16	0	5	1	1	0	3	118	6	1	25	154	2	1	335
5:00 PM	4	1	19	0	6	1	6	0	3	143	1	0	19	155	9	3	370
5:15 PM	3	2	20	0	5	2	2	0	2	117	2	0	18	149	5	4	331
5:30 PM	2	2	7	0	7	0	3	0	1	114	4	0	14	127	4	2	287
5:45 PM	1	3	11	0	5	6	5	0	2	93	0	0	10	115	6	3	260
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	22	21	125	0	42	13	25	0	22	973	31	3	145	1144	44	25	2635
APPROACH % 's :	13.10%	12.50%	74.40%	0.00%	52.50%	16.25%	31.25%	0.00%	2.14%	94.56%	3.01%	0.29%	10.68%	84.24%	3.24%	1.84%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	13	8	71	0	20	2	11	0	13	521	21	3	81	620	26	13	1423
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	0.810	0.957	0.650	0.542	0.961
	0.821				0.635				0.949				0.974				

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 - Cars

NS/ EW Streets:	Fenney Wy				Fenney Wy				CR 468/Warm Springs Ave				CR 468/Warm Springs Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	0	7	0	2	2	0	0	0	183	1	0	3	48	2	1	252
7:15 AM	1	1	17	0	7	0	1	0	1	174	1	0	14	62	0	13	292
7:30 AM	1	0	28	0	7	1	0	0	3	166	0	0	6	71	0	2	285
7:45 AM	1	3	16	0	3	0	5	0	1	162	0	0	12	86	3	1	293
8:00 AM	2	1	25	0	7	2	2	0	1	122	0	0	4	88	1	2	257
8:15 AM	4	3	13	0	8	3	5	0	2	143	5	0	4	76	0	2	268
8:30 AM	5	1	18	0	10	1	7	0	4	122	2	0	9	93	1	3	276
8:45 AM	9	2	19	0	5	3	2	0	8	132	4	0	12	106	5	4	311
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	26	11	143	0	49	12	22	0	20	1204	13	0	64	630	12	28	2234
APPROACH % 's :	14.44%	6.11%	79.44%	0.00%	59.04%	14.46%	26.51%	0.00%	1.62%	97.33%	1.05%	0.00%	8.72%	85.83%	1.63%	3.81%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	6	4	68	0	19	3	6	0	5	685	2	0	35	267	5	17	1122
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	0.957
	0.672				0.875				0.940				0.794				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	6	16	0	5	3	4	0	4	127	4	0	21	126	3	3	325
4:15 PM	2	1	18	0	4	0	1	0	4	122	8	0	20	155	5	2	342
4:30 PM	5	5	18	0	4	0	3	0	2	128	6	1	17	137	10	6	342
4:45 PM	1	1	16	0	5	1	1	0	3	113	6	1	25	144	2	1	320
5:00 PM	3	1	19	0	6	1	5	0	3	141	1	0	19	141	9	3	352
5:15 PM	3	2	20	0	5	2	2	0	2	114	2	0	18	135	5	4	314
5:30 PM	2	2	7	0	7	0	3	0	1	113	4	0	14	123	4	2	282
5:45 PM	1	3	11	0	5	6	5	0	2	90	0	0	10	110	6	3	252
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	20	21	125	0	41	13	24	0	21	948	31	2	144	1071	44	24	2529
APPROACH % 's :	12.05%	12.65%	75.30%	0.00%	52.56%	16.67%	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																TOTAL
PEAK HR VOL :	11	8	71	0	19	2	10	0	12	504	21	2	81	577	26	12	1356
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	0.810	0.931	0.650	0.500	0.963
	0.804				0.646				0.929				0.956				

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	2	0	0	1	1	0	0	129	0	1	2	53	1	0	190
APPROACH % 's :	0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	99.23%	0.00%	0.77%	3.57%	94.64%	1.79%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	81	0	0	0	25	0	0	107
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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	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	12	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	0	0	1	0	1	0	1	25	0	1	1	73	0	1	106
APPROACH % 's :	100.00%	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%	
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	0.838
			0.500				0.500				0.594				0.786		

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	2	0	0	0	0	0	0	27	0	0	0	31
APPROACH % 's :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH % 's :									0.00%	100.00%	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 ID: 26-130181-001
Date: 5/5/2026

Data - Pedestrians (Crosswalks)

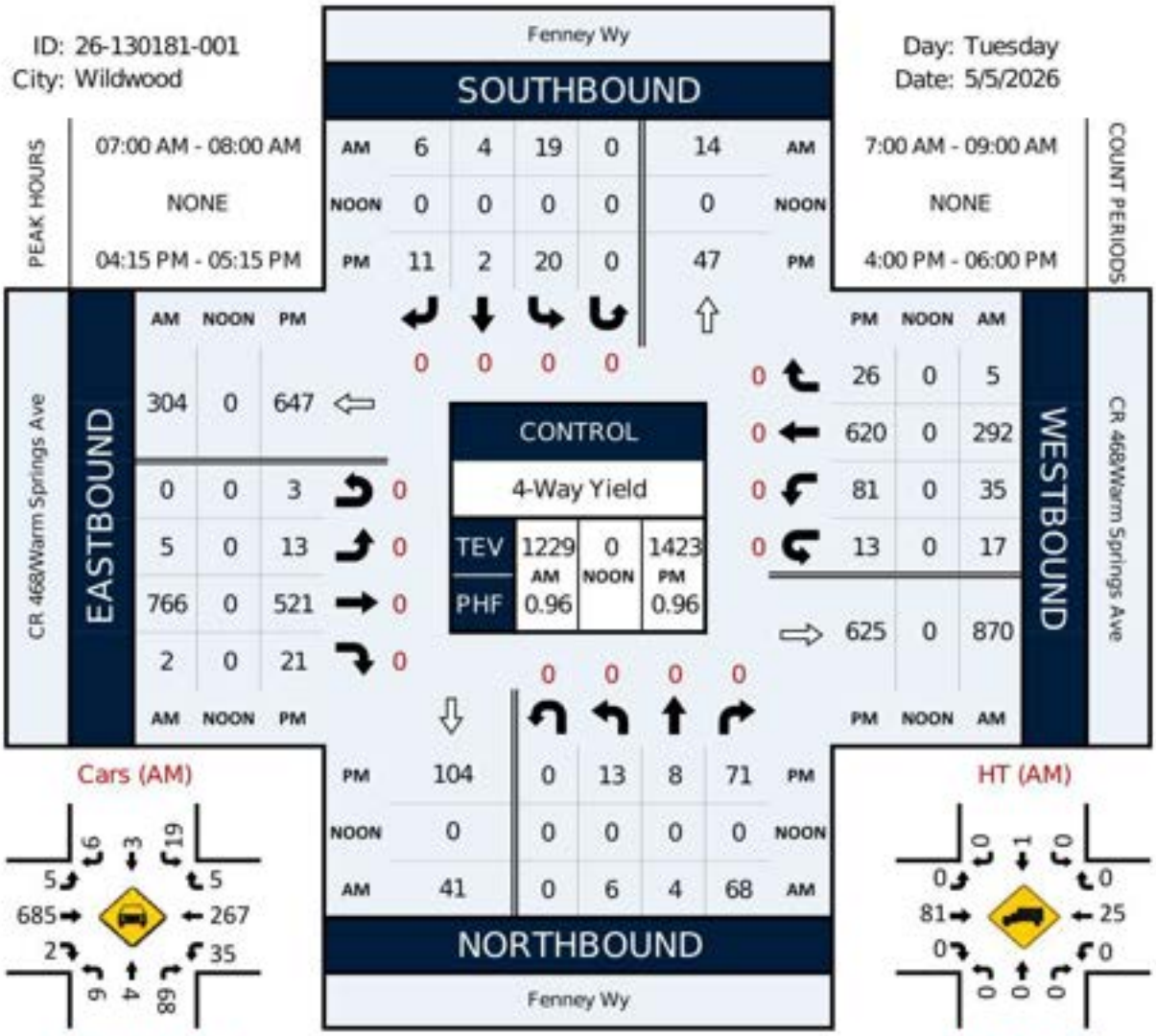
NS/ EW Streets:	Fenney Wy		Fenney Wy		CR 468/Warm Springs Ave		CR 468/Warm Springs Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	1
APPROACH % 's :	0.00%	100.00%							
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		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

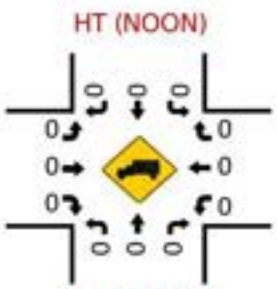
Prepared by National Data & Surveying Services

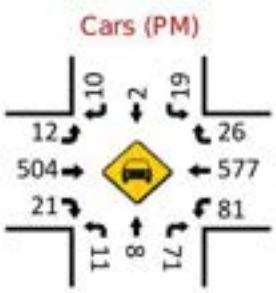
Fenney Wy & CR 468/Warm Springs Ave

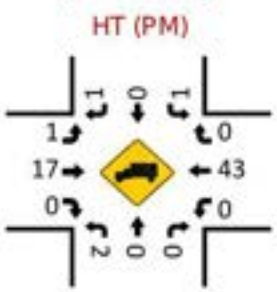
Peak Hour Turning Movement Count

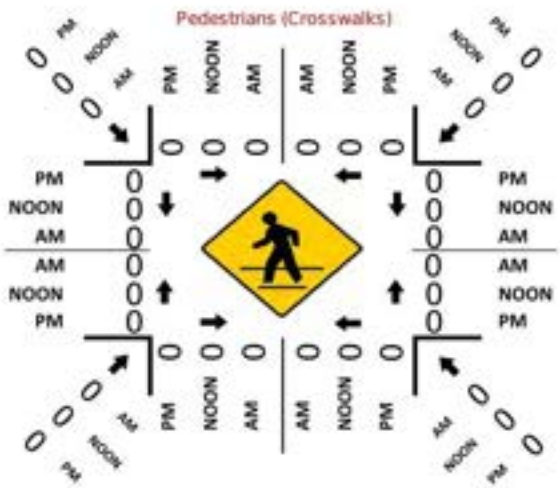












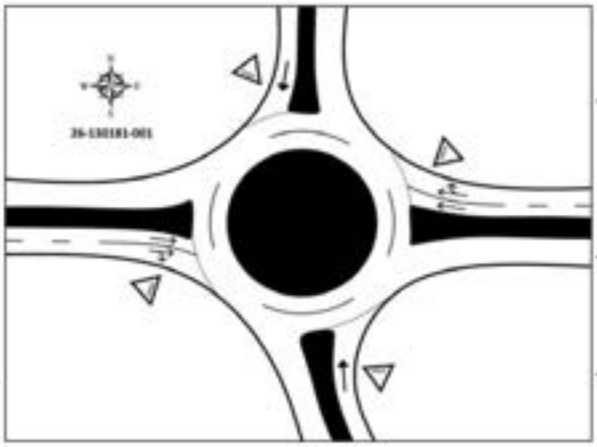
LOCATION: Fenney Wy & CR 468/Warm Springs Ave
CITY/STATE: Wildwood, FL

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

Peak Hour Factor: 0.96

National Data & Surveying Services



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
Bicycles	0	8	0	0		0	8	0	0		0	0	0	0		0	0	0	0		16
Buses																					0
Stopped Buses																					

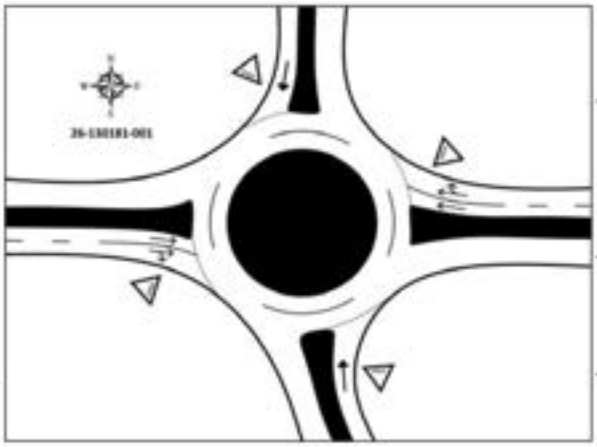
LOCATION: Fenney Wy & CR 468/Warm Springs Ave
CITY/STATE: Wildwood, FL

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

Peak Hour Factor: 0.96

National Data & Surveying Services



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	878
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
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	0	0	0		4
Buses																					0
Stopped Buses																					

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

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	39	14	77	0	19	35	3	0	1	42	93	0	192	30	20	0	565
7:15 AM	41	16	138	0	11	45	1	0	1	61	135	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	69	48	34	1	616
8:00 AM	47	16	126	0	33	37	1	0	2	64	61	0	53	59	20	0	529
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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	361	185	979	0	252	271	18	0	30	570	606	1	817	436	262	1	4789
APPROACH % 's :	23.67%	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%	
PEAK HR :	07:00 AM - 08:00 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 :	0.767	0.727	0.776	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				0.815				0.834				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	43	30	146	0	48	45	4	0	2	80	43	2	103	91	44	0	701
4:15 PM	71	52	143	0	63	55	3	0	1	65	47	0	104	75	55	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	56	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	87	58	49	0	641
5:45 PM	48	24	75	2	32	61	4	0	3	46	32	0	102	65	46	0	540
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	485	344	1063	2	427	473	26	0	12	560	321	4	923	639	430	1	5710
APPROACH % 's :	25.61%	18.16%	56.12%	0.11%	46.11%	51.08%	2.81%	0.00%	1.34%	62.43%	35.79%	0.45%	46.31%	32.06%	21.58%	0.05%	
PEAK HR :	04:30 PM - 05:30 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	0.927	0.900	0.250	0.839	0.833	0.881	0.250	0.960
	0.904				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: 26-130113-005
Date: 4/7/2026

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	38	14	77	0	19	33	3	0	1	37	89	0	190	27	20	0	548
7:15 AM	39	16	137	0	11	42	1	0	1	60	131	0	180	42	25	0	685
7:30 AM	58	31	182	0	26	36	1	0	3	77	84	0	117	46	28	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	92	0	38	27	2	0	4	83	52	0	63	62	35	0	510
8:30 AM	51	32	107	0	41	27	3	0	6	75	31	1	48	66	37	0	525
8:45 AM	42	22	83	0	40	19	4	0	7	88	51	0	74	62	58	0	550
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	343	184	971	0	249	257	18	0	29	534	550	1	788	408	254	1	4587
APPROACH % 's :	22.90%	12.28%	64.82%	0.00%	47.52%	49.05%	3.44%	0.00%	2.60%	47.94%	49.37%	0.09%	54.31%	28.12%	17.51%	0.07%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	178	93	563	0	98	149	8	0	10	229	361	0	554	160	107	1	2511
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	0.911
			0.769				0.768				0.781				0.832		

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	60	30	146	0	48	45	4	0	2	80	40	2	102	89	44	0	692
4:15 PM	68	52	143	0	63	54	3	0	1	61	45	0	101	75	55	0	721
4:30 PM	62	47	120	0	56	60	2	0	0	73	39	1	101	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	139	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	32	61	4	0	3	46	32	0	102	65	46	0	538
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	460	343	1054	2	427	471	25	0	12	549	315	4	916	629	430	1	5638
APPROACH % 's :	24.74%	18.45%	56.70%	0.11%	46.26%	51.03%	2.71%	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																TOTAL
PEAK HR VOL :	228	210	561	0	232	247	13	0	6	287	161	1	524	342	236	1	3049
PEAK HR FACTOR :	0.877	0.784	0.929	0.000	0.906	0.858	0.464	0.000	0.500	0.920	0.915	0.250	0.840	0.822	0.881	0.250	0.959
			0.905				0.911				0.910				0.935		

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

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	0	0	0	2	0	0	0	5	4	0	2	3	0	0	17
7:15 AM	2	0	1	0	0	3	0	0	0	1	4	0	3	1	2	0	17
7:30 AM	2	0	0	0	0	2	0	0	0	3	8	0	5	1	0	0	21
7:45 AM	1	0	1	0	1	2	0	0	0	3	14	0	2	3	0	0	27
8:00 AM	5	1	0	0	1	2	0	0	0	5	6	0	4	1	3	0	28
8:15 AM	2	0	1	0	0	1	0	0	1	4	6	0	1	9	0	0	25
8:30 AM	1	0	1	0	1	2	0	0	0	6	7	0	5	6	2	0	31
8:45 AM	4	0	4	0	0	0	0	0	0	9	7	0	7	4	1	0	36
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	18	1	8	0	3	14	0	0	1	36	56	0	29	28	8	0	202
APPROACH % 's :	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%	43.08%	12.31%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	6	0	2	0	1	9	0	0	0	12	30	0	12	8	2	0	82
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	0.759
	0.667				0.833				0.618				0.917				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	0	0	0	0	0	0	0	0	0	3	0	1	2	0	0	9
4:15 PM	3	0	0	0	0	1	0	0	0	4	2	0	3	0	0	0	13
4:30 PM	2	0	3	0	0	0	0	0	0	0	0	0	1	1	0	0	7
4:45 PM	8	1	3	0	0	1	1	0	0	1	0	0	0	3	0	0	18
5:00 PM	4	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	9
5:15 PM	2	0	2	0	0	0	0	0	0	4	1	0	1	1	0	0	11
5:30 PM	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3
5:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	25	1	9	0	0	2	1	0	0	11	6	0	7	10	0	0	72
APPROACH % 's :	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																TOTAL
PEAK HR VOL :	16	1	8	0	0	1	1	0	0	6	1	0	3	8	0	0	45
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	0.625
	0.521				0.250				0.350				0.688				

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

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH % 's :																	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	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	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
APPROACH % 's :					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 501/Marsh Bend Trail & Warm Springs Ave/CR 468 Project ID: 26-130113-005
City: Wildwood Date: 4/7/2026

Data - Pedestrians (Crosswalks)

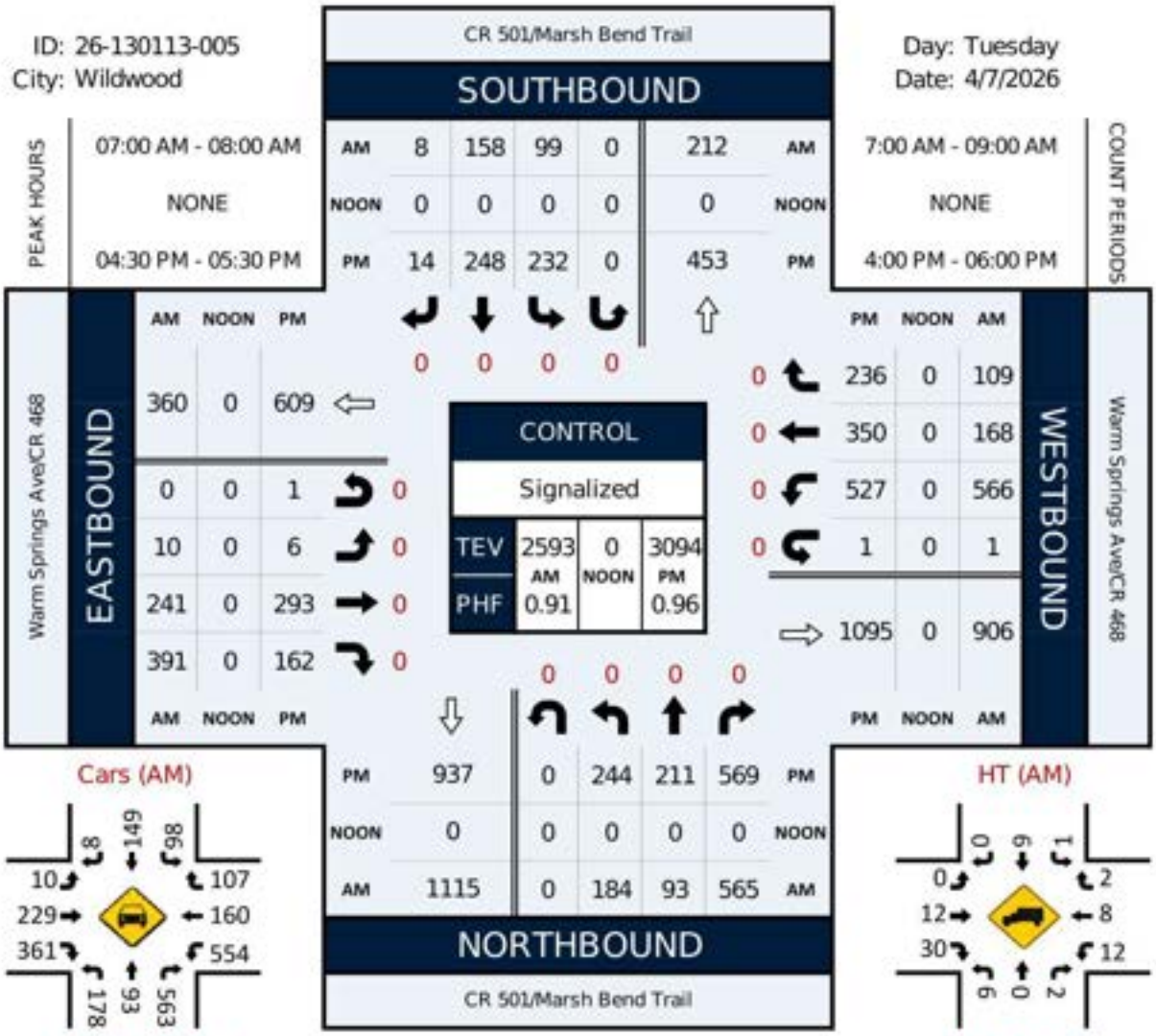
NS/ EW Streets:	CR 501/Marsh Bend Trail		CR 501/Marsh Bend Trail		Warm Springs Ave/CR 468		Warm Springs Ave/CR 468		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00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

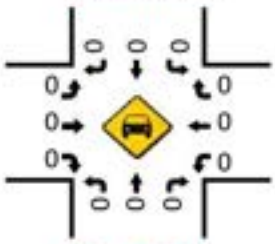
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB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

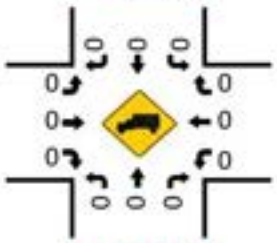
Prepared by National Data & Surveying Services

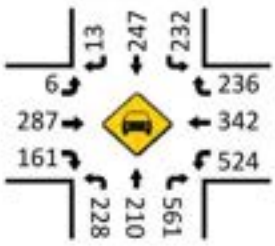
CR 501/Marsh Bend Trail & Warm Springs Ave/CR 468

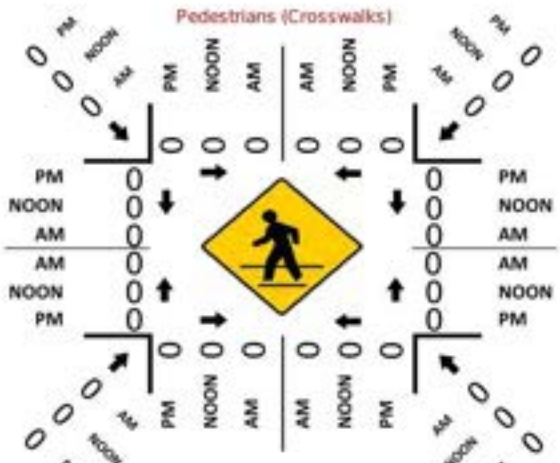
Peak Hour Turning Movement Count

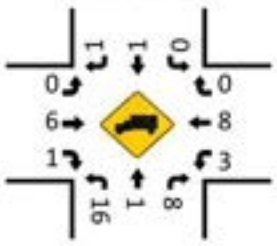












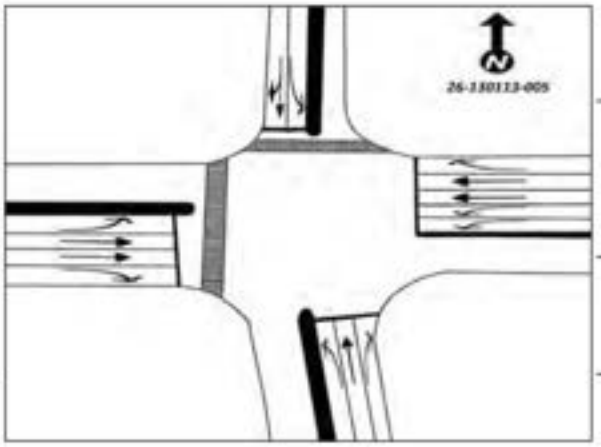
LOCATION: CR 501/Marsh Bend Trail & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

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

Peak Hour Factor: 0.91

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	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	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
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	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses																					0	
Stopped Buses																						

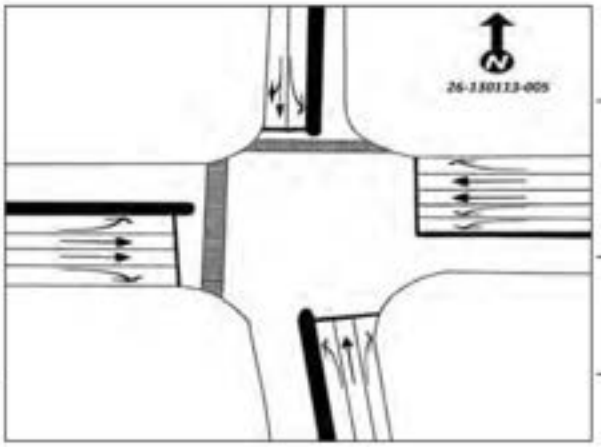
LOCATION: CR 501/Marsh Bend Trail & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

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

Peak Hour Factor: 0.96

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*		
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		755	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	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
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
Buses																					0
Stopped Buses																					

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

MOCF: 0.95

WEEK	DATES	SF	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

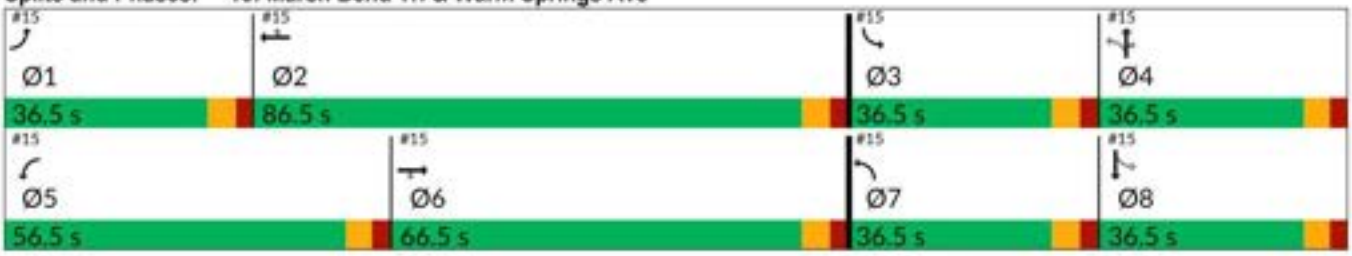
Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	805	363	81	30
Demand Flow Rate, veh/h	893	390	81	31
Vehicles Circulating, veh/h	79	15	911	391
Vehicles Exiting, veh/h	343	977	61	14
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
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
v/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



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	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

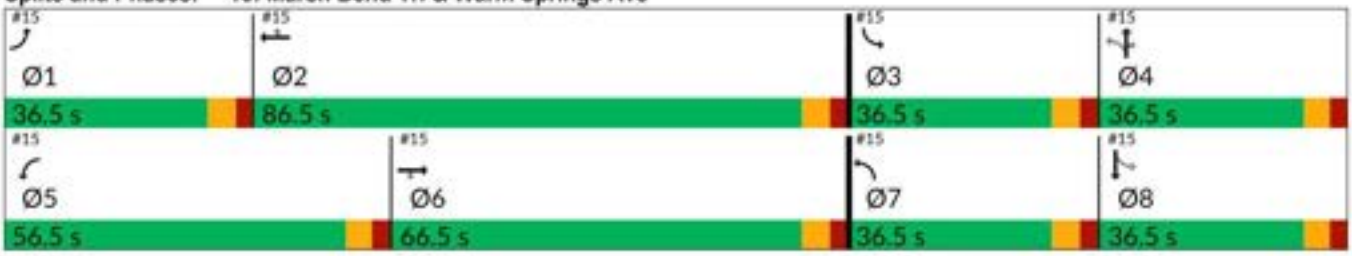
Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	582	771	96	34
Demand Flow Rate, veh/h	600	817	98	36
Vehicles Circulating, veh/h	123	43	600	806
Vehicles Exiting, veh/h	719	655	123	54
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.1	5.7	5.4	5.9
Approach LOS	A	A	A	A

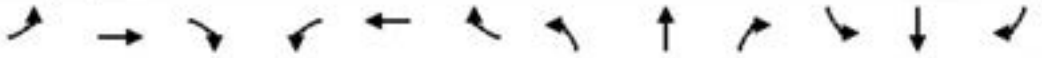
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	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





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

EAGLE EPAC TIMING SHEET

CONTROLLER SETTINGS

Mvmt.	Timing Function	Min Initial	Green Passage	Max I	Green II	Yellow Clear	All Red	Walk	F.D.W.	Recall	Det. Func.
1		7	3.0	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
											Off Set

COORDINATION SETTINGS

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

50 52

INTERSECTION: Warm Springs @ CR501

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 Bckgrnd Growth	0	0	117	1	0	2	52	0	0	1	0	2	0	0	0	0
Total Bckgrnd 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	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%
Volume	0	0	32	0	49	0	0	0	0	0	0	3	0	0	0	0
New Ext Outbound	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%
Volume	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 Bckgrnd Growth	0	0	86	3	0	17	91	0	0	0	0	2	0	0	0	0
Total Bckgrnd 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	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%
Volume	0	0	14	0	21	0	0	0	0	0	0	1	0	0	0	0
New Ext Outbound	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%
Volume	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 Bckgrnd Growth	0	0	126	0	0	0	55	0	0	0	0	0	0	0	0	0
Total Bckgrnd 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	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%
Volume	0	0	0	85	0	0	49	0	0	0	0	0	0	0	0	0
New Ext Outbound	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%
Volume	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 Bckgrnd Growth	0	0	97	0	0	0	108	0	0	0	0	0	0	0	0	0
Total Bckgrnd 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	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%
Volume	0	0	0	36	0	0	21	0	0	0	0	0	0	0	0	0
New Ext Outbound	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%
Volume	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	0	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 Bckgrnd Growth	0	0	125	1	0	0	55	0	0	0	0	0	0	0	0	0
Total Bckgrnd 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	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%
Volume	0	0	0	0	0	0	49	0	0	0	0	0	0	0	0	0
New Ext Outbound	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%
Volume	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 Bckgrnd Growth	0	0	95	1	0	1	108	0	0	0	0	0	0	0	0	0
Total Bckgrnd 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	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%
Volume	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0
New Ext Outbound	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%
Volume	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 Bckgrnd Growth	0	1	142	0	3	6	54	1	0	0	0	3	0	1	0	0
Total Bckgrnd 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	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%
Volume	0	0	0	0	0	0	48	0	0	2	0	0	0	0	0	0
New Ext Outbound	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%
Volume	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 Bckgrnd Growth	1	2	96	4	2	15	115	5	0	1	0	3	0	1	0	0
Total Bckgrnd 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	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%
Volume	0	0	0	0	0	0	20	0	0	1	0	0	0	0	0	0
New Ext Outbound	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%
Volume	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 Bckgrnd Growth	0	2	45	72	0	23	7	4	0	40	20	122	0	7	11	1
Total Bckgrnd 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	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%
Volume	0	0	0	0	0	0	37	0	0	11	0	0	0	0	0	0
New Ext Outbound	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%
Volume	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 Bckgrnd Growth	0	0	12	6	0	21	14	9	0	53	46	123	0	16	17	1
Total Bckgrnd 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	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%
Volume	0	0	0	0	0	0	15	0	0	5	0	0	0	0	0	0
New Ext Outbound	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%
Volume	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

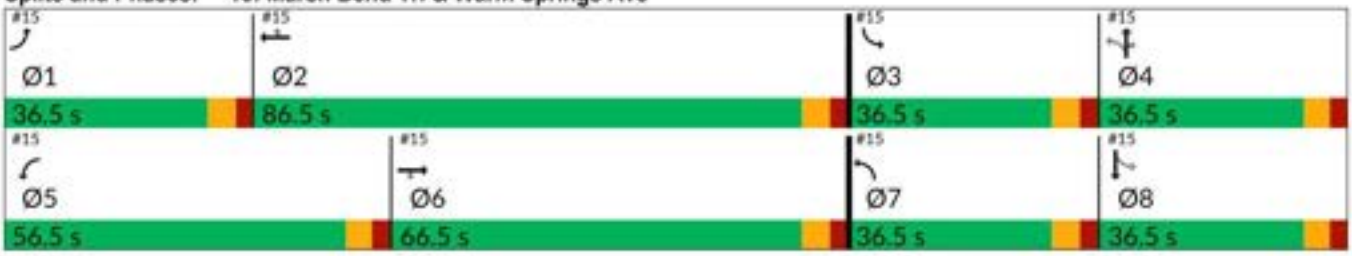
Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	948	430	84	31
Demand Flow Rate, veh/h	1051	462	84	32
Vehicles Circulating, veh/h	90	16	1070	462
Vehicles Exiting, veh/h	404	1138	71	16
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.3	4.3	8.1	4.2
Approach LOS	A	A	A	A

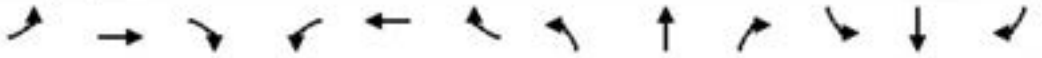
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	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	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

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
v/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





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

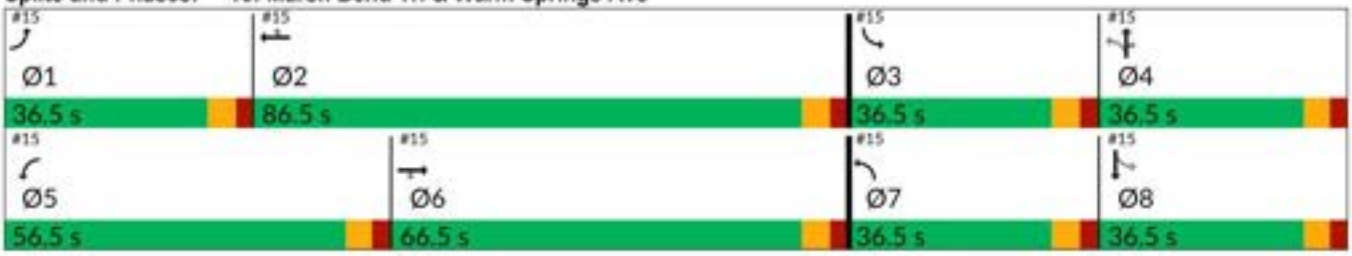
Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	689	914	100	35
Demand Flow Rate, veh/h	711	969	102	37
Vehicles Circulating, veh/h	142	48	708	954
Vehicles Exiting, veh/h	849	762	145	63
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.7	6.3	6.1	6.7
Approach LOS	A	A	A	A

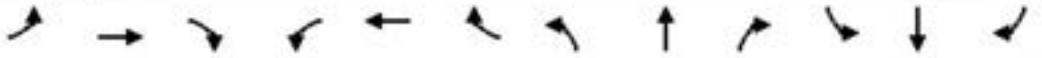
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	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	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

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
v/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 v/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





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

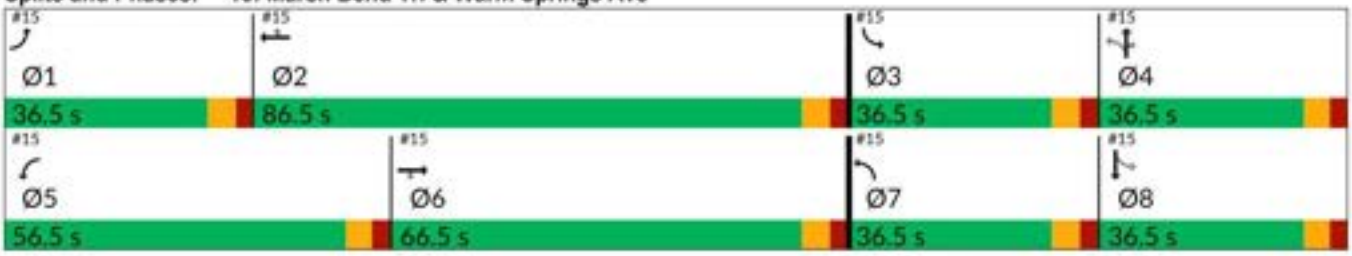
Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	967	480	86	31
Demand Flow Rate, veh/h	1072	517	86	32
Vehicles Circulating, veh/h	90	18	1091	519
Vehicles Exiting, veh/h	461	1159	71	16
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.4	4.5	8.3	4.4
Approach LOS	A	A	A	A

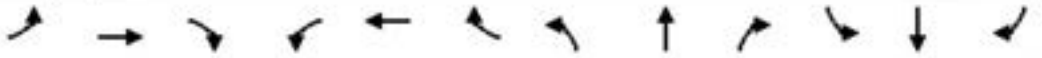
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	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
v/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





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	

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

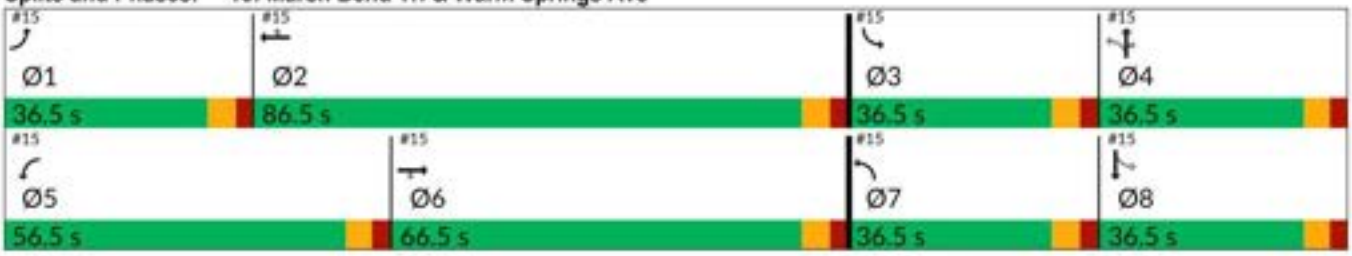
Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	740	934	101	35
Demand Flow Rate, veh/h	764	990	103	37
Vehicles Circulating, veh/h	142	49	759	976
Vehicles Exiting, veh/h	871	813	147	63
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.0	6.4	6.4	6.8
Approach LOS	A	A	A	A

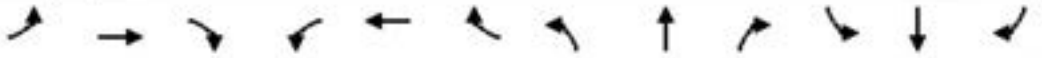
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
A (Intercept)	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
v/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





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

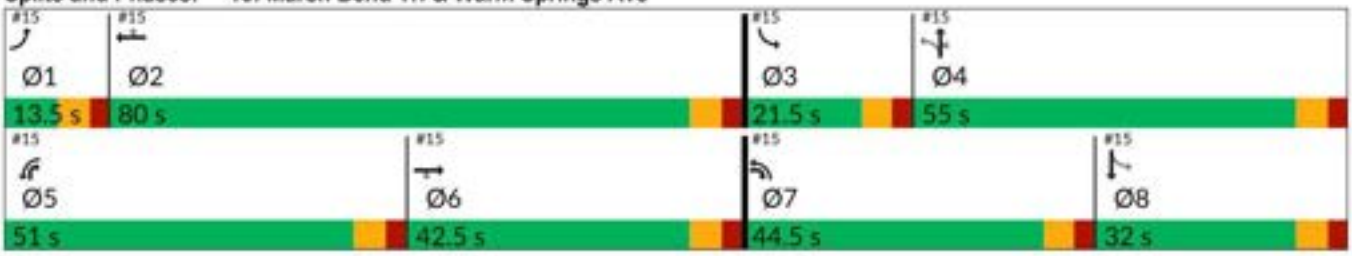
Intersection Summary	
HCM 7th Control Delay, s/veh	105.9
HCM 7th LOS	F

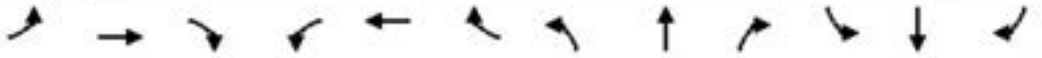
Warm Springs Avenue at Marsh Bend Trail Improvements Analyses

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
v/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 v/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





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	

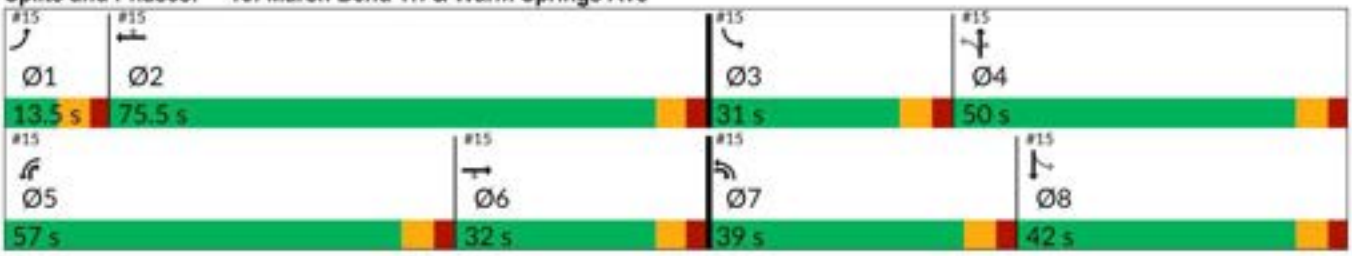
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	71.3	15.7	55.0	38.2	42.5	24.0	46.7
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	7.0	73.5	15.0	48.5	44.5	36.0	38.0	25.5
Max Q Clear Time (g_c+I1), s	3.1	9.4	9.1	50.5	29.6	38.0	16.8	15.6
Green Ext Time (p_c), s	0.0	1.6	0.1	0.0	2.1	0.0	0.7	0.7

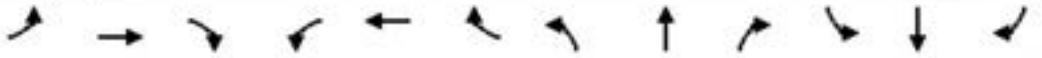
Intersection Summary	
HCM 7th Control Delay, s/veh	51.3
HCM 7th LOS	D

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
v/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





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	

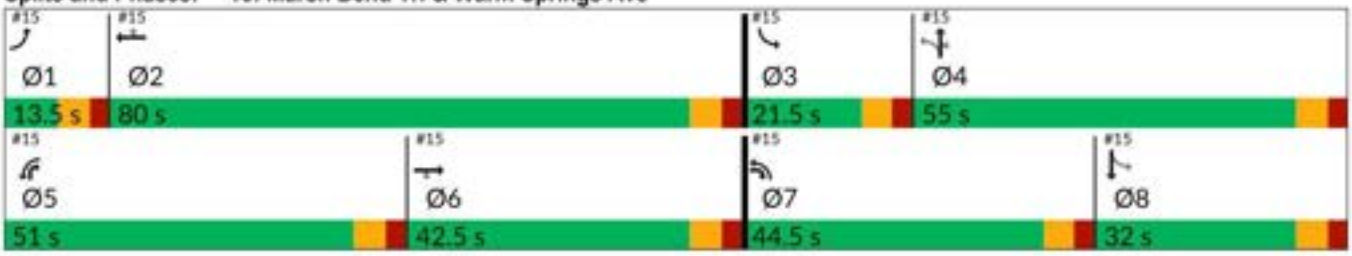
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	50.1	21.8	50.0	31.6	26.5	25.2	46.6
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	7.0	69.0	24.5	43.5	50.5	25.5	32.5	35.5
Max Q Clear Time (g_c+I1), s	2.5	18.8	14.8	45.5	23.1	13.5	17.9	19.0
Green Ext Time (p_c), s	0.0	3.4	0.5	0.0	2.1	1.9	0.8	1.5

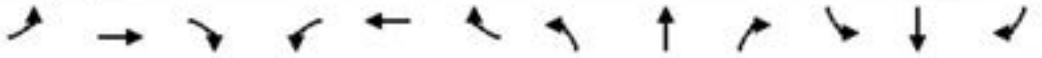
Intersection Summary	
HCM 7th Control Delay, s/veh	38.8
HCM 7th LOS	D

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
v/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





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			312	
Approach Delay, s/veh		63.6			52.1			41.6			43.8	
Approach LOS		E			D			D			D	

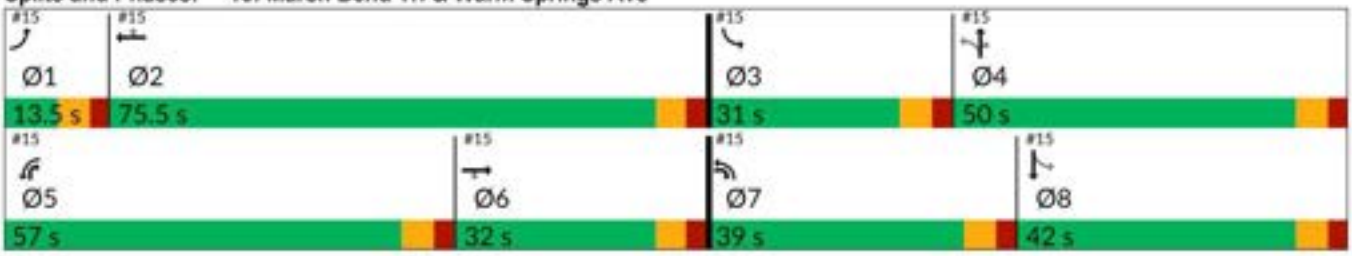
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	71.3	15.7	55.0	38.2	42.5	24.9	45.8
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	7.0	73.5	15.0	48.5	44.5	36.0	38.0	25.5
Max Q Clear Time (g_c+I1), s	3.1	9.4	9.2	50.5	29.6	38.0	17.7	15.7
Green Ext Time (p_c), s	0.0	1.8	0.1	0.0	2.1	0.0	0.7	0.7

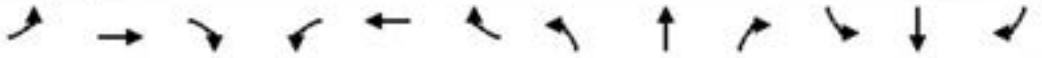
Intersection Summary	
HCM 7th Control Delay, s/veh	50.7
HCM 7th LOS	D

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 Effct 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
v/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





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

Appendix H

Turn-Lane Analysis Worksheets

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

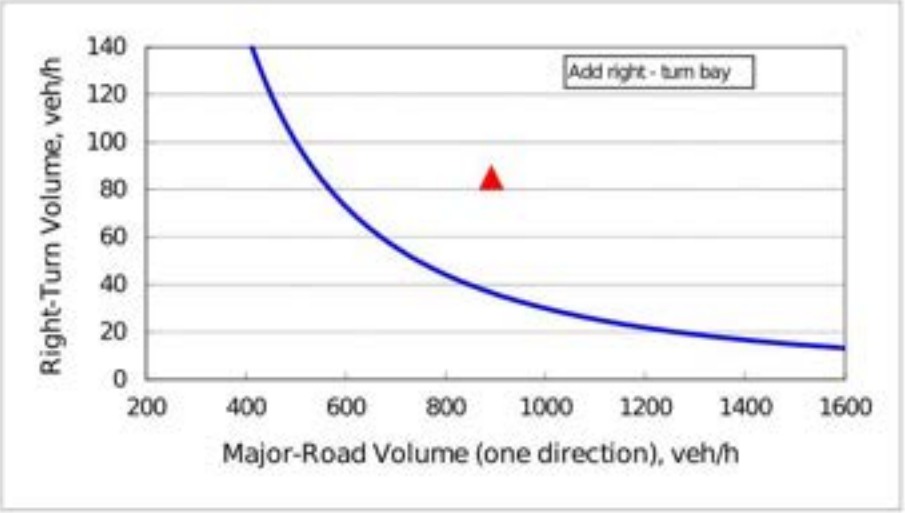
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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.

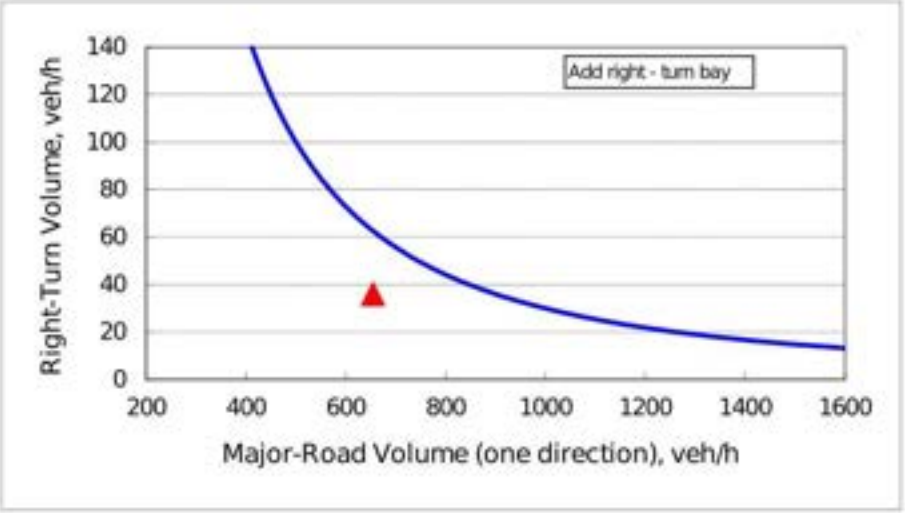
INPUT

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.	



CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **25-3353 (CP) Naimat Jesus, Inc**

REQUESTED ACTION: The Planning and Zoning Board/Sepcial Magistrate acting as the Local Planning Agency recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	25-3353 (CP) Naimat Jesus Inc.
Ordinance Number	O2026-33
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	July 16, 2026

The applicant is seeking approval from the City of Wildwood's City Commission for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Agricultural (Sumter County) to Central Mixed Use (City of Wildwood) for the parcels listed above on 9 acres MOL. This request is accompanied by rezoning request 25-3354, ordinance number 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.

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

(1) Justification of the proposed amendment has been adequately presented;
The applicant submitted justification to the City of Wildwood for the proposed request to change the Future Land Use from Agricultural (County) to Central Mixed Use (City), as supported in the 2050 Comprehensive Plan. Policy 1.1.1.b Central Mixed Use is intended to accommodate a mix of residential and nonresidential uses, but projects that are less than 10

acres in size may be developed as a single use.

(2) The proposed amendment is not inconsistent with the goals, objectives and policies of the comprehensive plan;
The applicant finds the proposed amendment is consistent with the goals, objectives, and policies of the comprehensive plan as stated with Policy 1.1.1.b for Central Mixed Use future land use as the property is under 10 acres and may be developed as a single use. Policy 1.2.7.; “upon annexation of properties within the JPA, the City shall amend the FLUM to include the annexed property.” Policy 1.2.1., “The City shall encourage growth and development in areas where public infrastructure, services, and utilities are already present or planned to be within 3 to 5 years.” The subject property is located within the utility service area where public infrastructure, services, and utilities are already present.

(3) The proposed amendment should not be considered urban sprawl or exemplify an energy inefficient land use pattern;
The amendment is not considered urban sprawl, and it does not exemplify an energy-inefficient land use pattern.

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

(I) Promotes, allows, or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.
The subject property is surrounded by residential, agricultural, planned-unit development, and mixed-use land uses.

(II) Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are available and suitable for development.
This property falls within the Joint Planning Area (JPA) and is in line with Policy 1.2.5., the City is using the JPA to combat urban sprawl, provide an energy-efficient land use pattern, and manage growth in an environmentally sensitive manner.

(III) Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.
The proposed plan amendment is not an isolated or strip development. The area encompasses mixed-use, planned unit development, residential, and agricultural land uses.

(IV) Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.
The subject property does not contain Wetland/Special Flood Hazard Areas.

(V) Fails to adequately protect adjacent agricultural areas and activities, including

silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils.
The subject property does not have adjacent parcels that are actively utilized for agricultural/silviculture activities.

(VI) Fails to maximize use of existing public facilities and services.
City water and sewer lines are available on Warm Springs Ave.

(VII) Fails to maximize use of future public facilities and services.
City water and sewer lines are available on Warm Springs Ave.

(VIII) Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.
The JPA agreement between Sumter County and the City of Wildwood, allows for voluntary annexations within the planning area that would otherwise not be permissible under statute due to the creation of a “pocket” or “enclave.”

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

(X) Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.
Parcels G29A141, G29A142, G29A143, G29A145, G29A146, and G29A147 annexation was adopted on February 24, 2025, at the City Commission meeting. Parcel G29A144 was acquired after and the annexation was adopted on January 26, 2026, at the City Commission meeting. The proposal is consistent with Policy 1.2.7., “upon annexation of properties within the JPA, the City shall amend the FLUM to include the annexed property.”

(XI) Fails to encourage a functional mix of uses.
The area exhibits a mix of different land uses while the proposed land use remains compatible to the surrounding area.

(XII) Results in poor accessibility among linked or related land uses
Access to the property is off Warm Springs Ave and CR 507, Sumter County owned and maintained.

(XIII) Results in the loss of significant amounts of functional open space.
The proposal will have to adhere to the impervious surface requirements of the Central Mixed Use Land Use Designation (75% ISF, 15% minimum open space).

(4) The proposed amendment will not have an adverse effect on environmentally sensitive systems;
An environmental assessment was done by Stillwater Environmental, Inc in July 2025. Onsite observations identified the following land cover classifications on the subject property: FLUCCS Code, 420 – Upland Hardwood Forest and FLUCCS Code, 110 Residential Low Density. Tree mitigation requirements will be met at the site plan stage of the development in

accordance with the Land Development Regulations (LDR) 6.10. There are no wetlands or other surface waters on the site. Although no engaged species were found during the environmental assessment, it is recommended that a 100% gopher tortoise survey be conducted prior to construction to allow permitting and relocation in the event tortoises are found on the subject property, using FWC guidelines. No protected plant species were found on the project site.

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

Transportation: A transportation impact analysis was done by Walsh Traffic Engineering, LLC and accepted by Sumter County's Public Works Department. Access to the property is proposed via a driveway on CR 507, a two-lane roadway, along with a driveway along Warm Springs Ave, a four-lane roadway, with no proposed turn-lanes warranted. 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. The US 301/Warm Springs Ave intersection and the roadway segment of US 301 from Warm Springs Ave to the Florida Turnpike currently operates unacceptably. As part of FDOT's widening project, US 301 through this intersection will be widened and signalized. As a result, the intersection and roadway segment will operate acceptably at the 2029 buildout with committed FDOT improvements. A deficiency was identified at the signalization of Warm Springs Ave and Marsh Bend Trail. The intersection will continue to have deficiencies at the project build-out in 2029. The identified deficiencies can be addressed by providing an eastbound right-turn overlap and northbound right-turn overlap. However, the improvements needed are the same as those needed to mitigate deficiencies without the property being developed. Therefore, 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."

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."

Schools: The land use allows up to 15 units per acre and could produce up to 44.28 school-aged children, but the proposed project is to be developed as a single use of commercial.

CONCLUSION:

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



Amanda Bondi; Planning Manager, Development Services

ORDINANCE NO. O2026-33

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

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

G29A141, G29A142, G29A143, 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 Agricultural (Sumter County) to Central Mixed Use (CMU).

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

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

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

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

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

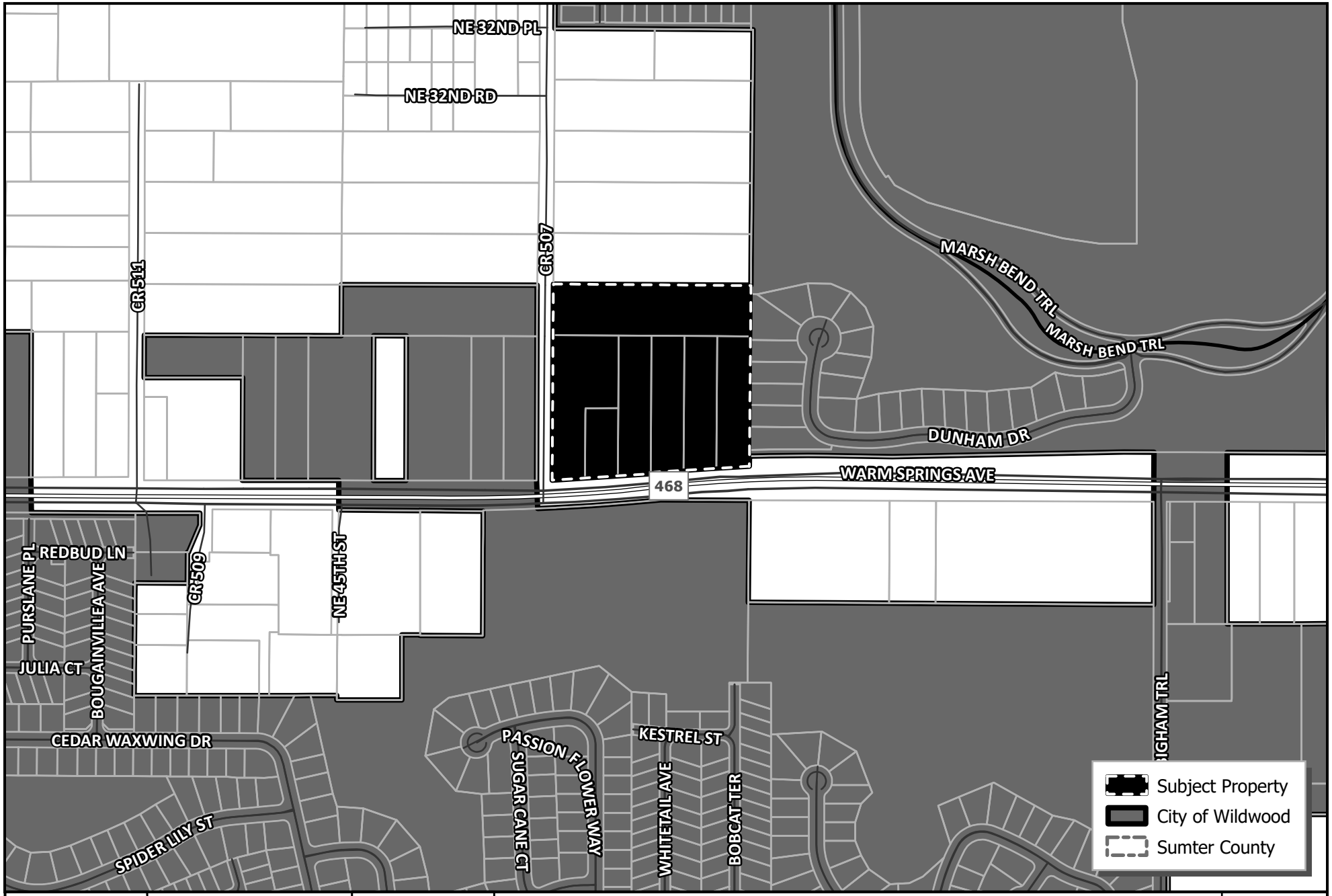
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

EXHIBIT A



WILDWOOD FLORIDA EST. 1877

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

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US Feet
0 90 180 360

#A25-3353

NAIMAT JESUS INC.

PARCELS G29A141, G29A142, G29A143, G29A144, G29A145, G29A146 & G29A127

MAP 1A
LOCATION MAP
JUN 2026

Business Impact Estimate

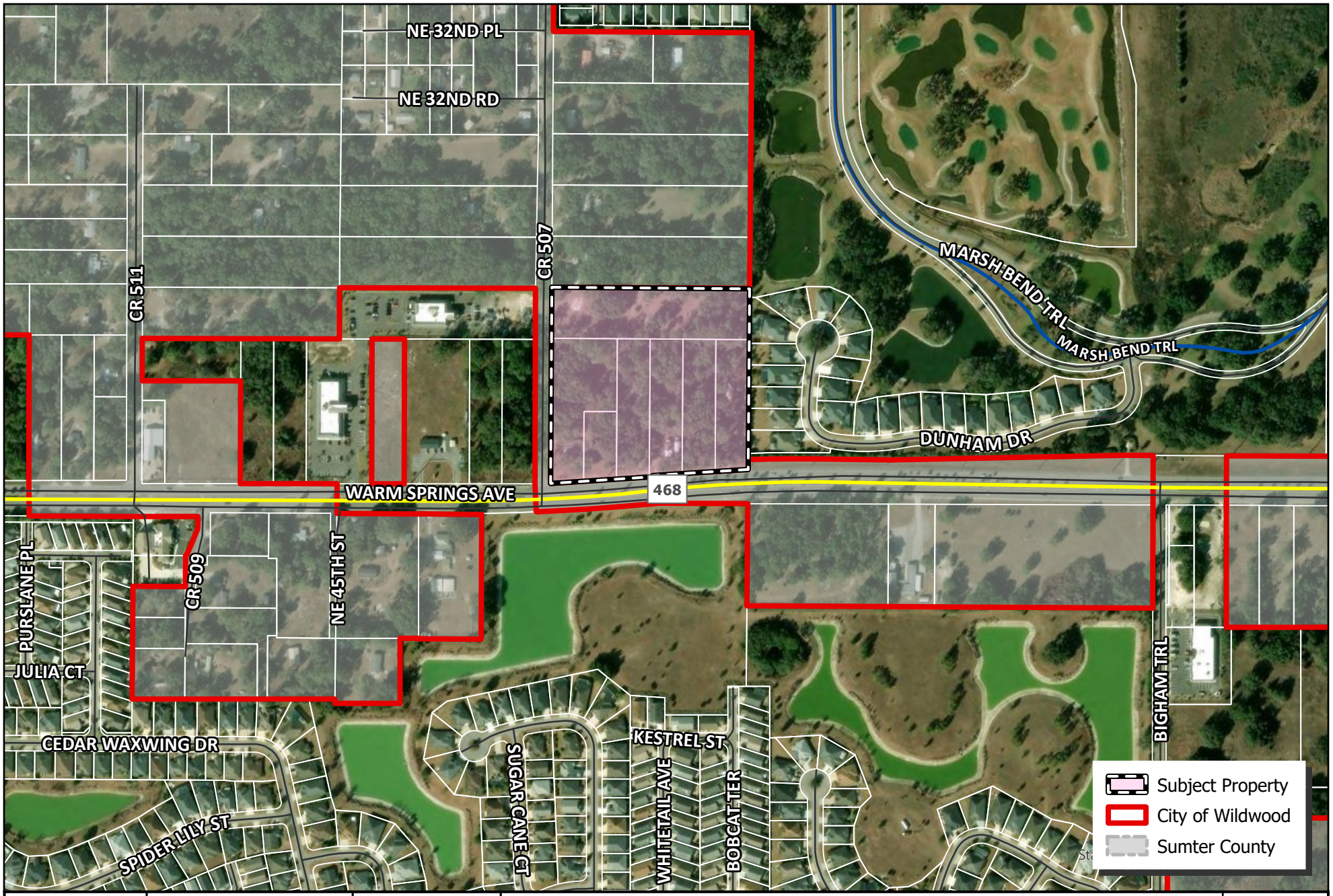
This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Wildwood website by the time notice of the proposed ordinance is published.

Proposed ordinance's title/reference: O2026-33

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, a business impact estimate is not required by state law[1] for the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

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

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



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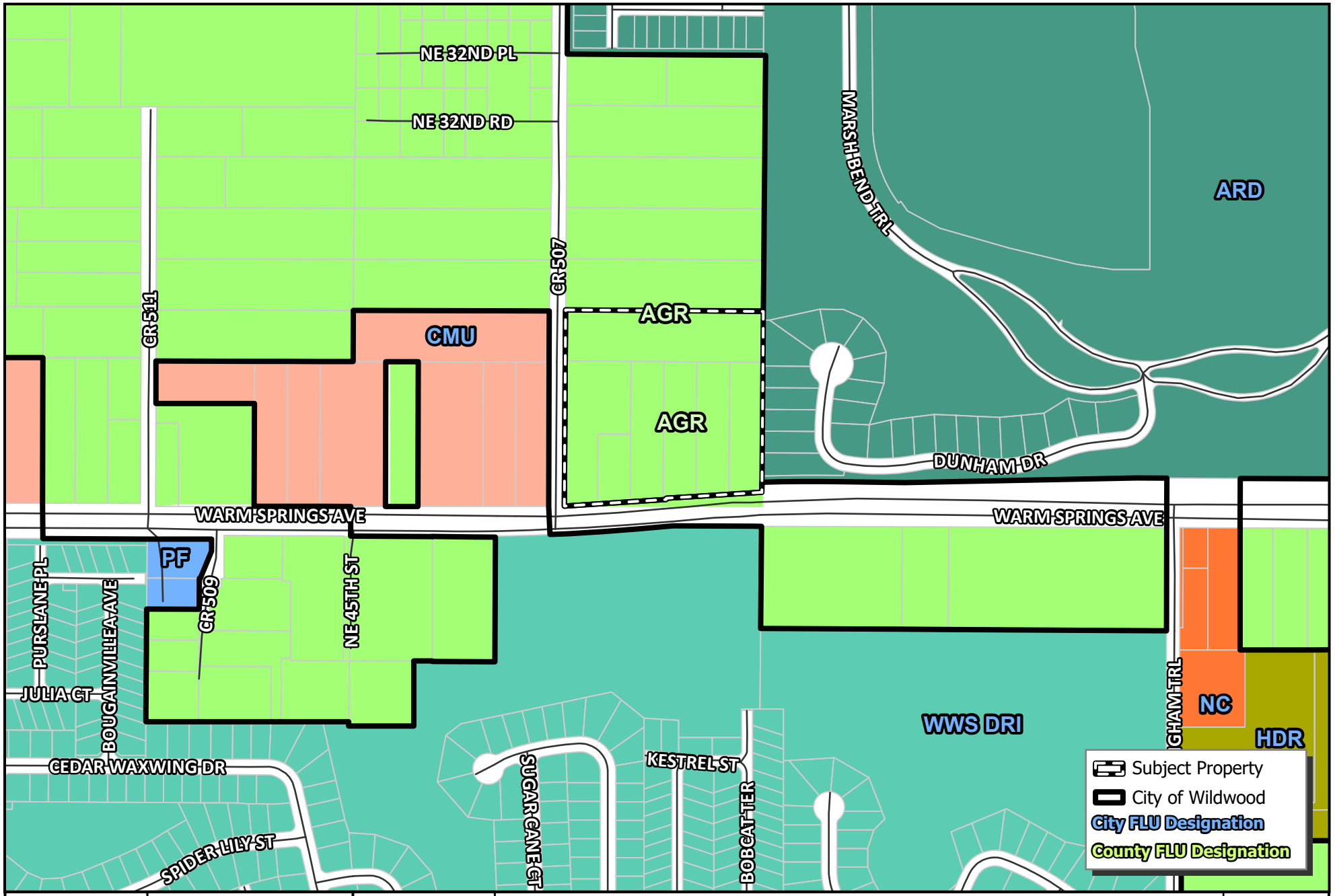
NAIMAT JESUS INC.

PARCELS G29A141, G29A142, G29A143, G29A144, G29A145, G29A146 & G29A127

MAP 1B

LOCATION MAP

JUN 2026



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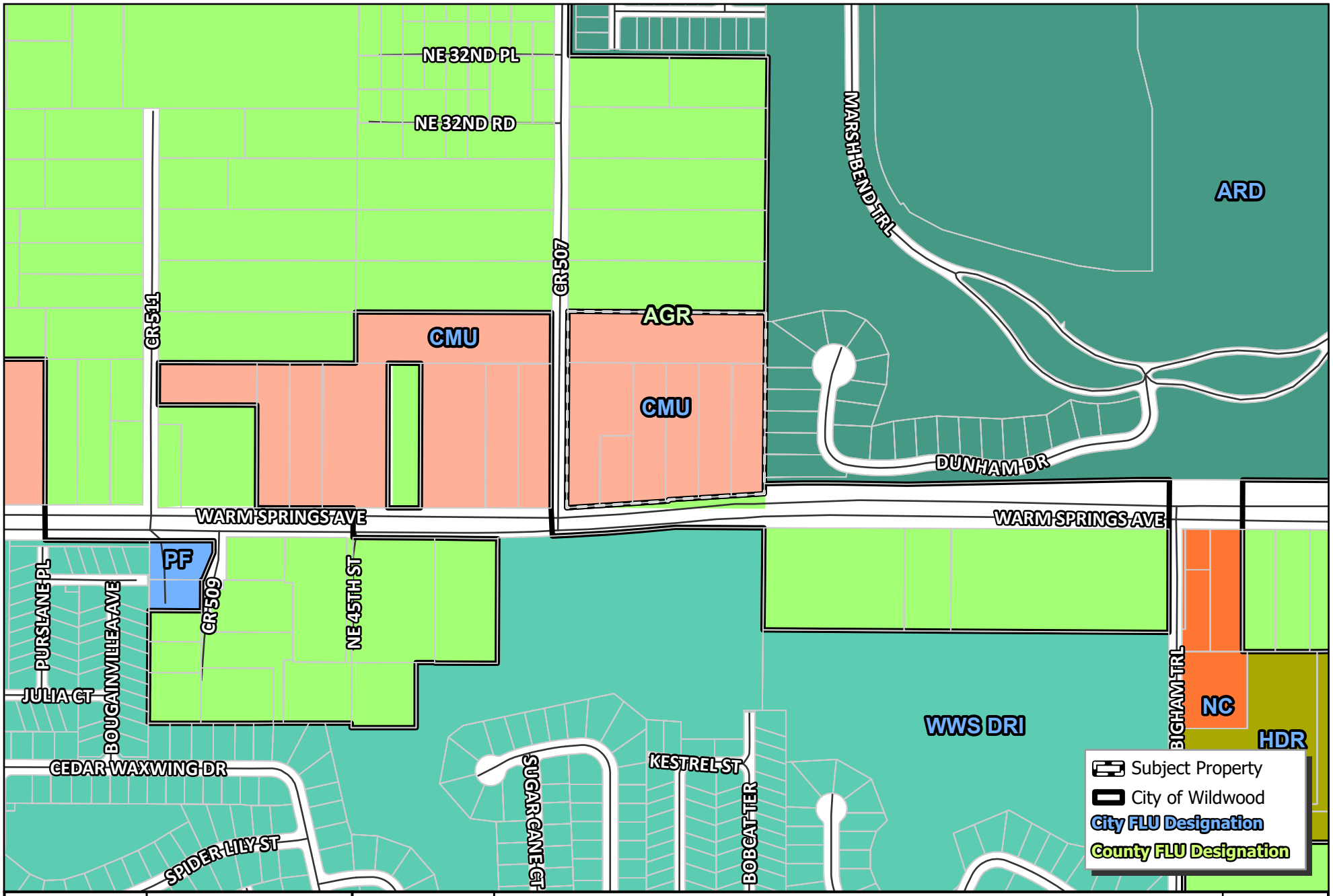
NAIMAT JESUS INC.

PARCELS G29A141, G29A142, G29A143, G29A144, G29A145, G29A146 & G29A127

MAP 2A
EXISTING LAND USE
JUN 2026



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NAIMAT JESUS INC.

PARCELS G29A141, G29A142, G29A143, G29A144, G29A145, G29A146 & G29A127

MAP 2B
PROPOSED LAND USE
JUN 2026

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

The case below was heard on Tuesday, July 7, 2026, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate as the Local Planning Agency for a Comprehensive Plan amendment to amend the FLU map designation from Agricultural (Sumter County) to Central Mixed Use (City of Wildwood) on 9 acres MOL. The subject property is generally located at the northeast corner of the CR 507 and Warm Springs Ave intersection.

Case Number: 25-3353 (CP) Naimat Jesus Inc

Applicant(s): LPG Urban and Regional Planners, LLC

Owner(s): Naimatjesus, Inc & Naimatjesus LLC

Parcel(s): G29A141, G29A142, G29A143, G29A144, G29A145, G29A146, & G29A147

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

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

☒ recommends approval.

☐ recommends approval with the following conditions:

_____

☐ recommends denial.

☐ recommends other:_____

Dated: July 7, 2026

Lindsay C.T. Holt
Special Magistrate City of Wildwood

City of Wildwood, Florida

PUBLIC NOTICE

Development Services Department

www.wildwood-fl.gov

RECEIVED

JUL 08 2026

City Of Wildwood
Development Services Dept

June 23, 2026

SAVITZ NATHAN L & SAVITZ ABBY
912 SETTLERS RIDGE RD
PITTSBURGH, PA 15238

Your Parcel Number(s): G28H022

THIS LETTER IS TO INFORM YOU OF A PUBLIC HEARING FOR A PROPERTY IN YOUR AREA

NO CHANGES WILL BE MADE TO YOUR PROPERTY

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

OWNER:	Naimatjesus, Inc
APPLICANT:	LPGURP, LLC
CASE NUMBERS:	25-3353 (CP)/ 25-3354 (RZ)
PARCEL NUMBERS:	G29A141, G29A142, G29A143, G29A144, G29A145, G29A146, & G29A147

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

A public hearing before the City of Wildwood Planning & Zoning Board/Local Planning Agency/Special Magistrate will be held in the City Hall Commission Chamber, 100 North Main Street, Wildwood, FL on **Tuesday, July 7, 2026, at 2:00 p.m.**

The recommendations of the Planning and Zoning Board/Local Planning Agency/Special Magistrate will be presented to the City Commission at a first hearing to be held in the City Commission Chamber on Monday, July 27, 2026, at 7:00 p.m. and the final hearing to be held in the City Hall Commission Chamber on **Monday, August 10, 2026, at 9:00 a.m.**

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

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

____ I support this request.

____ I do not object to this request.

X I do not support this request for the following reason(s) Agricultural zoning guarantees low-density, wide open spaces, and predictable neighbors. Mixed use zoning flips this dynamic. Mixed use permits a blend of commercial storefronts, offices and high density housing. This will bring traffic from quiet neighborhoods to increase light and vehicle traffic with retail

deliveries, trash collection and commercial HVAC systems noise while running.

The ground was purchased as agricultural zoning and should stay that way. The City of Wildwood should overlook the increased tax base and look at what is better for the existing residents and the environment without further ecosystem degradation.

Sincerely,

Dr. Matthew Smith
2770 Dunkeld Dr
The Villages, FL 32163

Mailing address: 912 Settlers Ridge Rd
Pittsburgh, PA 15238
412-537-2121

NAIMAT JESUS INC
SMALL SCALE COMPREHENSIVE PLAN AMENDMENT
JULY 2025

Prepared By:

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

Small Scale Comprehensive Plan Amendment
NAIMAT JESUS INC

Executive Summary

The proposed small scale comprehensive plan amendment consists of 9.0 ± acres and is located north of Warm Springs Avenue, east of CR 507, and west of Marsh Bend Trail (Figures 1 and 2). The subject property is located within the unincorporated limits of Sumter County and is identified by Parcel ID numbers G29A141, G29A142, G29A143, G29A144, G29A145, G29A146, and G29A147. The property is located within the Sumter County/City of Wildwood Join Planning Area (JPA) and the Sumter County Urban Development Area (UDA). The site is designated as Agriculture (AGR) on the Sumter County Future Land Use Map (Figure 3). Sumter County Comprehensive Plan Policy FLU Policy 1.3.4 indicates the Agriculture (AGR) land use category may only be located outside the UDA or within the UDA where it either serves as a holding area in anticipation of future annexation, is within a city jurisdiction, or is dedicated to a public agency for conservation purposes. It is proposed to annex the property into the City of Wildwood and to designate the site as Central Mixed Use (CMU) (Figure 4) to facilitate medical/dental, office, restaurant, and retail uses.

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

For the purposes of the comprehensive plan amendment, a maximum development scenario was analyzed (Table 1). Under the existing land use the property could have been developed at a maximum residential density of 1 unit per 5 acres, which equates to 2 units (rounded to the nearest whole number). The proposed Central Mixed Use land use designation allows for a maximum of 120 residential units (15 units per acre). The maximum intensity for non-residential development is 0.75 FAR (294,030) or 80% ISR (313,632), 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 294,030 non-residential square feet. The site is located along a minor arterial roadway, which would support the mixed-use development. The proposed amendment is compatible with the existing adjacent future land uses as the subject site abuts land designated as Central Mixed Use (CMU), Age Restricted Development (ARD), a master planned development known as the Wildwood Springs Development of Regional Impact (WWS DRI). The amendment would assist in meeting commercial needs and would result in a logical development pattern.

Potable Water Analysis

Policy 8.3.1.e – LEVEL OF SERVICE (LOS)

"The following adopted LOS Standards for facilities and services required by the City of Wildwood:
Sanitary Sewer: 250 gallons per day per ERU
Potable Water: 300 gallons per day per ERU"

The subject property is within the City of Wildwood Utility Service Area. The City currently owns, operates and maintains a central potable water treatment and distribution system. The maximum pumping capacity of these facilities is limited by the City's Water Use Permit (permit no. 8135.012) as issued by the Southwest Florida Water Management District (SWFWMD). This permit, which expires in March 31, 2035, allows for a combined annual withdrawal from the Floridian Aquifer of 6.44 mgpd (annual average).

The City has a current available capacity of 0.23873 mgpd (which includes Wildwood Self Storage project). An analysis was conducted of the proposed amendment based on land use and the City's Level of Service (LOS) standards (Table 2). The estimated water demand is 0.029 mgpd. The analysis concludes that the proposed amendment will not cause a deficiency and the City will have a remaining available capacity of 0.209 mgpd.

Table 2: Water Analysis

Project Name	Acres	Existing Land Use	Proposed City Land Use	Maximum Development	Water Demand (gross) (mgpd)	Capacity or Deficit (mgpd)
Current Capacity						0.238
Naimat Jesus Inc	9.0 ±	Sumter County Agricultural	Central Mixed Use	294,030 SF (Commercial)	0.029	0.209

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

Sanitary Sewer Analysis

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

An analysis was conducted of the proposed amendment based on land use and the City's Level of Service (LOS) standards (Table 3). Wastewater demand was calculated at 250 gallons per ERU pursuant to City's LOS standard. The estimated wastewater demand is 0.024 mgpd. The analysis concludes that the proposed amendment will not cause a deficiency and the City will have a remaining available capacity of 1.093 mgpd based on the current facilities and 3.043 mgpd based on the proposed improvements in 2027.

Table 3: Wastewater Analysis

Project Name	Acres	Existing Land Use	Proposed City Land Use	Maximum Development	Water Demand (gross) (mgpd)	Capacity or Deficit (mgpd)
Current Capacity						1.117*
Proposed Capacity Improvements - 2027						1.95
Naimat Jesus Inc	9.0 ±	Sumter County Agricultural	Central Mixed Use	294,030 SF (Commercial)	0.024	3.043

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

Solid Waste Analysis

The City of Wildwood's solid waste level of service is 5 lbs per day per capita. Population was estimated based on number of anticipated employees to be no greater than 73 x 1.99 pph which equates to 145. The proposed amendment is estimated to generate 726 lbs per day. The proposed amendment will not cause a deficiency in the LOS.

Transportation Impact Analysis

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

Environmental Analysis

An environmental assessment was conducted by Stillwater Environmental, Inc. (Appendix B). No threatened flora or fauna species were observed during site surveys. Should protected species be observed during future surveys, the appropriate regulatory permits will be secured. Habitats classified as wetlands or surface waters do not exist on the property and the site is not located within the 100-year flood zone. (Figure 5). Soils consist of Sparr Fine Sand, bouldery subsurface, 0 to 5 percent slopes; and Immokalee Sand (Figure 6). The project area elevations range from approximately 65' msl to 70' msl (Figure 7).

Comprehensive Plan Compliance

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

Future Land Use

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

b. **Mixed-Use**

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

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

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

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

FLU Policy 1.2.4 The timing and location of public facilities shall be coordinated through the Concurrency Management System (CMS) and Capital Improvement Program to ensure that development occurs in an orderly and timely manner consistent with the availability of public infrastructure, services, and utilities.

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

FLU Policy 1.2.6 The City shall maintain its Urban Service Area (USA), which encompasses lands that are currently, or expected (as shown in the Capital Improvements Element) to be served by public facilities and services as defined in Section 163.3164, and includes the areas comprising the JPA and MSA.

Response: The subject site is within the USA.

Public Facilities

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

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

JUSTIFICATION CRITERIA PER LDR 1.7(D)

1) <u>Justification of the proposed amendment has been adequately presented;</u>

The developer intends to use the parcels as commercial. Justification has been presented to the city to support the proposed development.

2) <u>The proposed amendment is not inconsistent with the goals, objectives and policies of the comprehensive plan</u>;

The proposed amendment is not inconsistent with the goals, objectives and policies of the comprehensive plan.

FLU Policy 1.2.1 states that the City shall encourage growth and development in areas where public infrastructure, services, and utilities are already present or planned to be within 3 to 5 years. The subject site is located within an area of existing development where public infrastructure, services and utilities are already present.

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

According to Section 163.3177(6)(a)(9)(b), Florida Statute, the future land use element or plan amendment shall be determined to discourage the proliferation of urban sprawl if it incorporates a development pattern or urban form that achieves four or more of the following:

1. Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.

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

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

   The proposed development is located in an area where existing public infrastructure and services are available.

3. Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.

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

4. Promotes conservation of water and energy.

   The proposed development will utilize utilities that are available from the City of Wildwood.

5. Preserves agricultural areas and activities, including silviculture, and dormant, unique, and prime farmlands and soils.

   The proposed site has no agricultural operations nor do the adjacent properties, or even the immediate vicinity have agricultural operations or uses.

6. Preserves open space and natural lands and provides for public open space and recreation needs.

   The proposed development will provide open space requirements of the City of Wildwood.

7. Creates a balance of land uses based upon demands of the residential population for the nonresidential needs of an area.

   The proposed nonresidential development would serve the demands of the residential population in the general area.

8. Provides uses, densities, and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl or if it provides for an innovative development pattern such as transit-oriented developments or new towns as defined in s. 163.3164.

   The proposed development is infill development and has been demonstrated above to not constitute urban sprawl.

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

The proposed amendment will not have an adverse effect on environmentally sensitive systems. Should protected species occur, appropriate regulatory permits will be secured prior to development.

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

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

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

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

Table 1 – Maximum Development Analysis

Ordinance #	Acres	Existing Land Use	Existing Intensity of Development	Proposed City Land Use	Proposed Maximum Development	Net Change in Development Potential
Namit Jesus	9.0 +/-	Agriculture (1 unit/5 acres)	2 units	Central Mixed Use (0.75 FAR)	294,030 sf	
TOTAL	**9.0 +/-**		**2 units**		**294,030 sf**	**-2 units +294,030 sf**

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

Figure 1
Location Map

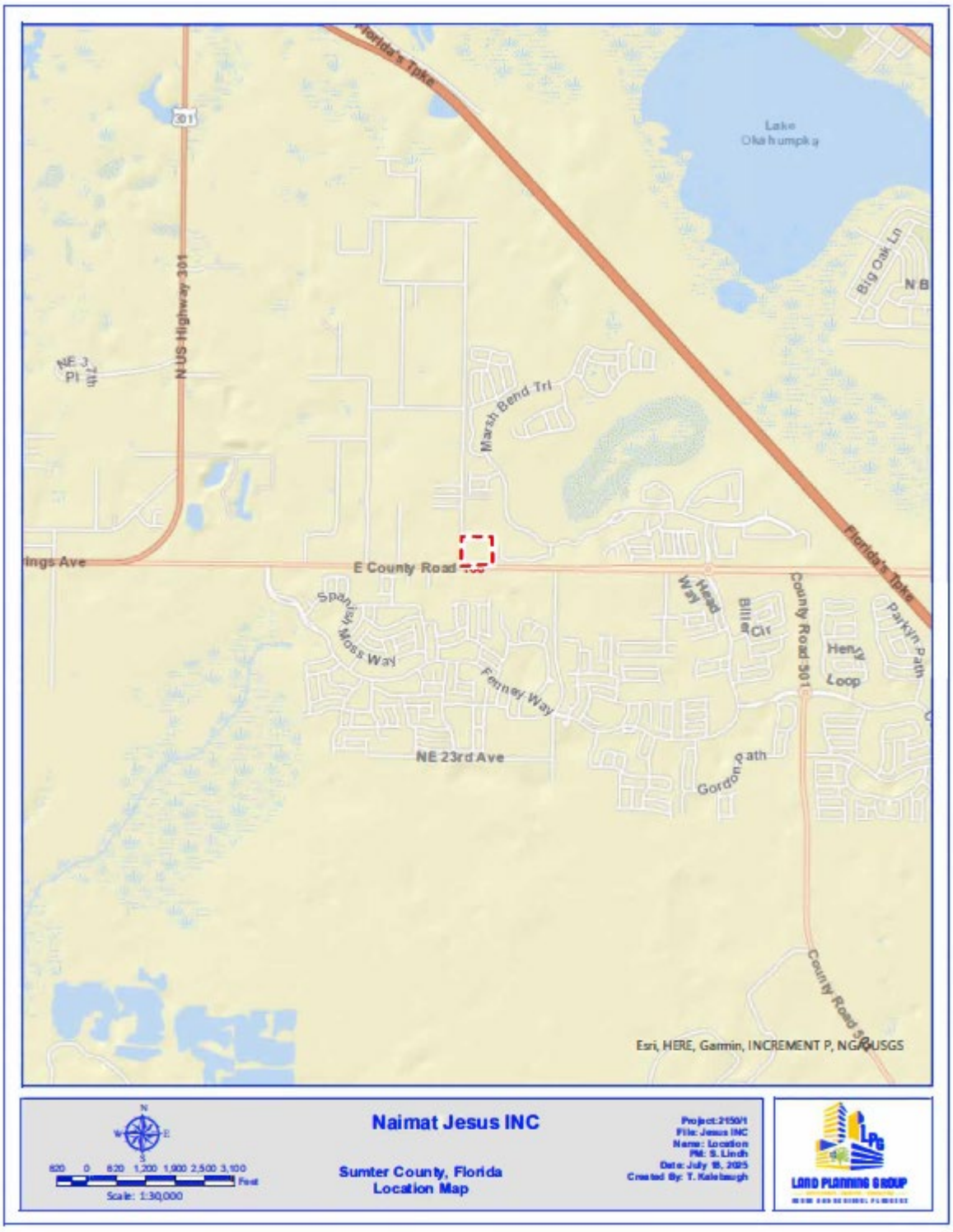


Figure 2
Aerial Map

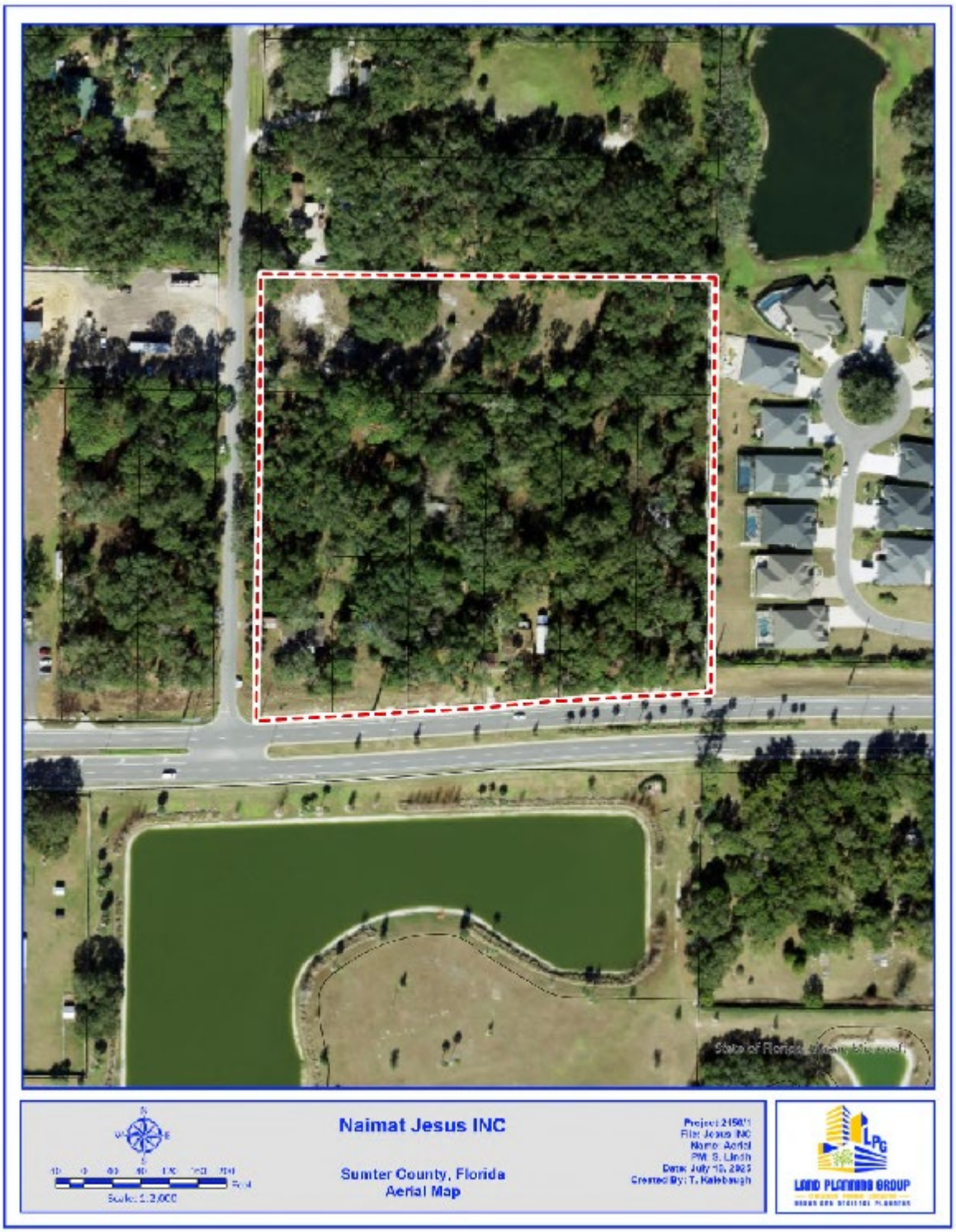


Figure 3
Existing Future Land Use Map



Figure 4
Proposed Future Land Use Map



Figure 5
Environmental Constraints Map

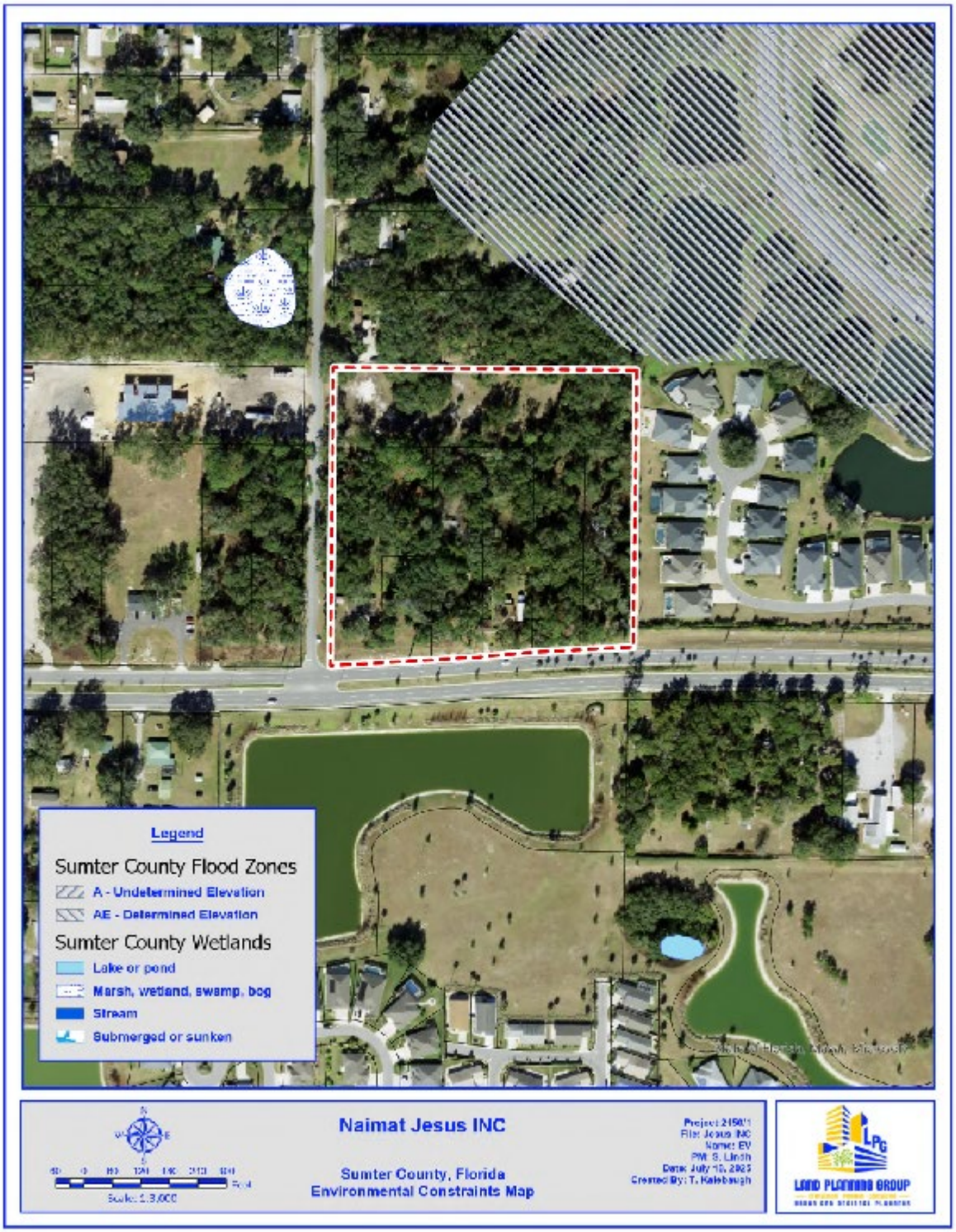


Figure 6
Soils Map

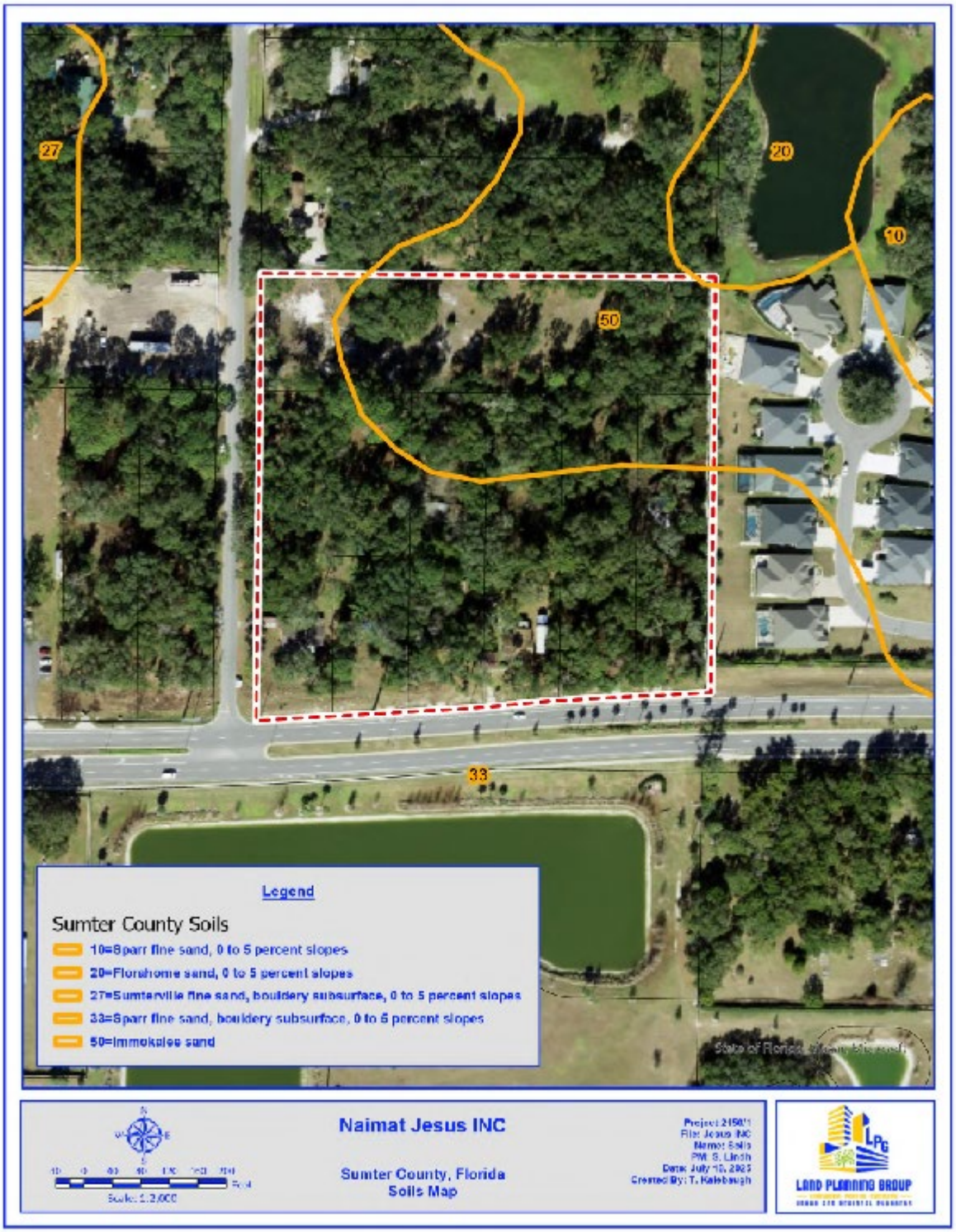


Figure 7
Topography Map



Appendix A – See Attached Traffic Impact Analysis

Appendix B – See Attached Environmental Assessment

THE NAIMAT JESUS, INC. PROPERTY

4700 WARM SPRINGS AVE, WILDWOOD FL 34785

SUMTER COUNTY, FLORIDA



ENVIRONMENTAL ASSESSMENT REPORT

Prepared for:
Mr. David Suleiman
Naimat Jesus, Inc
1038 Lake Miona Way
Oxford, Florida 34484

Prepared by:
Stillwater Environmental, Inc.
971 Smokerise Blvd.
Port Orange, Florida 32127
SEI File No. 1259.02.25

July 18, 2025

TABLE OF CONTENTS

1.0	INTRODUCTION	4
2.0	NATURAL RESOURCE ANALYSIS	4
2.1	Topography	4
2.2	Soils	5
2.3	Vegetative Community Analysis	5
3.0	THREATENED AND ENDANGERED SPECIES	6
3.1	Regulatory Review	7
3.2	Avian Species	8
3.3	Amphibians, Reptiles, and Mammals	12
3.3.1.	Gopher Tortoises	13
3.3.2	Florida Sand Skink	13
3.3.3	Eastern Indigo Snake	14
3.3.4.	Florida Pine Snake	14
3.3.5	Short-Tailed Snake	15
3.3.6	Florida Bonneted Bat	16
3.4	Flora	16
4.0	REGULATORY CONSIDERATIONS	16
4.1	Southwest Florida Water Management District	16
4.2	U.S. Army Corps of Engineers	17
5.0	WETLAND/SURFACE WATER ANALYSIS	17
6.0	SUMMARY AND RECOMMENDATIONS	18

LIST OF FIGURES

FIGURE 1: Site Location Map
FIGURE 2: Aerial Photograph
FIGURE 3: USGS Topography Map
FIGURE 4: USDA-NRCS Soils Map
FIGURE 5: Florida Land Use, Cover and Forms Classification System Map
FIGURE 6: Listed Species Survey Routes
FIGURE 7: Wildlife Proximity Map
FIGURE 8: *Wood Stork Nesting Colonies and Core Foraging Areas Active Within 2009-2018 in Florida*
FIGURE 9: Approximate Location of Wetlands

LIST OF TABLES

Table 1: Protected Fauna Found in Sumter County, Florida, and Their Expected Occurrence on the Naimat Jesus, Inc. Property

Table 2: Protected Flora Found in Sumter County, Florida, and Their Expected Occurrence on the Naimat Jesus, Inc. Property

APPENDICES

Appendix A: Sumter County Property Appraiser Record Card

Appendix B: National Wetlands Inventory Map

Appendix C: Photographs of the Subject Property

THE NAIMAT JESUS, INC. PROPERTY
4700 WARM SPRINGS AVE, WILDWOOD FL 34785
SUMTER COUNTY, FLORIDA

ENVIRONMENTAL ASSESSMENT REPORT

1.0 INTRODUCTION

The Naimat Jesus, Inc. Property project site consists of 7 separate parcels covering approximately 8.85 +/- acres. The Sumter County Property Appraiser's website lists the Parcel ID No.'s as G29A141, G29A142, G29A147, G29A143, G29A145, GA29A142 and G29A146 (Appendix A). The project is located 3.7 miles southeast of the intersection of the FL Turnpike and US 301, in Section 29, Township 19 South, Range 23 East at latitude 28.800535 North and longitude -82.025506 West, Wildwood, Sumter County, Florida (Figure 1). An aerial image of the property is provided as Figure 2.

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

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

2.0 NATURAL RESOURCE ANALYSIS

2.1 Topography

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

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

2.2 Soils

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

33) Sparr Fine Sand, bouldery subsurface, 0 to 5 percent slopes (5.90 ac/66.66%)

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

50) Immokalee sand (2.95 ac/33.34%)

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

2.3 Vegetative Community Analysis – Habitat Characterizations

Pedestrian surveys of the subject property were conducted on July 4, 2025 to qualitatively document the existing vegetation and to assess the present land use patterns according to the *Florida Land Use, Cover and Forms Classification System, Department of Transportation* (FLUCFCS; DOT). Two (2) land-use 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. 110 – Residential Low Density < 2 Dwelling Units per acre (1.41 ac/18.12%)

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

FLUCFCS No. 420 – Mixed Hardwood Forest (7.44 ac/81.88%)

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

3.0 THREATENED AND ENDANGERED SPECIES

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

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

Reptiles and Amphibians
Brown anole (*Norops sagrei)*
Eastern black racer (*Coluber constrictor*)

Birds
Mourning Dove (*Zenaida macroura*)
Red-Shouldered Hawk (*Buteo lineatus*)

Mammals
Eastern Gray Squirrel (*Sciurus carolinensis*)

Using methodologies outlined in the *Florida's Fragile Wildlife (Wood,2001)*; *Measuring and Monitoring Biological Diversity Standard Methods for Mammals (Wilson, et al., 1996); and Florida Fish and Wildlife Conservation Commission's (FFWCC) Gopher Tortoise Permitting Guidelines (April 2008 – revised January 2017*); an assessment for "listed" floral and faunal species was most recently conducted on the subject property on July 4, 2025

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

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

Table No. 1 and Table No. 2 list those species that were surveyed based on their probability of occurrence in 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 not 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 leuchocephalus*). 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 1.2 miles to the north, northeast at latitude 28.818000 and longitude -82.017333 (Figure 7). Its first observation was in 2008 and was listed unknown for the 2024 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 1.2 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.2

Wood Stork (Mycteria Americana)
Federally Listed as "Threatened" by USFWS and the FFWCC

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

Everglade Snail Kite (Rostrhamus socialbilis)
Federally Listed as "Endangered" by USFWS and FFWCC

The Everglade Snail Kite (*Rostrhamus socialbilis*) is listed as Endangered by the USFWS and the FFWCC. The subject property falls inside the USFWS Consultation Area for the Everglade Snail Kite. Everglade Snail Kites are similar in size to Red-Shouldered Hawks. They have deep red eyes and a white rump patch. Males are slate gray, and females and juveniles vary in amounts of white, light brown, and dark brown. The females always have white on their chin. Kites vocalize mainly during courtship and nesting. Snail kites' nest year-round in shallow marshes and along grassy shorelines of lakes. They typically nest over water to reduce opportunities for predators to sneak up on them. A survey of any suitable habit is necessary to confirm no nesting activities are present. At the time of 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 planeus auduconii*). 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 July 4, 2025, SEI biologists surveyed linear transects throughout portions of the upland habitats in the project area. The project site was surveyed in accordance with the guidelines set forth by the FFWCC and the USFWS. Mr. Timothy Talbot, of Stillwater Environmental, Inc., FWC Authorized Gopher tortoise Agent Permit No. GTA-14-00053D, and Ms. Jessica Azpurua, FWC Authorized Gopher Tortoise Permit No. GTA-22-00073, participated in all the surveys including the gopher tortoise surveys. There were no (0) "potentially occupied" gopher tortoise burrows located within the project boundary. The presence of gopher tortoise burrows increases the potential for the commensal species, the Florida mouse (*Podomys 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 identified on the subject property, though 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 not identified, and 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 not 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 Naimat Jesus, Inc. Property project site consists of 7 separate parcels covering approximately 8.85 +/- acres. The Sumter County Property Appraiser's website lists the Parcel ID No.'s as G29A141, G29A142, G29A147, G29A143, G29A145, GA29A142 and G29A146 (Appendix A). The project is located 3.7 miles southeast of the intersection of the FL Turnpike and US 301, in Section 29, Township 19 South, Range 23 East at latitude 28.800535 North and longitude -82.025506 West, Wildwood, Sumter County, Florida (Figure 1). An aerial image of the property is provided as Figure 2.

On July 4, 2025, the Naimat Jesus, Inc. Property project site was surveyed for the presence of flora and fauna protected by county, state, and federal government agencies as well as any protected wetland habitats. Targeted fauna species included the gopher tortoise and commensal species, as well as the avian species discussed in Sections 3.2. The surveys resulted in the location of zero (0) "potentially occupied" gopher tortoise burrows. It is recommended that a 100% survey be conducted prior to the initiation of any construction activities to determine the total population. The survey is good for 90 days but can be revisited any time after the 90-day period. None of the above-mentioned avian species were observed during onsite investigations. Areas classified as wetland/surface waters were not observed within, or immediately adjacent to, the subject property.

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

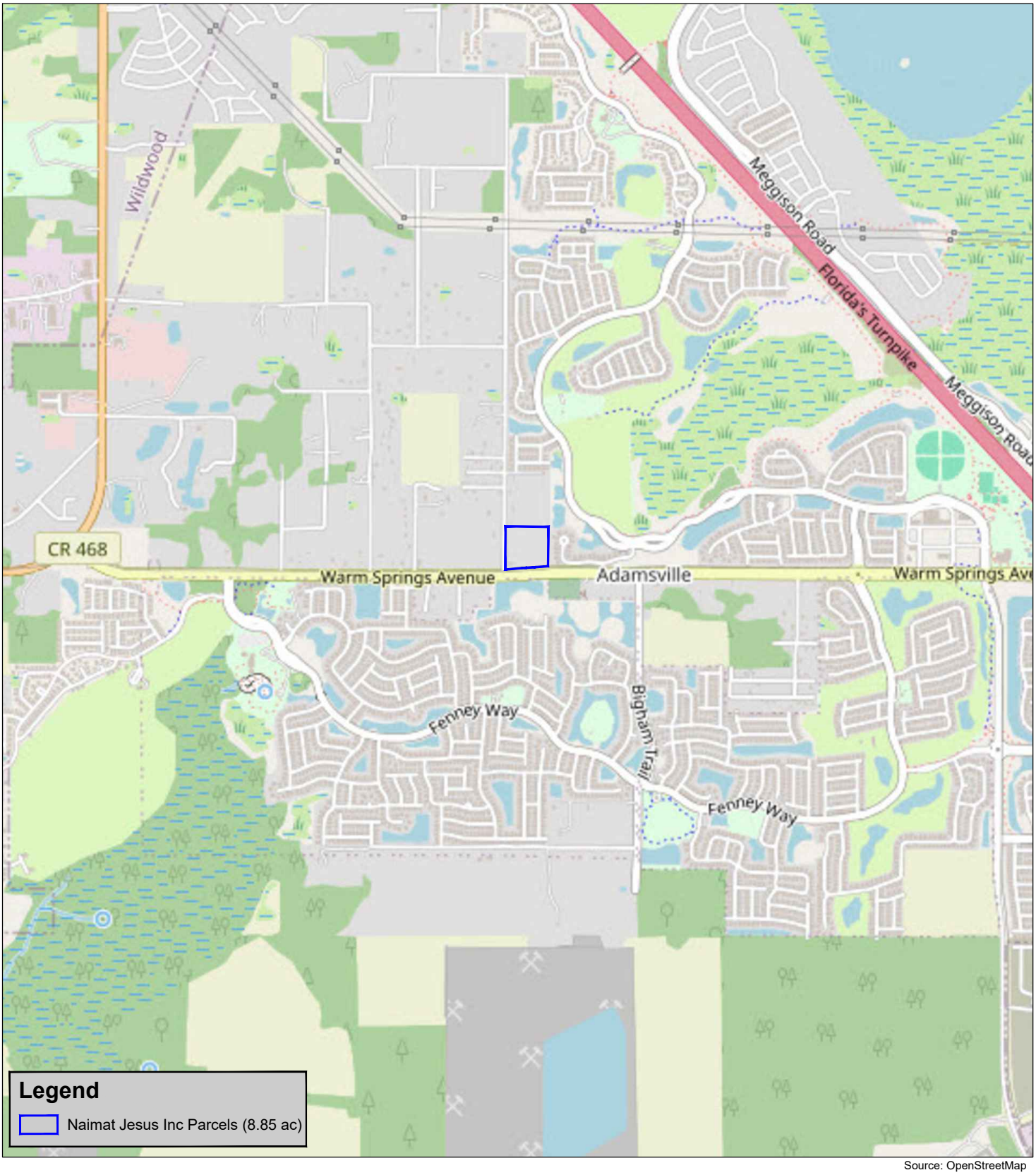
Regards,

Alexander Talbot
Environmental Specialist

Timothy J. Talbot
President

Stillwater Environmental

FIGURES



Source: OpenStreetMap

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

The Naimat Jesus, Inc. Property
4700 Warm Springs Avenue
Wildwood, Florida 34785

Figure #1

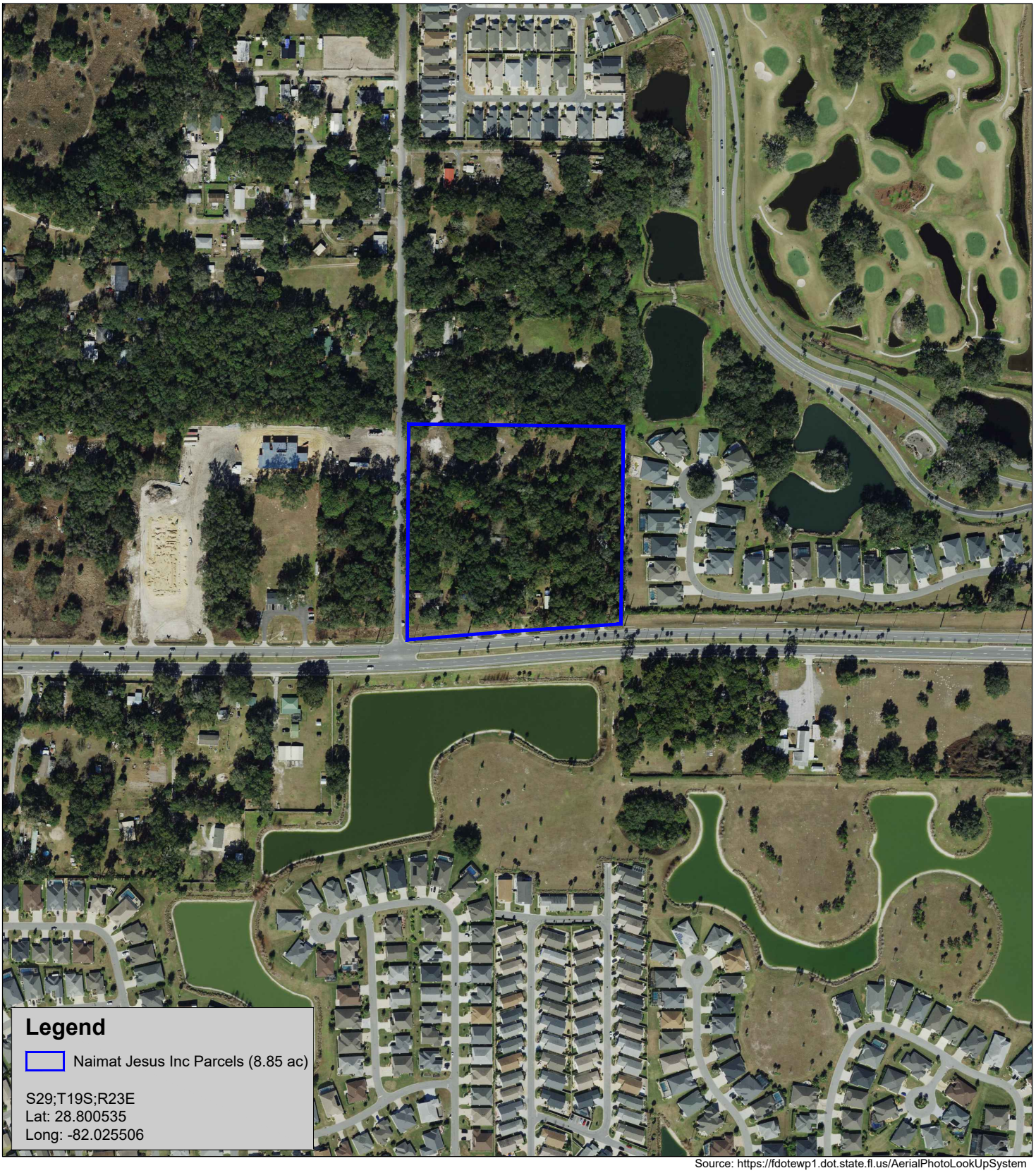
Location Map

Environmental Assessment

2000 Feet

N

Project # 1259.02.25
Produced By: MLP
Date: 06/23/2025



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

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971 Smokerise Blvd, Port Orange, FL 32127
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The Naimat Jesus, Inc. Property
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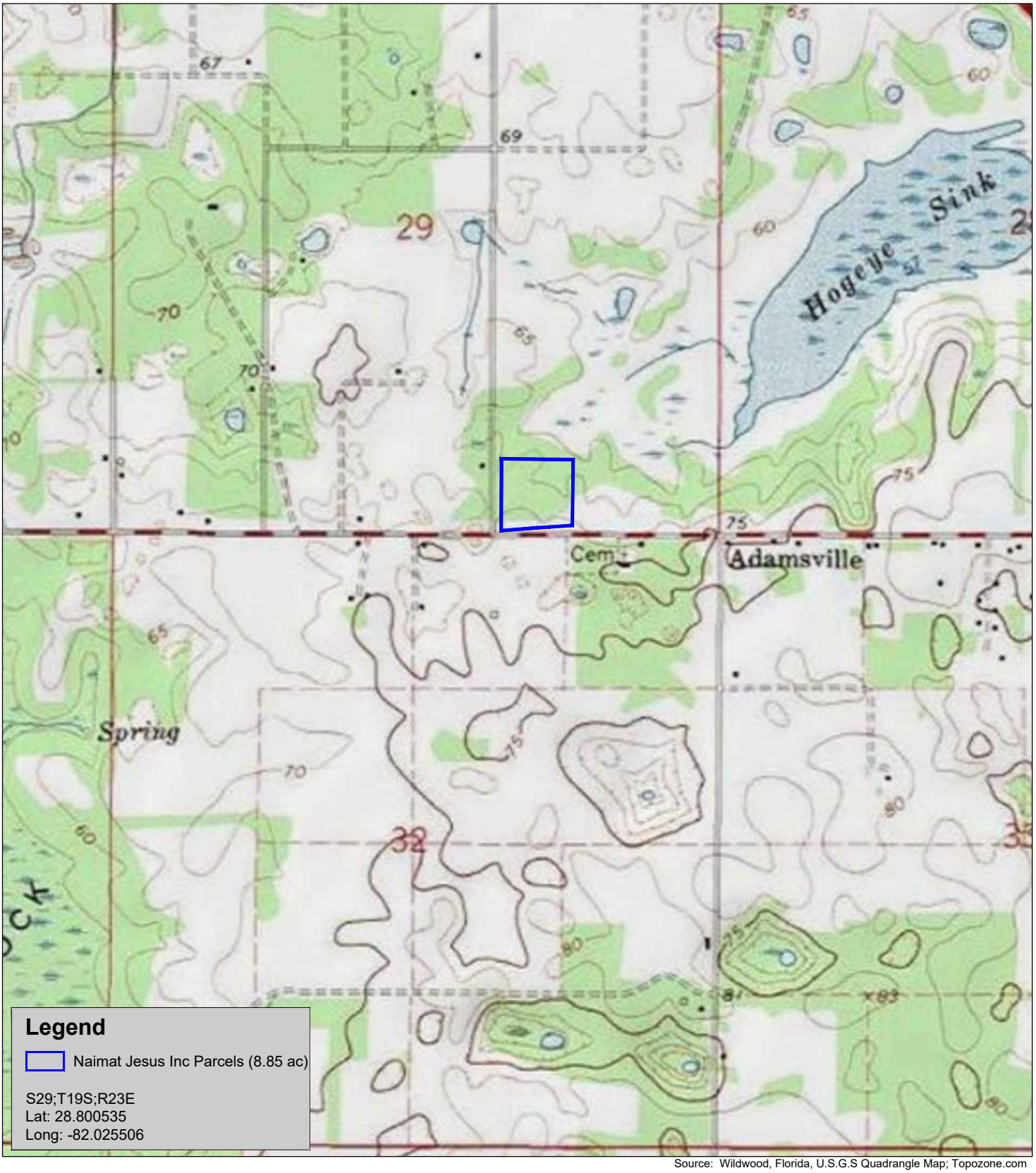
Figure #2

Aerial Photograph (2023)

Environmental Assessment

400 Feet

Project # 1259.02.25
Produced By: MLP
Date: 06/23/2025



Source: Wildwood, Florida, U.S.G.S Quadrangle Map; Topozone.com

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971 Smokerise Blvd, Port Orange, FL 32127
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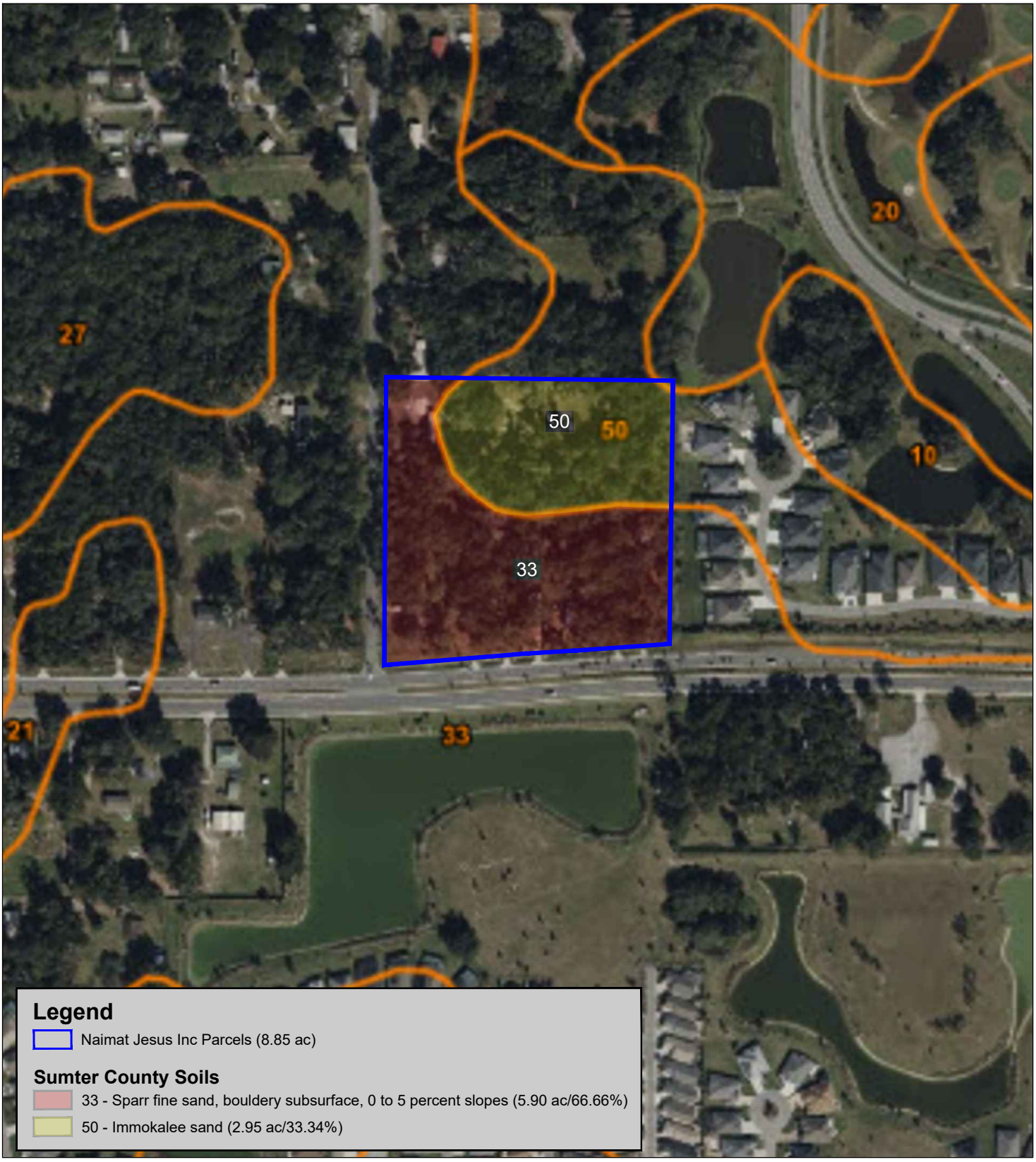
Figure #3

U.S.G.S. Topographic Map

Environmental Assessment

1500 Feet

Project # 1259.02.25
Produced By: MLP
Date: 06/23/2025



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

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

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Wildwood, Florida 34785

Figure #4

USDA - NRCS Soil Map

Environmental Assessment

300 Feet

N

Project # 1259.02.25
Produced By: MLP
Date: 06/23/2025



Legend

Naimat Jesus Inc Parcels (8.85 ac)

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

110 - Residential Low Density < 2 Dwelling Units/Acre (1.41 ac/18.12%)

420 - Mixed Hardwood Forest (7.44 ac/81.88%)

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

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Figure #5

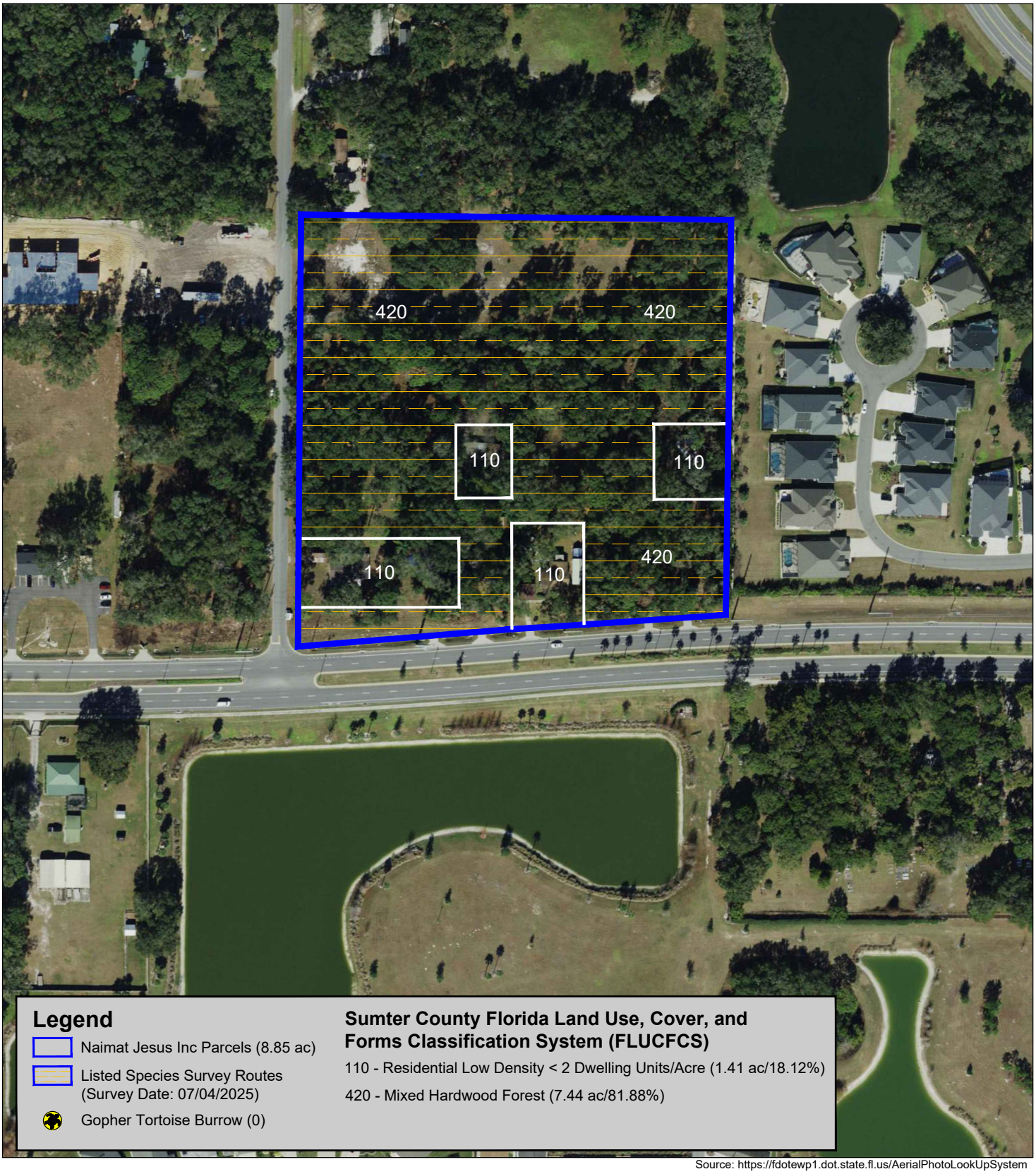
FLUCFCS Map

Environmental Assessment

200 Feet

N

Project # 1259.02.25
Produced By: MLP
Date: 06/23/2025



Legend

- Naimat Jesus Inc Parcels (8.85 ac)
- Listed Species Survey Routes (Survey Date: 07/04/2025)
- Gopher Tortoise Burrow (0)

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

110 - Residential Low Density < 2 Dwelling Units/Acre (1.41 ac/18.12%)

420 - Mixed Hardwood Forest (7.44 ac/81.88%)

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

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

The Naimat Jesus, Inc. Property
4700 Warm Springs Avenue
Wildwood, Florida 34785

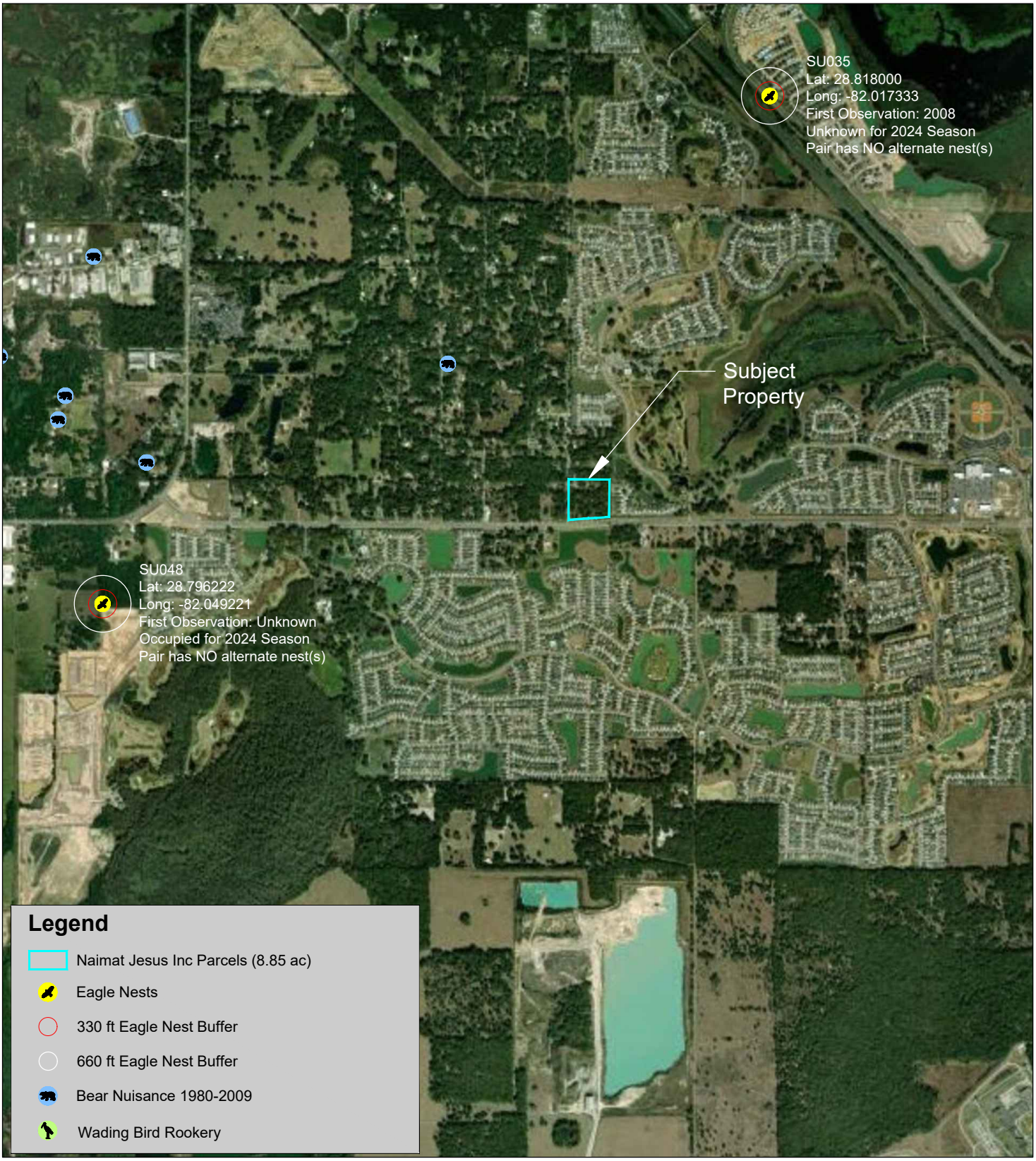
Figure #6

Listed Species Survey Routes

Environmental Assessment

200 Feet

Project # 1259.02.25
Produced By: MLP
Date: 07/08/2025



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

Stillwater Environmental
971 Smokerise Blvd, Port Orange, FL 32127
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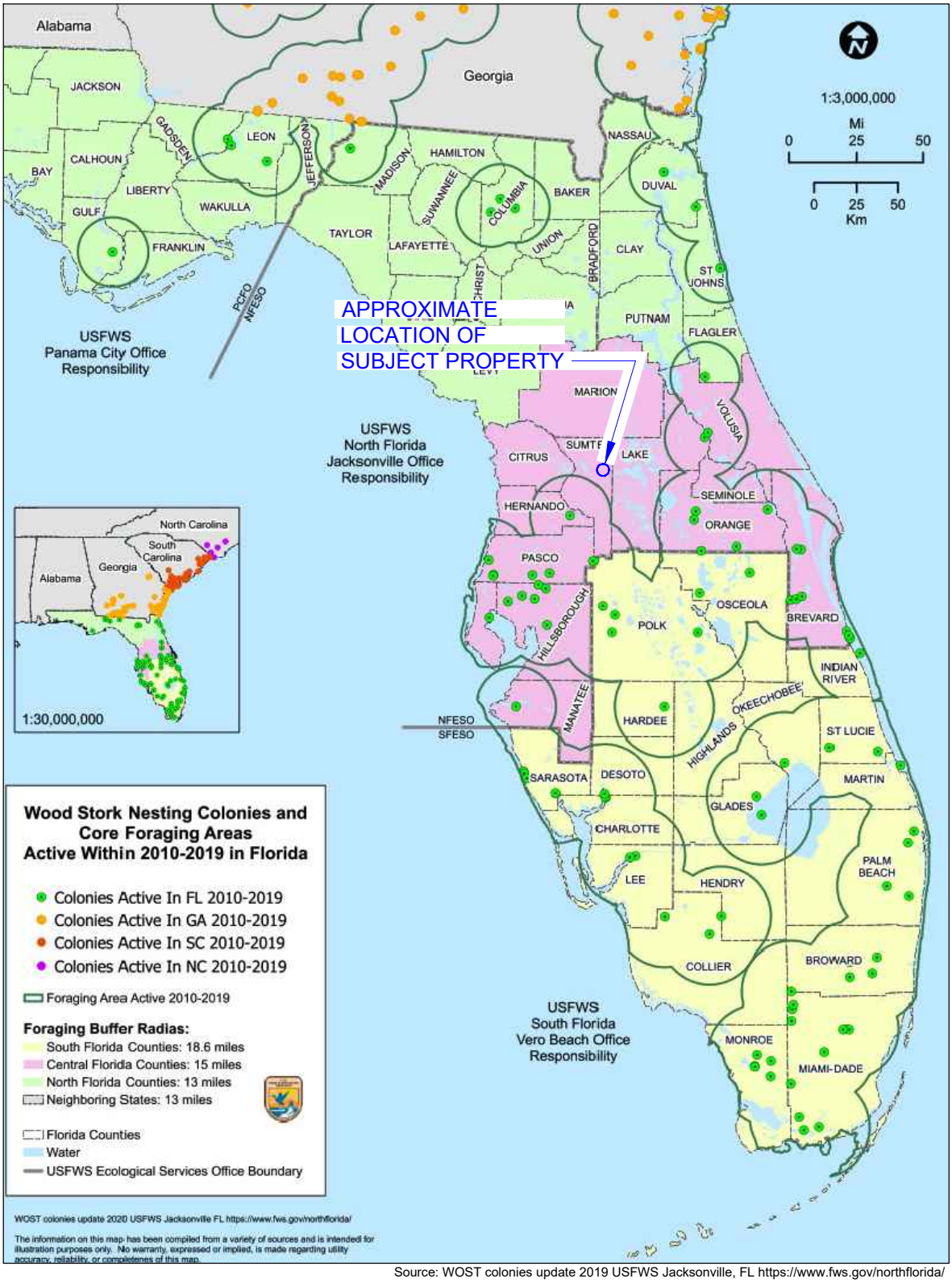
Figure #7

Wildlife Proximity Map

Environmental Assessment

0.4 Miles

Project # 1259.02.25
Produced By: MLP
Date: 06/23/2025



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

Stillwater Environmental
971 Smokerise Blvd, Port Orange, FL 32127
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The Naimat Jesus, Inc. Property
4700 Warm Springs Avenue
Wildwood, Florida 34785

Figure #8

Wood Stork Foraging Areas

Environmental Assessment

58 Miles

Project # 1259.02.25
Produced By: MLP
Date: 06/23/2025

TABLES

TABLE 1

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

SPECIES	FWC STATUS	USFWS STATUS	PREFERRED HABITAT	PROBABLILITY OF OCCURANCE
REPTILES				
Alligator mississippiensis American alligator	FT(S/A)	T	Vegetated lakes and deepwater swamps	Low: No habitat available, none sighted
Drymarchon corais couperi Eastern indigo snake	FT	T	Dry habitats bordered by water; often occupy *G. polyphemus* burrows	Med: habitat available, none sighted
Gopherus polyphemus Gopher tortoise	ST	_	Well drained soil; xeric pine-oak hammocks and scrub; pine flatwoods	Med: habitat available, no burrows located
Pituophis melanoleucus mugitus Florida pine snake	ST	_	Dry, sandy barrens in xeric oak and pine-wooded sandhills	Low: No habitat available, none sighted
Plestiodon reynoldsi 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
Stilosoma extenuatum Short-tailed snake	ST	_	Sandy upland ridges; xeric oak pine woods; xeric oak hammocks	Med: habitat available, none sighted
AMPHIBIANS				
Rana capito Florida gopher frog	SSC	_	Dry, xeric habitats with wetlands such as isolated permanent ponds and cypress domes	Low: no habitat available, none sighted
BIRDS				
Aphelocoma coerulescens Florida scrub jay	FT	T	Level, sterile, white sand with low, xeric oak scrub	Low: No xeric habitat available, none sighted
Athene cunicularia floridana Florida Burrowing Owl	ST	_	These areas include golf courses, airports, pastures, agriculture fields, and vacant lots.	Low: no habitat available, none sighted
Egretta caerulea 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 NAIMAT JESUS, INC PROPERTY PROJECT SITE

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

MAMMALS				
Trichechus manatus West Indian manatee (Florida manatee)	FT	T	Coastal waters, rivers and springs.	Low: No habitat available
Puma concolor coryi 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 NAIMAT JESUS, INC PROPERTY PROJECT SITE

SPECIES	FWC STATUS (1)	USFWS STATUS (2)	PREFERRED HABITAT (3)	PROBABLILITY OF OCCURANCE (4)
Calopogon barbatus – Bearded grass pink	T	-	Damp pinelands	Low: no habitat available, none found
Calopogon multiflorus – Many flowered grass pink	E	-	Open, damp, occasionally recently burned pinelands and meadows	Low: No habitat available, none found
Deerinfothamnus rugelii – Rugel's pawpaw	E	E	Mesic flatwoods	Low: No habitat available, none found
Dennstaedtia bipinnata – 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
Encyclia tampensis – Butterfly orchid	CE	-	Cypress swamps, hardwood swamps and hammocks	Low: No habitat available, none found
Epidendrum conopseum – Greenfly orcid	CE	_	Cypress swamps, hardwood swamps, and hammocks	Low: No habitat available, none found
Hartwrightia floridiana – Florida Hartwrightia	T	-	Wet, open areas, moist grasslands, and sphagnum bogs	Low: No habitat available, none found
Lilium catesbael – Southern red lily	T	_	Mesic flatwoods, wet prairies, usually in graminoid systems	Low: No habitat available onsite, none found
Listera australis – southern tway blade	T	_	Hammocks, low moist woods in deep humus, ravines, shady stream banks, sphagnum	Low: No habitat available, none found
Nemastylis floridana	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 NAIMAT JESUS, INC PROPERTY PROJECT SITE

SPECIES	FWC STATUS (1)	USFWS STATUS (2)	PREFERRED HABITAT (3)	PROBABLILITY 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 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
Rhapidophyluum hystrix – Needle palm	CE	-	Wet to mesic woods and hammocks; spring fed stream bottoms	Low: No habitat available, none found
Spiranthes breyilabris 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: minimal habitat available, none found
Spiranthes longilabirs – Long-tip ladies tresses	T	_	Marshes and prairies	Low: minimal habitat available, none found

APPENDICES

APPENDIX A

Summary

Parcel Number	G29A141
Site Location	3029 CR 507
City	WILDWOOD
Zip	34785
Tax District	WILDWOOD - COUNTY FIRE (2002C)
NeighborhoodCode	2501
Section Twp Range	29-19-23
Property Usage	CTY INC NONMUNI
Legal Description	LOT 1 & N1/2 OF LOT 2 BLK F WILDWOOD RANCH PLAT BOOK 3 PAGES 29A-29B LESS THAT PORTION DEEDED TO COUNTY FOR R/W IN OR 3146 PG 422
Brief Tax Description	(Note: The Description above is not to be used on legal documents.)
Acres	1.68



Owner

NAIMATJESUS INC
2830 GRANTHAM CT
LADY LAKE,FL 32159

Map



Land

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

Building Data

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

Miscellaneous Features

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

Sales

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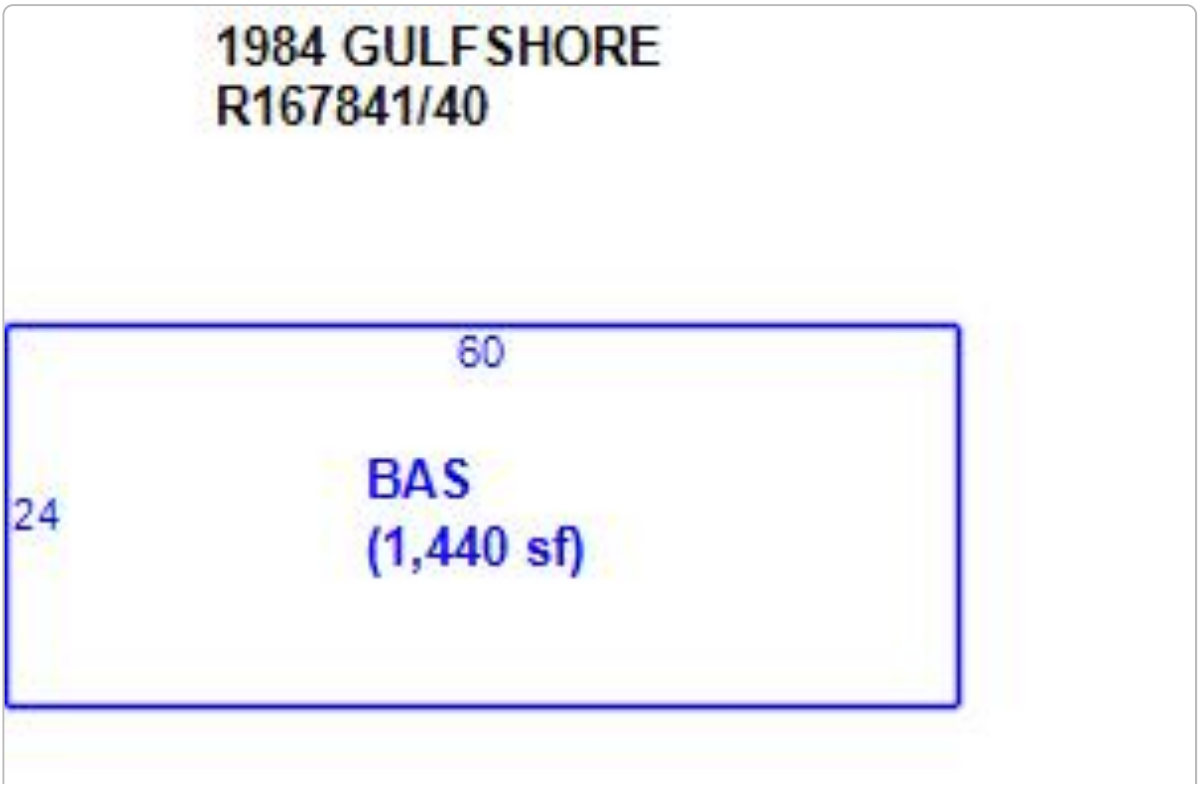
Sale Date	Sale Price	Instrument	Book/Page	Qualification	Vacant/Improved	Grantee
2/24/2025	$0		4818/541	U	Improved	NAIMATJESUS INC
9/21/2018	$130,000	WARRANTY DEED	3470/456	Q	Improved	NAIMATJESUS INC
7/31/2016	$0	WARRANTY DEED	3146/422	U	Improved	RICE CORDELLA FAYE & ROBERTS NETTIE (JT)
8/1/2001	$0	DEATH CERTIFICATE	906/183	U	Improved	RICE CORDELLA FAYE & ROBERTS NETTIE (JTWROS)
4/1/2001	$0	DEATH CERTIFICATE	906/183	U	Improved	ROBERTS NETTIE LIFE ESTATE
3/1/2001	$0	QUIT-CLAIM DEED	864/102	U	Improved	RICE CORDELLA FAYE &
10/1/1987	$0	DEATH CERTIFICATE	355/416	U	Improved	ROBERTS NETTIE
8/1/1971	$1,790	WARRANTY DEED	121/40	U	Improved	ROBERTS NETTIE

Valuation

Assessed Year	2024	2023	2022	2021	2020
+ Land Value	$16,360.00	$16,360.00	$16,360.00	$16,360.00	$16,360.00
+ Improvement Value	$19,570.00	$19,570.00	$34,240.00	$34,240.00	$34,240.00
+ Total Misc. Value	$990.00	$990.00	$2,770.00	$2,770.00	$2,770.00
= Total Market Value	**$36,920.00**	**$36,920.00**	**$53,370.00**	**$53,370.00**	**$53,370.00**
- SOH/deferred	$0.00	$0.00	$0.00	$0.00	$0.00
= Assessed Value	**$36,920.00**	**$36,920.00**	**$53,370.00**	**$53,370.00**	**$53,370.00**
- Exempt Value	$0.00	$0.00	$0.00	$0.00	$0.00
= Taxable Value	**$36,920.00**	**$36,920.00**	**$53,370.00**	**$53,370.00**	**$53,370.00**

Sketch





TRIM Notices

2024 TRIM Notice (PDF)

PRC (2024 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: Comp Search (Residential), Comp Search (Commercial), Comp Search (Vacant).

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Developed by SCHNEIDER GEOSPATIAL

Summary

Parcel Number	G29A142
Site Location	4662 WARM SPRINGS AVE
City	WILDWOOD
Zip	34785
Tax District	WILDWOOD - COUNTY FIRE (2002C)
NeighborhoodCode	2501
Section Twp Range	29-19-23
Property Usage	CTY INC NONMUNI
Legal Description	S1/2 LOT 2 BLOCK F WILDWOOD RANCH PB 3 PG 29A-29B LESS THAR PORT DEEDED TO COUNTY FOR R/W IN OR 3165 PG 4
Brief Tax Description	(Note: The Description above is not to be used on legal documents.)
Acres	0.54



Owner

NAIMATJESUS INC
2830 GRANTHAM CT
LADY LAKE,FL 32159

Map



Land

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

Building Data

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

Sales

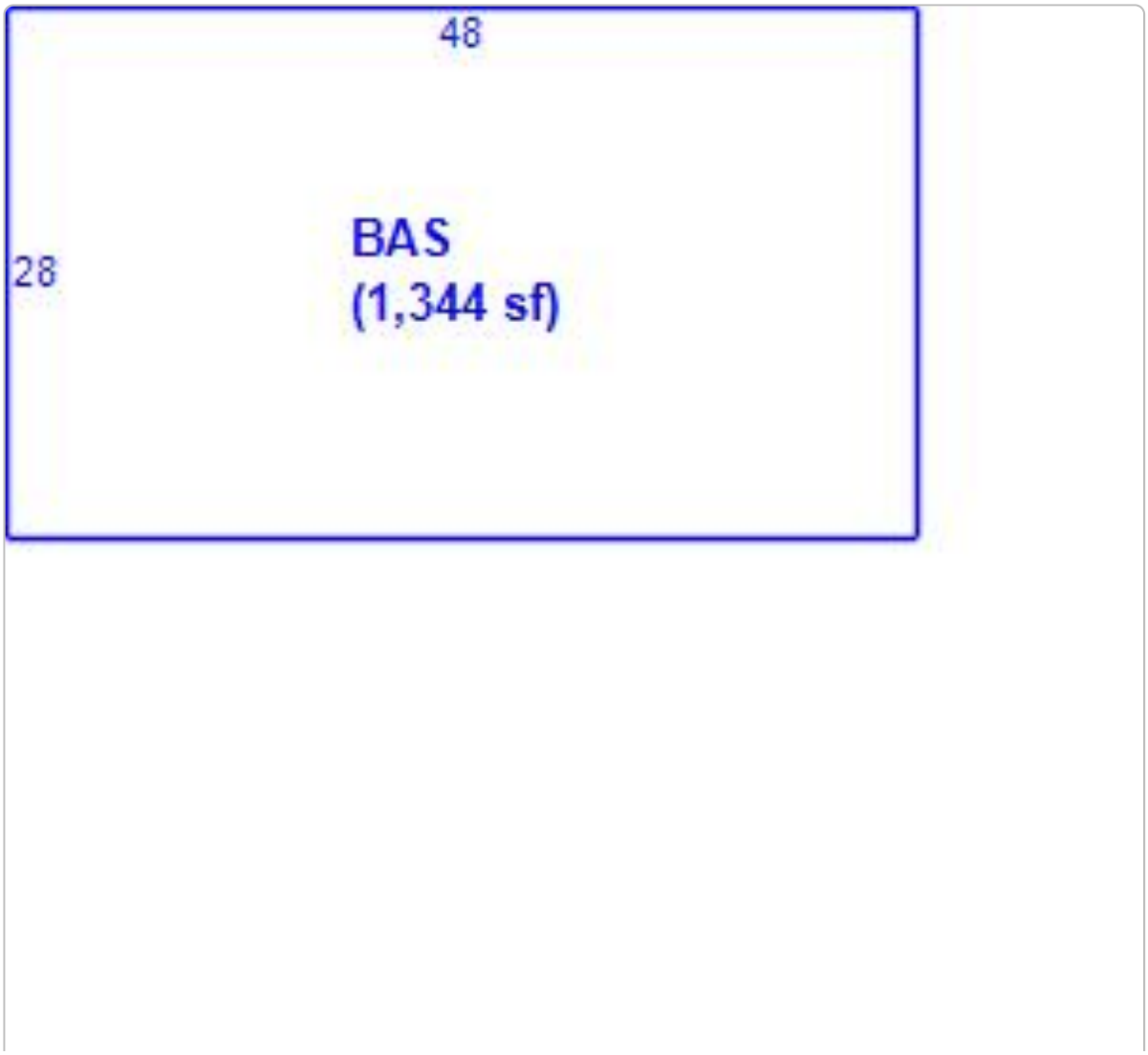
Due to the Sumter Clerk's conversion to a new system, some older documents may not be available online. Should you need a copy of a document, please, call the Clerk's office at 352-569-6600, and they will assist you. The Property Appraiser's staff is unable to provide you with the image.

Sale Date	Sale Price	Instrument	Book/Page	Qualification	Vacant/Improved	Grantee
2/24/2025	$0		4818/541	U	Improved	NAIMATJESUS INC
9/21/2018	$100,000	WARRANTY DEED	3473/374	Q	Improved	NAIMATJESUS INC
8/2/2016	$0	WARRANTY DEED	3165/4	U	Improved	RICE MICHAEL CURTIS
10/1/1993	$100	QUIT-CLAIM DEED	498/208	U	Vacant	RICE MICHAEL CURTIS
7/1/1993	$100	QUIT-CLAIM DEED	488/434	U	Vacant	UNKNOWN

Valuation

Assessed Year	2024	2023	2022	2021	2020
+ Land Value	$5,260.00	$5,260.00	$5,260.00	$5,260.00	$5,260.00
+ Improvement Value	$34,580.00	$34,580.00	$61,470.00	$61,470.00	$61,470.00
+ Total Misc. Value	$0.00	$0.00	$0.00	$0.00	$0.00
= Total Market Value	**$39,840.00**	**$39,840.00**	**$66,730.00**	**$66,730.00**	**$66,730.00**
- SOH/deferred	$0.00	$0.00	$0.00	$0.00	$0.00
= Assessed Value	**$39,840.00**	**$39,840.00**	**$66,730.00**	**$66,730.00**	**$66,730.00**
- Exempt Value	$0.00	$0.00	$0.00	$0.00	$0.00
= Taxable Value	**$39,840.00**	**$39,840.00**	**$66,730.00**	**$66,730.00**	**$66,730.00**

Sketch





TRIM Notices

2024 TRIM Notice (PDF)

PRC (2024 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: Miscellaneous Features, Comp Search (Residential), Comp Search (Commercial), Comp Search (Vacant).

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Developed by SCHNEIDER GEOSPATIAL

Summary

Parcel Number	G29A143
Site Location	4686 WARM SPRINGS AVE
City	WILDWOOD
Zip	34785
Tax District	WILDWOOD - COUNTY FIRE (2002C)
NeighborhoodCode	2501
Section Twp Range	29-19-23
Property Usage	CTY INC NONMUNI
Legal Description	LOT 3 BLK F WILDWOOD RANCH PB 3 PG 29A- 29B LESS THAT PORT DEEDED TO COUNTY FOR R/W IN OR 3130 PG 236 LESS ANY PORTION DEEDED TO COUNTY FOR R/W IN OR 3146 PG 428
Brief Tax Description	(Note: The Description above is not to be used on legal documents.)
Acres	1.08



Owner

NAIMATJESUS INC
2830 GRANTHAM CT
LADY LAKE,FL 32159

Map



Land

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

Building Data

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

Miscellaneous Features

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

Sales

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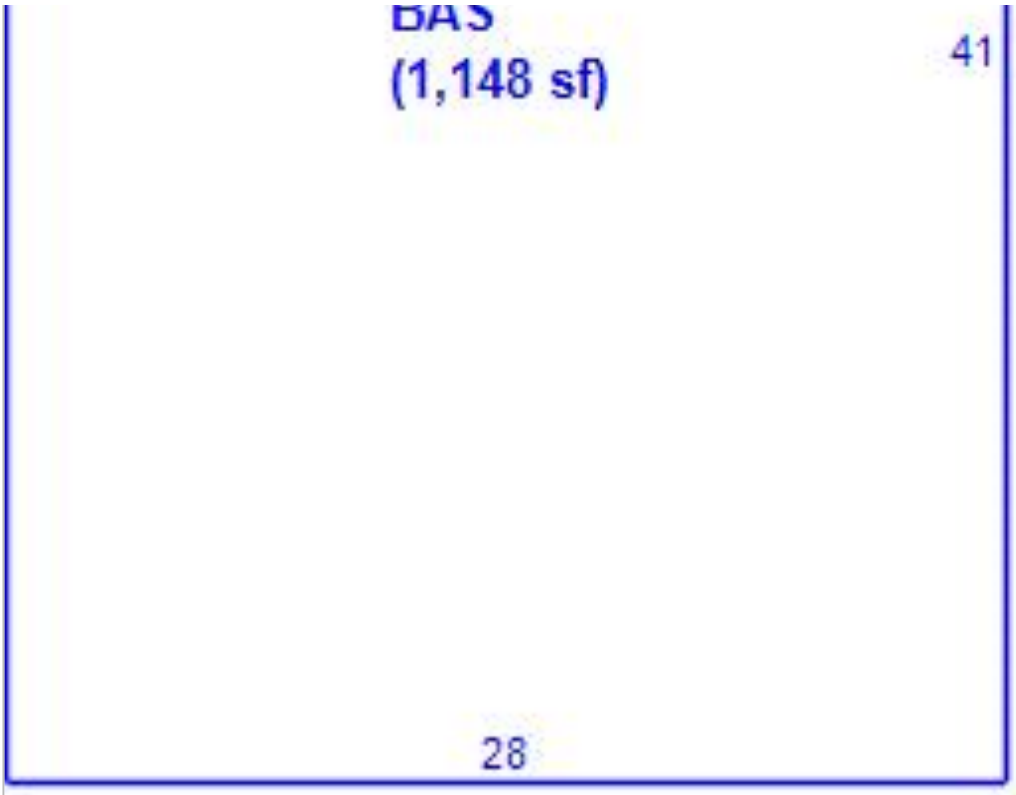
Sale Date	Sale Price	Instrument	Book/Page	Qualification	Vacant/Improved	Grantee
2/24/2025	$0		4818/541	U	Improved	NAIMATJESUS INC
10/29/2018	$70,000	WARRANTY DEED	3488/592	Q	Improved	NAIMATJESUS INC
7/14/2016	$0	WARRANTY DEED	3130/236	U	Improved	HART ROBERT
9/1/1999	$100	WARRANTY DEED	765/85	U	Improved	HART ROBERT F
6/1/1995	$15,000	QUIT-CLAIM DEED	557/61	U	Vacant	HART DARLENE M
2/1/1995	$23,000	WARRANTY DEED	543/766	U	Improved	HART DARLENE M
8/1/1987	$100	QUIT-CLAIM DEED	464/659	U	Improved	HART DARLENE M
8/1/1987	$23,000	CORRECTIVE DEED	356/566	U	Improved	HART DARLENE M
10/1/1985	$100	QUIT-CLAIM DEED	340/547	U	Improved	HART DARLENE M
5/1/1985	$24,000	CORRECTIVE DEED	307/334	U	Improved	HART DARLENE M
6/1/1982	$18,000	WARRANTY DEED	260/168	U	Improved	HART DARLENE M
12/1/1980	$18,000	WARRANTY DEED	240/62	U	Improved	HART DARLENE M
6/1/1970	$0	WARRANTY DEED	110/738	U	Improved	HART DARLENE M
10/1/1969	$600		105/293	U	Improved	HART DARLENE M

Valuation

Assessed Year	2024	2023	2022	2021	2020
+ Land Value	$10,520.00	$10,520.00	$10,520.00	$10,520.00	$10,520.00
+ Improvement Value	$27,960.00	$27,960.00	$28,040.00	$28,040.00	$26,720.00
+ Total Misc. Value	$150.00	$150.00	$150.00	$150.00	$150.00
= Total Market Value	**$38,630.00**	**$38,630.00**	**$38,710.00**	**$38,710.00**	**$37,390.00**
- SOH/deferred	$0.00	$0.00	$0.00	$0.00	$0.00
= Assessed Value	**$38,630.00**	**$38,630.00**	**$38,710.00**	**$38,710.00**	**$37,390.00**
- Exempt Value	$0.00	$0.00	$0.00	$0.00	$0.00
= Taxable Value	**$38,630.00**	**$38,630.00**	**$38,710.00**	**$38,710.00**	**$37,390.00**

Sketch




BAS
(1,148 sf)
41
28



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PRC (2024 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: Comp Search (Residential), Comp Search (Commercial), Comp Search (Vacant).

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Summary

Parcel Number	G29A144
Site Location	4700 WARM SPRINGS AVE
City	WILDWOOD
Zip	34785
Tax District	SUMTER COUNTY (1001C)
NeighborhoodCode	2501
Section Twp Range	29-19-23
Property Usage	SINGLE FAMILY
Legal Description	LOT 4 BLK F WILDWOOD RANCH PB 3 PG 29A- 29B LESS THAT PORT DEEDED TO COUNTY FOR R/W IN OR 3152 PG 734
Brief Tax Description	(Note: The Description above is not to be used on legal documents.)
Acres	1.066



Owner

DYKES REX & LINDA
4700 WARM SPRINGS AVE
WILDWOOD,FL 34785-8365

Map



Land

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

Building Data

Actual Year Built	1969
Effective Year Built	1969
Base (Heated/Cooled) Area	912
Gross Area	1200
Construction Class	Wood
Quality	Average
Exterior Walls	Wall Type 3;Wood
Roof Cover	Shingles
Shape	Rectangular;

Miscellaneous Features

Description	Year Built	Eff Year Built	Length	Width	Area
Utility 2	*2003*	*2003*	18	10	180
Carport/Open Porch 2	*1900*	*1900*	30	25	750

Sales

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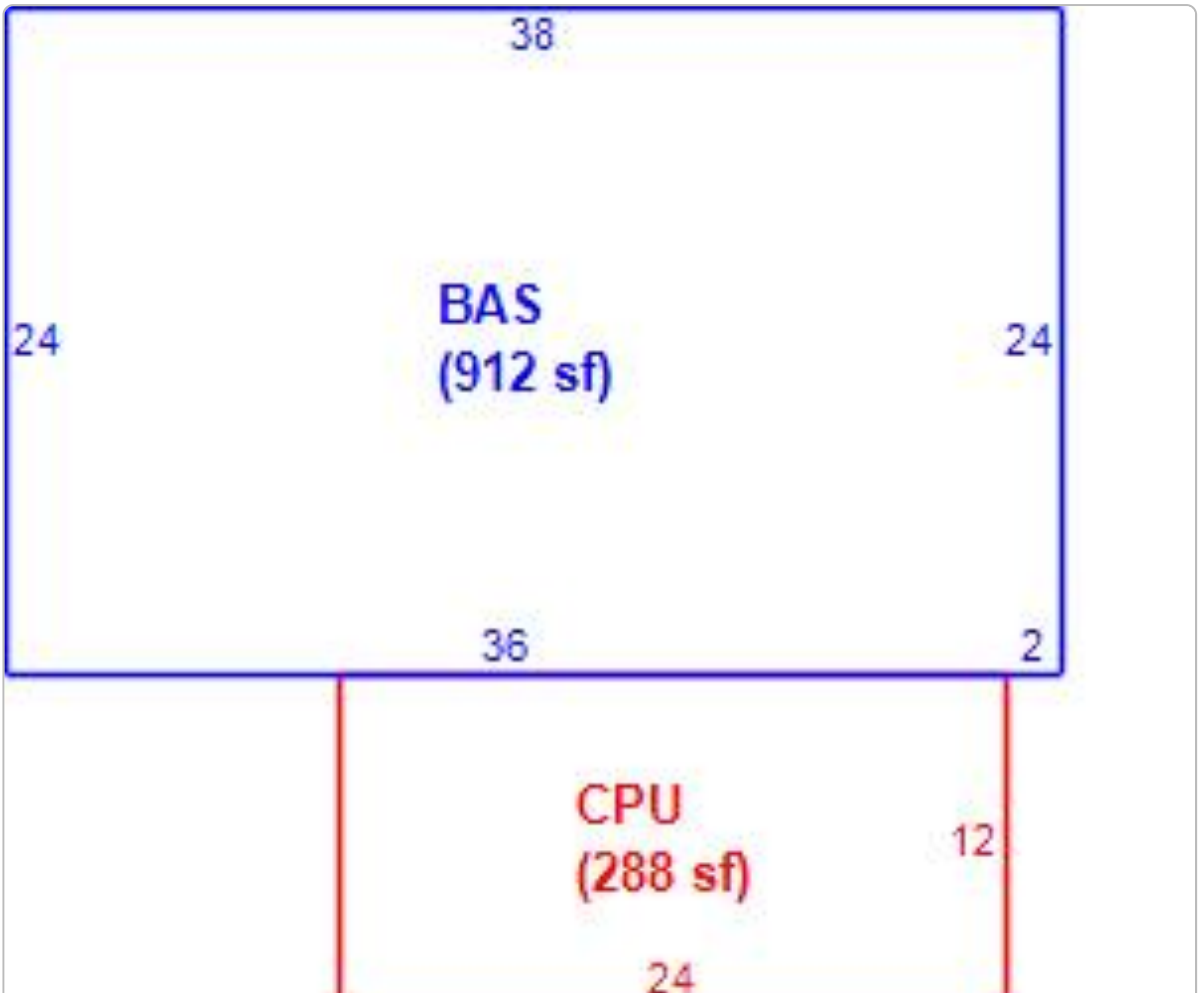
Sale Date	Sale Price	Instrument	Book/Page	Qualification	Vacant/Improved	Grantee
8/25/2016	$0	WARRANTY DEED	3152/734	U	Improved	DYKES REX & LINDA
1/1/1978	$14,000	WARRANTY DEED	195/663	U	Improved	DYKES REX & LINDA
8/1/1969	$500	WARRANTY DEED	104/332	U	Improved	UNKNOWN

Valuation

Assessed Year	2024	2023	2022	2021	2020
+ Land Value	$9,740.00	$9,740.00	$9,740.00	$9,740.00	$9,740.00
+ Improvement Value	$55,020.00	$52,420.00	$60,030.00	$60,030.00	$57,180.00
+ Total Misc. Value	$2,070.00	$2,070.00	$500.00	$500.00	$500.00
= Total Market Value	**$66,830.00**	**$64,230.00**	**$70,270.00**	**$70,270.00**	**$67,420.00**
- SOH/deferred	$33,580.00	$31,940.00	$38,920.00	$39,830.00	$37,400.00
= Assessed Value	**$33,250.00**	**$32,290.00**	**$31,350.00**	**$30,440.00**	**$30,020.00**
- Exempt Value	$30,000.00	$30,000.00	$25,500.00	$25,500.00	$25,500.00
= Taxable Value	**$3,250.00**	**$2,290.00**	**$5,850.00**	**$4,940.00**	**$4,520.00**

Sketch





TRIM Notices

2024 TRIM Notice (PDF)

PRC (2024 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: Comp Search (Commercial), Comp Search (Vacant).

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Summary

Parcel Number	G29A145
Site Location	4724 WARM SPRINGS AVE
City	WILDWOOD
Zip	34785
Tax District	WILDWOOD - COUNTY FIRE (2002C)
NeighborhoodCode	2501
Section Twp Range	29-19-23
Property Usage	CTY INC NONMUNI
Legal Description	LOT 5 BLK F WILDWOOD RANCH PB 3 PG 29A- 29B
Brief Tax Description	(Note: The Description above is not to be used on legal documents.)
Acres	1.13



Owner

NAIMATJESUS INC
2830 GRANTHAM CT
LADY LAKE,FL 32159

Map



Land

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

Sales

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Sale Date	Sale Price	Instrument	Book/Page	Qualification	Vacant/Improved	Grantee
2/24/2025	$0		4818/541	U	Improved	NAIMATJESUS INC
10/29/2018	$100	WARRANTY DEED	3488/596	U	Improved	NAIMATJESUS INC
8/24/2018	$50,000	WARRANTY DEED	3462/702	Q	Vacant	SULEIMAN JESSE
8/9/2016	$0	WARRANTY DEED	3146/428	U	Improved	GRIFFITH KATHY KAYLENE
2/5/2016	$6,200	WARRANTY DEED	3069/443	U	Improved	GRIFFITH KATHY KAYLENE
3/1/1984	$6,200		298/651	U	Improved	GRIFFITH KATHY KAYLENE
10/1/1983	$5,500	WARRANTY DEED	278/737	U	Improved	UNKNOWN
10/1/1983	$5,500	WARRANTY DEED	278/736	U	Improved	UNKNOWN
4/1/1976	$8,000	WARRANTY DEED	173/519	U	Improved	UNKNOWN
10/1/1967	$2,400	WARRANTY DEED	89/113	U	Improved	UNKNOWN

Valuation

Assessed Year	2024	2023	2022	2021	2020
+ Land Value	$11,010.00	$11,010.00	$11,010.00	$11,010.00	$11,010.00
+ Improvement Value	$0.00	$0.00	$0.00	$0.00	$0.00
+ Total Misc. Value	$0.00	$0.00	$0.00	$0.00	$0.00
= Total Market Value	**$11,010.00**	**$11,010.00**	**$11,010.00**	**$11,010.00**	**$11,010.00**
- SOH/deferred	$0.00	$0.00	$0.00	$0.00	$0.00
= Assessed Value	**$11,010.00**	**$11,010.00**	**$11,010.00**	**$11,010.00**	**$11,010.00**
- Exempt Value	$0.00	$0.00	$0.00	$0.00	$0.00
= Taxable Value	**$11,010.00**	**$11,010.00**	**$11,010.00**	**$11,010.00**	**$11,010.00**



TRIM Notices

2024 TRIM Notice (PDF)

PRC (2024 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 (Residential), Comp Search (Commercial), Comp Search (Vacant).

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Developed by SCHNEIDER GEOSPATIAL

Summary

Parcel Number	G29A146
Site Location	4740 WARM SPRINGS AVE
City	WILDWOOD
Zip	34785
Tax District	WILDWOOD - COUNTY FIRE (2002C)
NeighborhoodCode	2501
Section Twp Range	29-19-23
Property Usage	CTY INC NONMUNI
Legal Description	LOT 6 BLK F WILDWOOD RANCH SUBD PB 3 PG 29A-29B
Brief Tax Description	(Note: The Description above is not to be used on legal documents.)
Acres	1.13



Owner

NAIMATJESUS INC
2830 GRANTHAM CT
LADY LAKE,FL 32159

Map



Land

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

Building Data

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

Sales

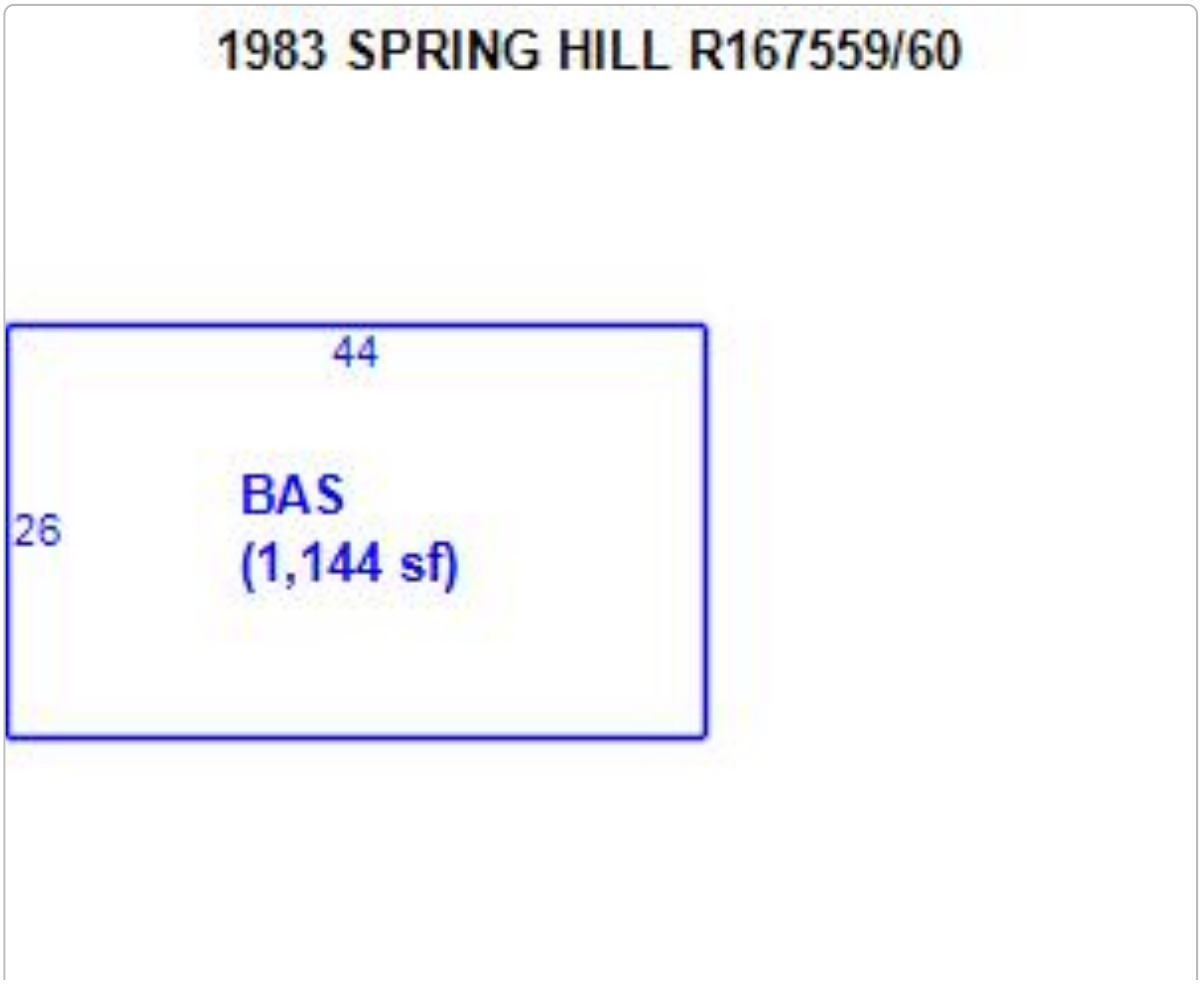
Due to the Sumter Clerk's conversion to a new system, some older documents may not be available online. Should you need a copy of a document, please, call the Clerk's office at 352-569-6600, and they will assist you. The Property Appraiser's staff is unable to provide you with the image.

Sale Date	Sale Price	Instrument	Book/Page	Qualification	Vacant/Improved	Grantee
2/24/2025	$0		4818/541	U	Improved	NAIMATJESUS INC
4/7/2023	$207,000	WARRANTY DEED	4456/124	Q	Improved	NAIMATJESUS INC
4/18/2021	$100	DEATH CERTIFICATE	4456/115	U	Improved	SIRKIS DENNIS J
3/14/2013	$0	DEATH CERTIFICATE	3305/342	U	Improved	JOHNSEN DIANA I & SIRKIS DENNIS J (JT)
10/1/2011	$6,500	QUIT-CLAIM DEED	2374/541	U	Improved	JOHNSEN DIANA I & SIRKIS DENNIS J & HORTON WILLIAM
9/1/1999	$26,000	WARRANTY DEED	768/427	Q	Improved	JOHNSEN DIANA I
3/1/1984	$28,900	WARRANTY DEED	286/446	U	Improved	KNIGHT PAMELA K
10/1/1983	$5,500	WARRANTY DEED	278/737	U	Improved	KNIGHT PAMELA K
10/1/1983	$5,500	WARRANTY DEED	278/736	U	Improved	KNIGHT PAMELA K

Valuation

Assessed Year	2024	2023	2022	2021	2020
+ Land Value	$11,010.00	$11,010.00	$11,010.00	$11,010.00	$11,010.00
+ Improvement Value	$11,660.00	$11,660.00	$23,320.00	$23,320.00	$23,320.00
+ Total Misc. Value	$0.00	$0.00	$0.00	$0.00	$0.00
= Total Market Value	**$22,670.00**	**$22,670.00**	**$34,330.00**	**$34,330.00**	**$34,330.00**
- SOH/deferred	$0.00	$0.00	$0.00	$0.00	$0.00
= Assessed Value	**$22,670.00**	**$22,670.00**	**$34,330.00**	**$34,330.00**	**$34,330.00**
- Exempt Value	$0.00	$0.00	$0.00	$0.00	$0.00
= Taxable Value	**$22,670.00**	**$22,670.00**	**$34,330.00**	**$34,330.00**	**$34,330.00**

Sketch





TRIM Notices

2024 TRIM Notice (PDF)

PRC (2024 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: Miscellaneous Features, Comp Search (Residential), 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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Developed by SCHNEIDER GEOSPATIAL

Summary

Parcel Number	G29A147
Site Location	3105 CR 507
City	WILDWOOD
Zip	34785
Tax District	WILDWOOD - COUNTY FIRE (2002C)
NeighborhoodCode	2501
Section Twp Range	29-19-23
Property Usage	CTY INC NONMUNI
Legal Description	LOT 7 BLK F WILDWOOD RANCH PB 3 PG 29A- 29B
Brief Tax Description	(Note: The Description above is not to be used on legal documents.)
Acres	2.4

Owner

NAIMATJESUS INC
2830 GRANTHAM CT
LADY LAKE,FL 32159

Map



Land

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

Sales

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
2/24/2025	$0		4818/541	U	Vacant	NAIMATJESUS INC
2/5/2021	$150,000	WARRANTY DEED	3941/431	Q	Improved	NAIMATJESUS INC
2/1/1999	$36,500	WARRANTY DEED	778/231	Q	Improved	GAY JERRY J
12/1/1997	$0	DEATH CERTIFICATE	665/706	U	Improved	FINGER MARGARET L
11/1/1991	$38,000	WARRANTY DEED	442/350	Q	Improved	FINGER MARGARET L
2/1/1988	$10,000	WARRANTY DEED	362/31	U	Improved	FINGER MARGARET L
10/1/1967	$1,200	WARRANTY DEED	88/546	U	Improved	FINGER MARGARET L

Valuation

Assessed Year	2024	2023	2022	2021	2020
+ Land Value	$23,380.00	$23,380.00	$23,380.00	$23,380.00	$23,380.00
+ Improvement Value	$0.00	$0.00	$23,230.00	$23,230.00	$23,230.00
+ Total Misc. Value	$0.00	$0.00	$2,160.00	$2,160.00	$2,160.00
= Total Market Value	**$23,380.00**	**$23,380.00**	**$48,770.00**	**$48,770.00**	**$48,770.00**
- SOH/deferred	$0.00	$0.00	$0.00	$5,280.00	$5,880.00
= Assessed Value	**$23,380.00**	**$23,380.00**	**$48,770.00**	**$43,490.00**	**$42,890.00**
- Exempt Value	$0.00	$0.00	$0.00	$25,000.00	$25,000.00
= Taxable Value	**$23,380.00**	**$23,380.00**	**$48,770.00**	**$18,490.00**	**$17,890.00**

Sketch



TRIM Notices

2024 TRIM Notice (PDF)

PRC (2024 Final Roll)

PRC (PDF)

Tax Bill

My Tax Bill

Property Valuation Review

Property Valuation Review

Estimate Taxes

Estimate Taxes

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

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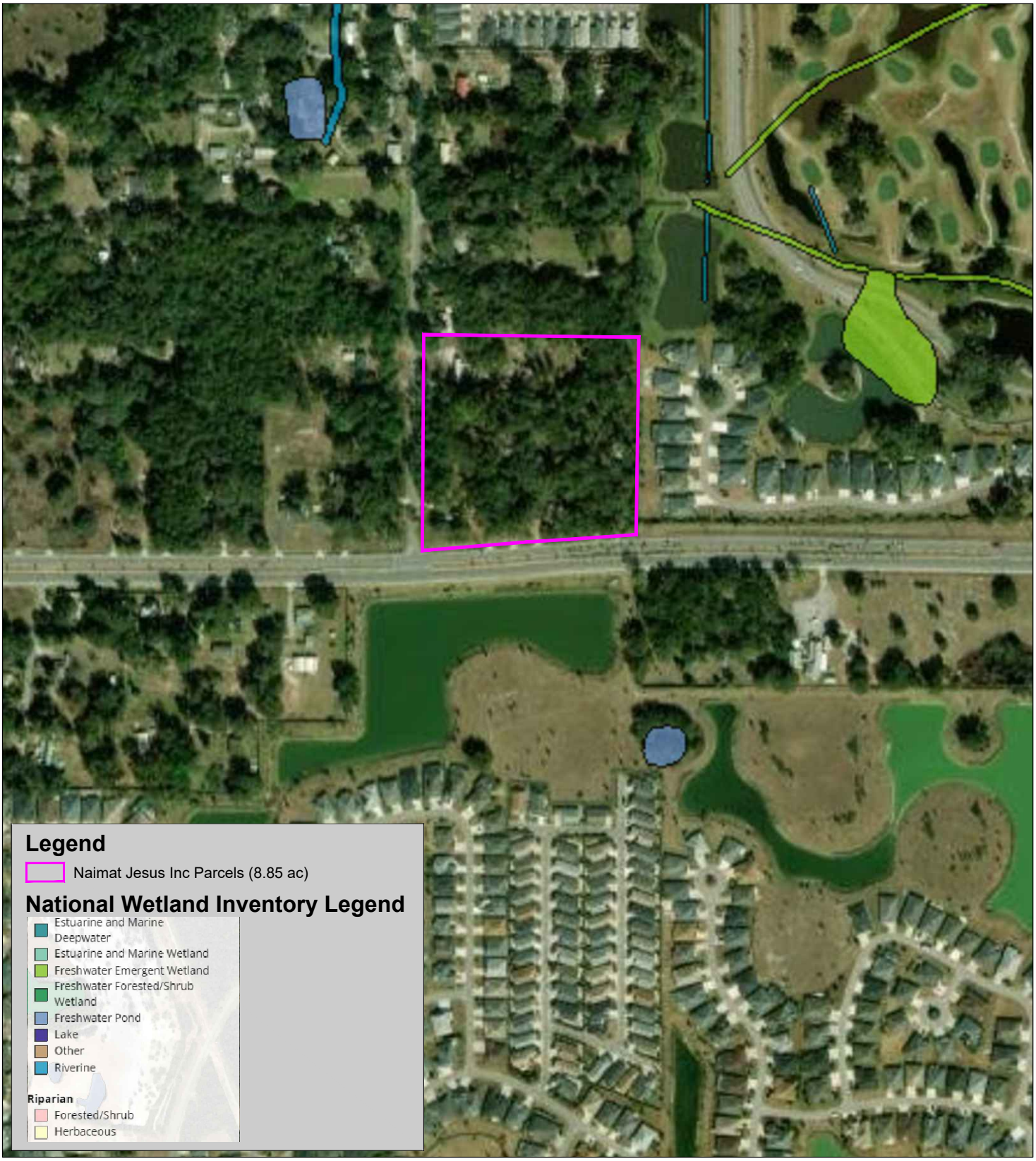
APPENDIX B



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

The Naimat Jesus, Inc. Property
4700 Warm Springs Avenue
Wildwood, Florida 34785

Appendix B

National Wetland Inventory Map

Environmental Assessment

400 Feet

Project # 1259.02.25
Produced By: MLP
Date: 06/23/2025

APPENDIX C



Subject Property (FLUCFCS 110)



Subject Property (FLUCFCS 420)



Subject Property



Subject Property



Subject Property



Subject Property



Subject Property



Subject Property

LPG Urban & Regional Planners, LLC.

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,

Michael Rankin
Managing Member

cc: David Suleman
File

2050 Classique Lane, Tavares, FL 32778. Phone (352) 385-1940 Fax (352) 383-4824

TRAFFIC IMPACT ANALYSIS

WARM SPRINGS AVENUE AT CR 507 COMMERCIAL DEVELOPMENT

SUMTER COUNTY, FLORIDA

APPROVED
Matthew Tadlock
Assistant Public Works Director - Planning and Design
06/19/2026

JUNE 2026

PREPARED BY:

WALSH TRAFFIC ENGINEERING, LLC

285 PALMETTO SPRINGS STREET

DEBARY, FLORIDA 32713

PHONE – 386.668.0062

TRAFFIC IMPACT ANALYSIS

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

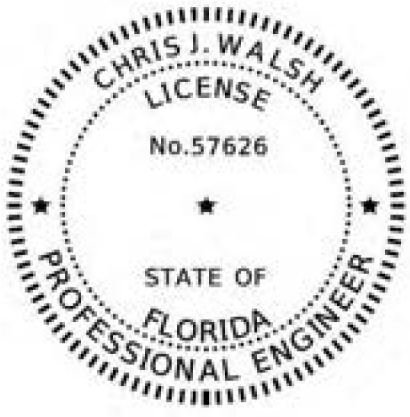
PROJECT #: 10136

PREPARED FOR:

NAIMAT JESUS, 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

TABLE OF CONTENTS

TABLE OF CONTENTS I

LIST OF FIGURES II

LIST OF TABLES III

APPENDICES IV

INTRODUCTION 1

PROJECT ACCESS 2

STUDY AREA 2

EXISTING VOLUMES 3

EXISTING ROADWAY SEGMENT CONDITIONS 3

EXISTING INTERSECTION CONDITIONS 7

FUTURE CONDITIONS 9

COMMITTED ROADWAY IMPROVEMENTS 9

FUTURE BACKGROUND CONDITIONS 9

Roadway Segments 9

Intersections 9

PROJECT TRIPS 13

Trip generation 13

Trip Distribution 15

FUTURE BUILDOUT CONDITIONS 20

Roadway Segments 20

Intersections 21

PROJECT DRIVEWAY TURN-LANE ANALYSIS 26

PEDESTRIAN, BICYCLE, AND TRANSIT CONSIDERATIONS 27

CONCLUSIONS 28

LIST OF FIGURES

Figure 1 - Site Location Map 1
Figure 2 - Existing AM Peak-Hour Traffic Volumes (Year 2026) 3
Figure 3 - Existing PM Peak-Hour Traffic Volumes (Year 2026) 5
Figure 4 - Future Background (2029) AM Peak-Hour Traffic Volumes 11
Figure 5 - Future Background (2029) PM Peak-Hour Traffic Volumes 12
Figure 6 - Trip Distribution (New External Trips) 15
Figure 7 – New External Project Trips (AM Peak Hour) 16
Figure 8 – New External Project Trips (PM Peak Hour) 17
Figure 9 – Pass-By Project Trips (PM Peak Hour) 19
Figure 10 - Future Buildout (2029) AM Peak-Hour Traffic Volumes 22
Figure 11 - Future Buildout (2029) PM Peak-Hour Traffic Volumes 22

LIST OF TABLES

Table 1 - Existing Roadway Segment Volumes (AM Peak Hour) 3
Table 2 - Existing Roadway Segment Volumes (PM Peak Hour) 3
Table 3 - Existing Roadway Segment Operating Conditions (AM Peak Hour) 6
Table 4 - Existing Roadway Segment Operating Conditions (PM Peak Hour) 6
Table 5 - Existing Intersection Operating Conditions (Year 2026) 8
Table 6 - Future Background Volumes (Year 2029) for Roadway Segments (AM Peak Hour) 10
Table 7 - Future Background Volumes (Year 2029) for Roadway Segments (PM Peak Hour) 10
Table 8 – Total Trip Generation Projection for Proposed Development 13
Table 9 – New External Trip Generation Projection for Proposed Development 14
Table 10 - Year 2029 Roadway Segment Volumes and Operating Conditions (AM Peak Hour) 20
Table 11 – Year 2029 Roadway Segment Volumes and Operating Conditions (PM Peak Hour) 20
Table 12 - Future Buildout Intersection Operating Conditions (Year 2029) 21
Table 13 – Warm Springs Ave/Marsh Bend Trl Intersection Operating Conditions (Year 2029) 24

APPENDICES

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

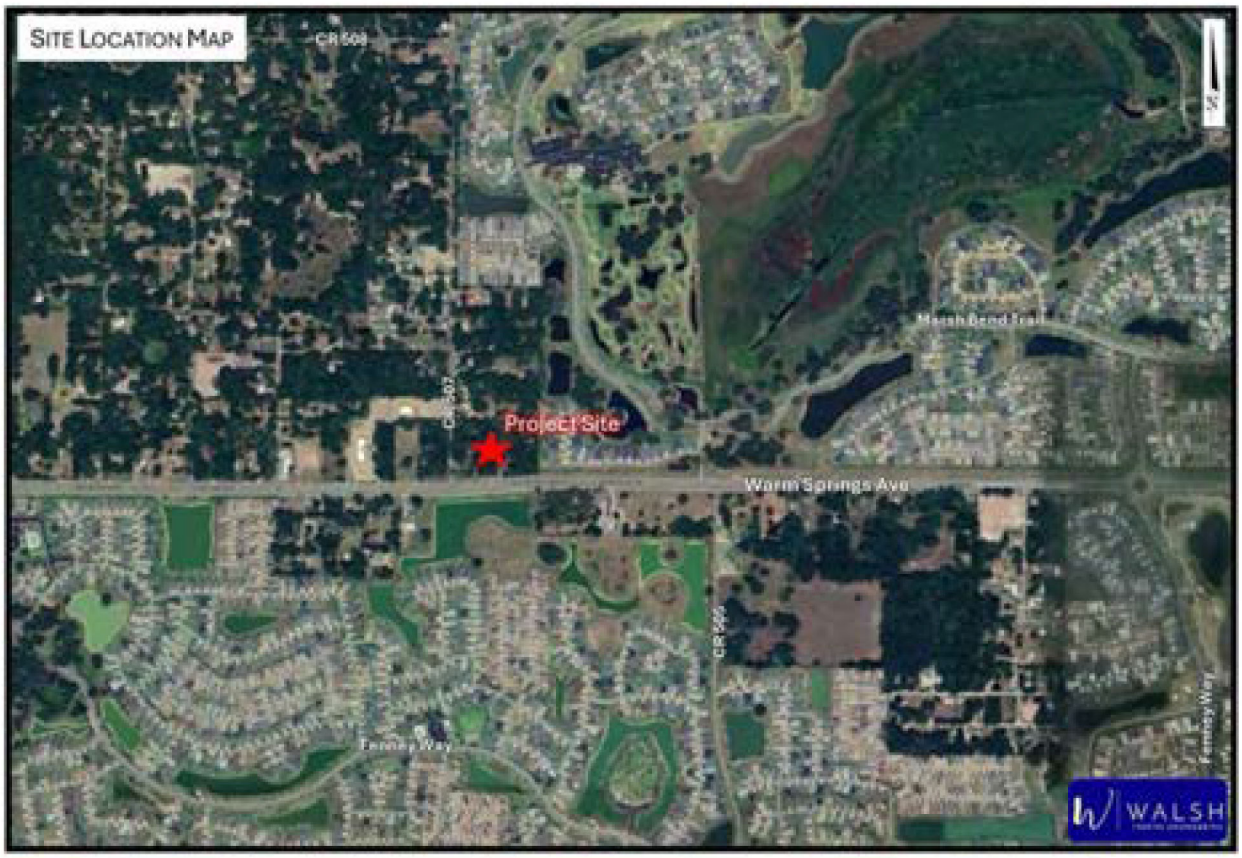
Appendix H Turn-Lane Analysis Worksheets

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)

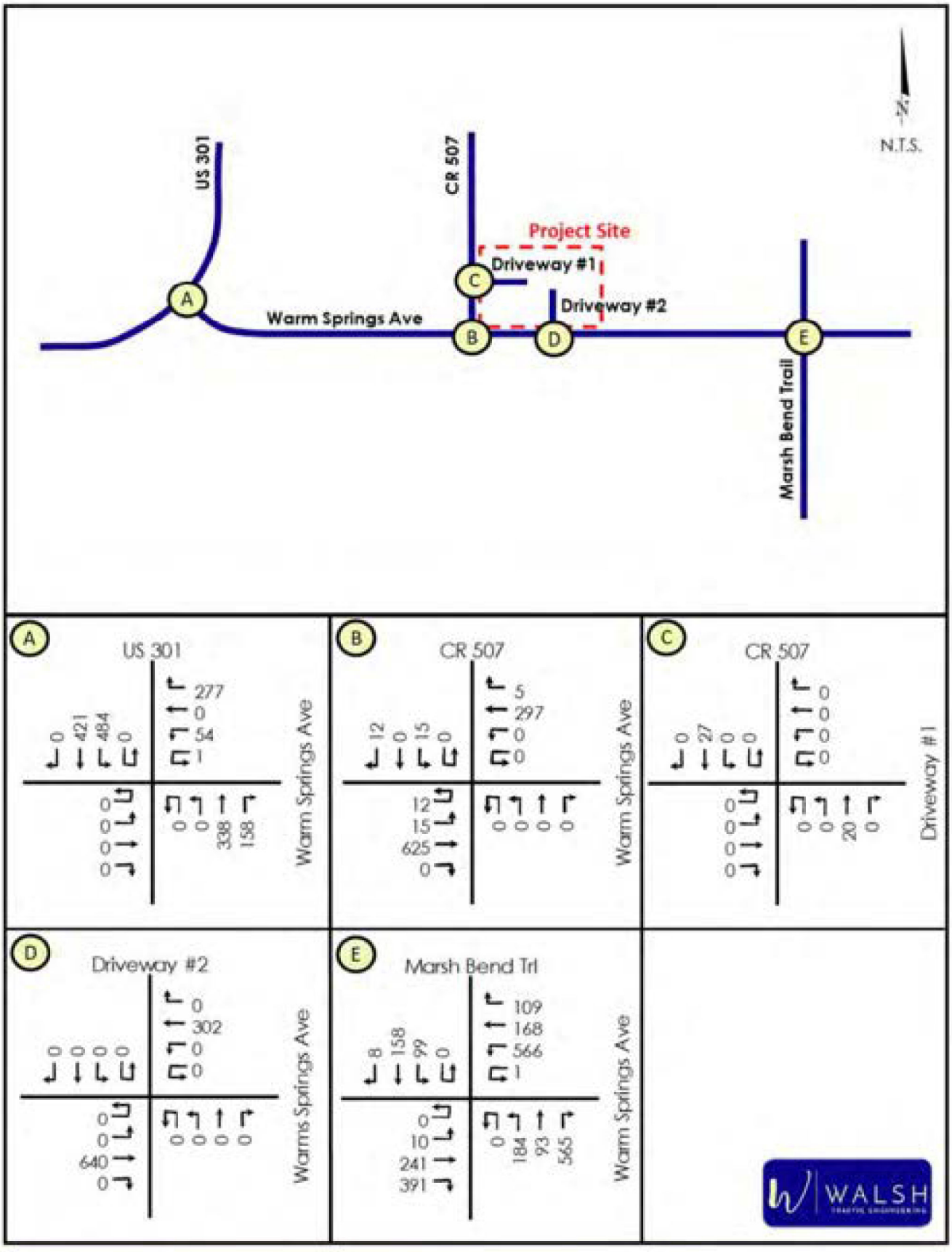
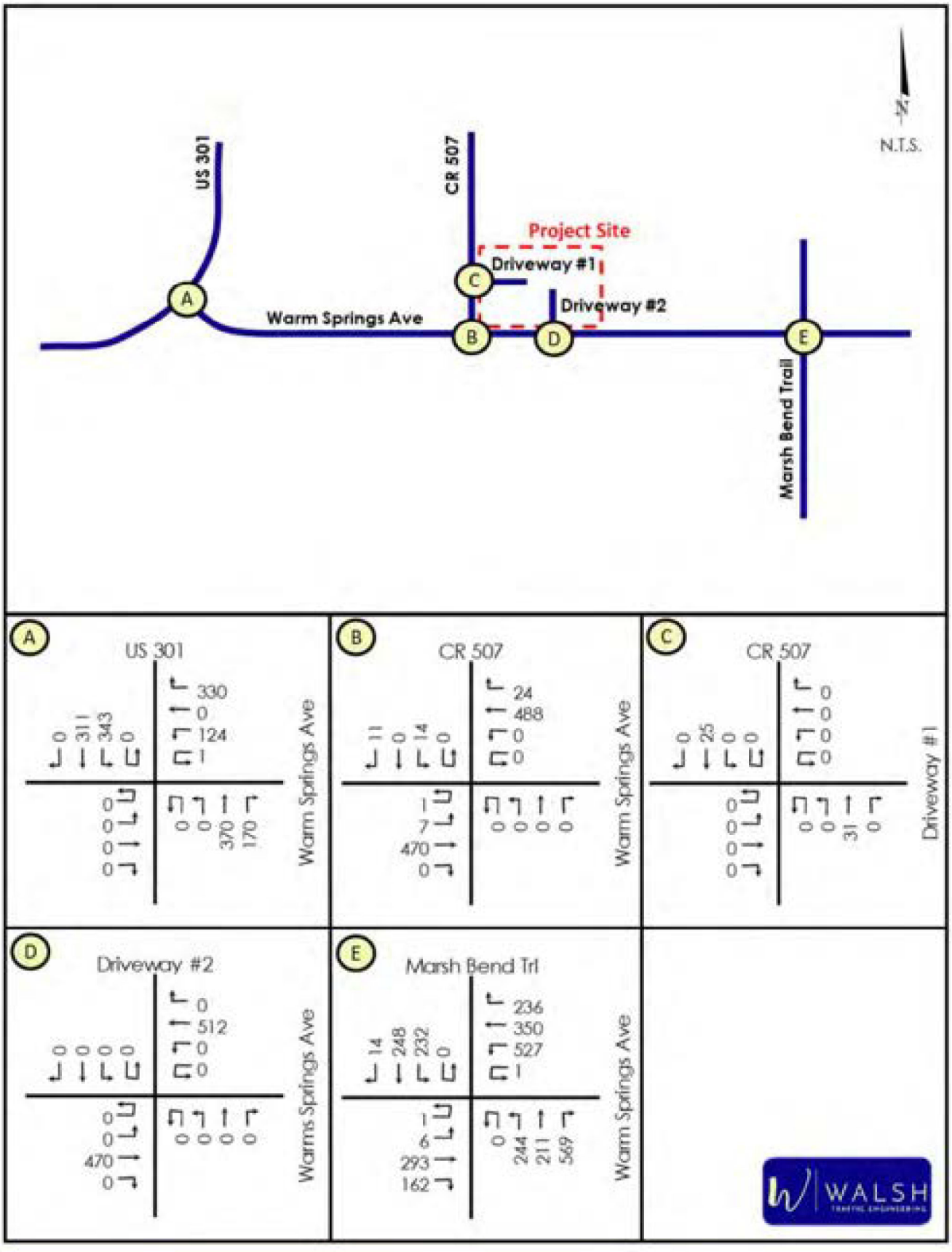


Figure 3 - Existing PM Peak-Hour Traffic Volumes (Year 2026)



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	Approach				Overall
			EB	WB	NB	SB	Intxn	EB	WB	NB	SB	Intxn
US 301 at Warm Springs Avenue	STOP	Delay (sec/veh)	-	103.4	-	-	-	-	103.1	-	-	-
		LOS	-	F	-	-	-	-	F	-	-	-
		Highest V/C	-	1.63	-	-	-	-	1.44	-	-	-
Warm Springs Avenue at CR 507	STOP	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

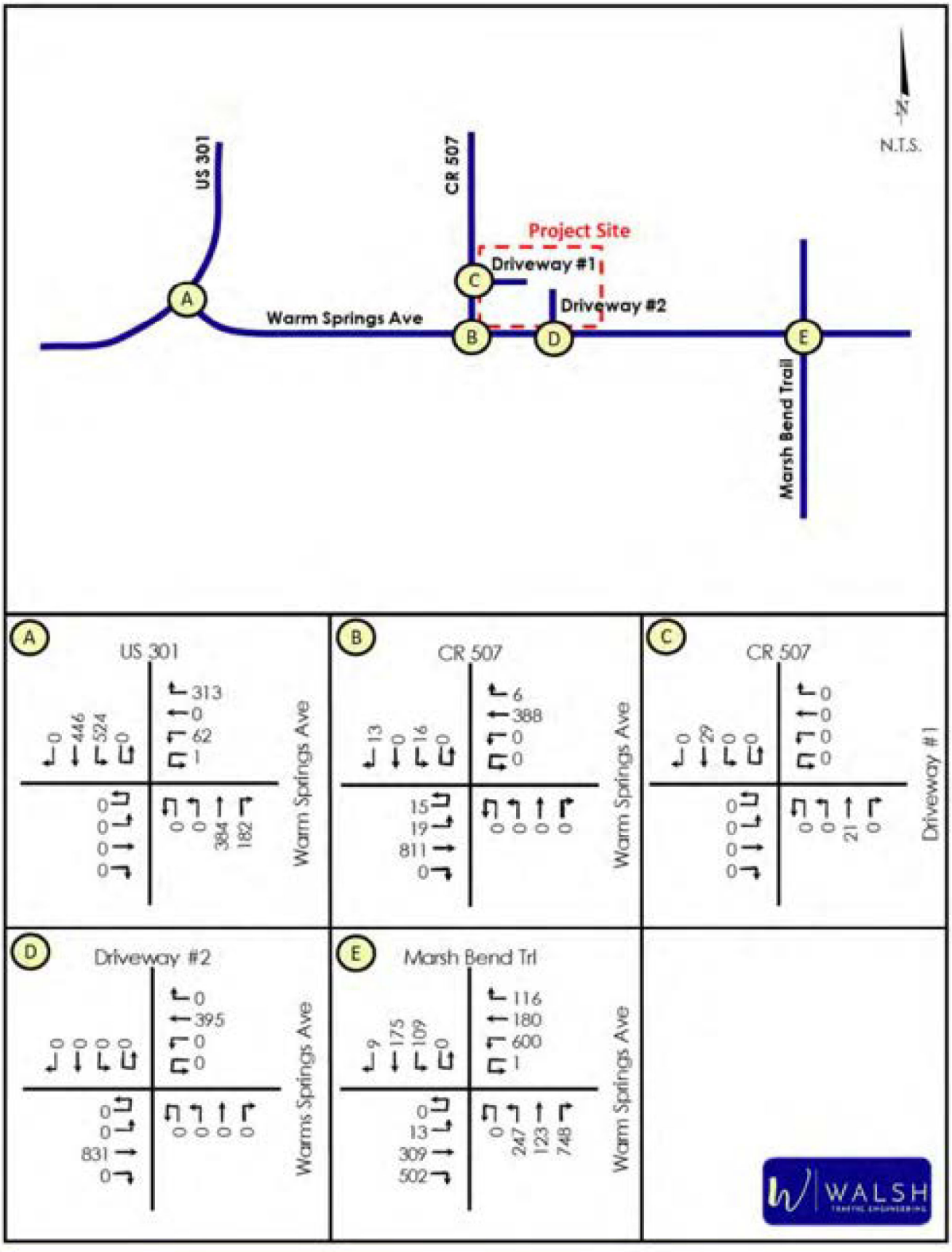
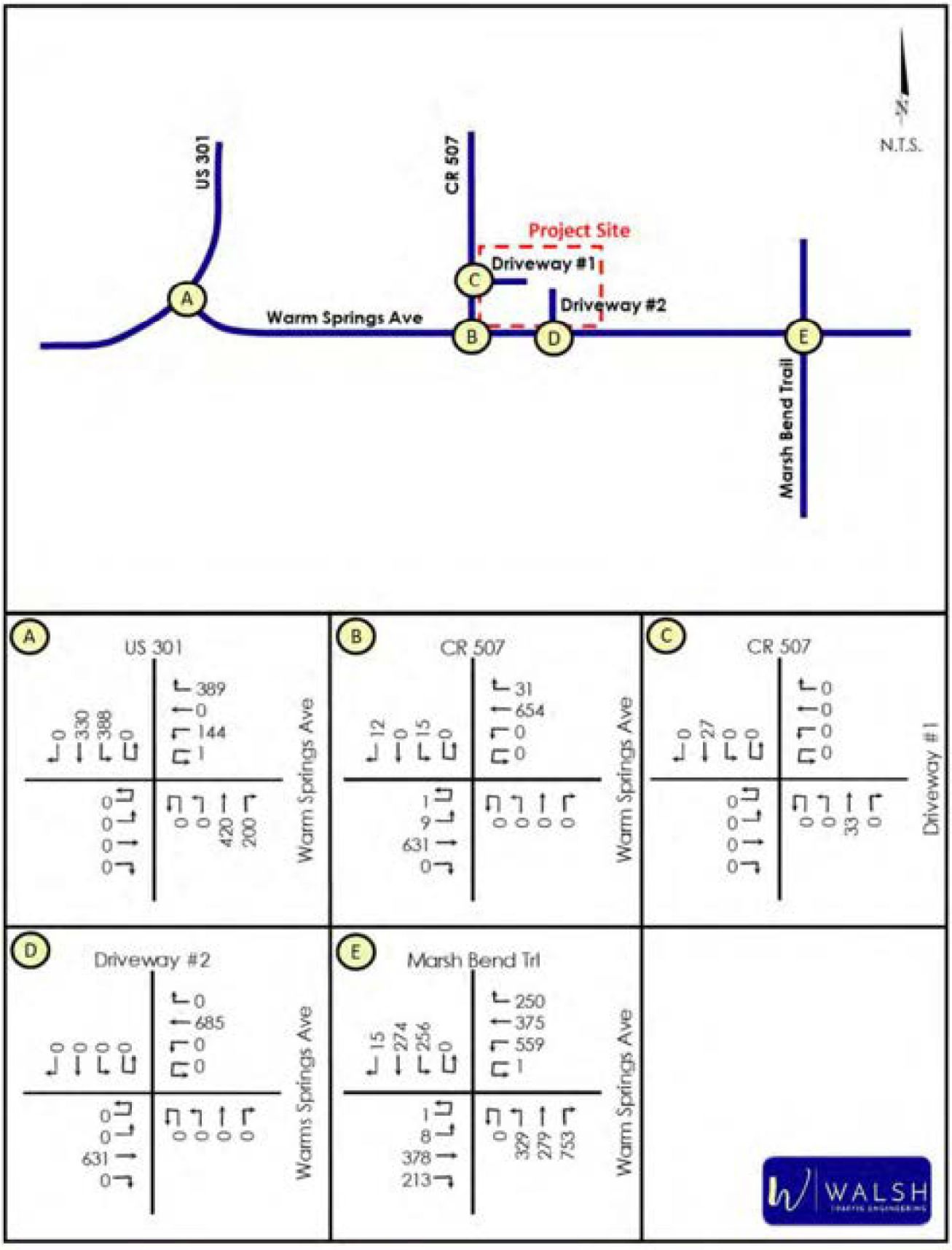


Figure 5 - Future Background (2029) PM Peak-Hour Traffic Volumes



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)

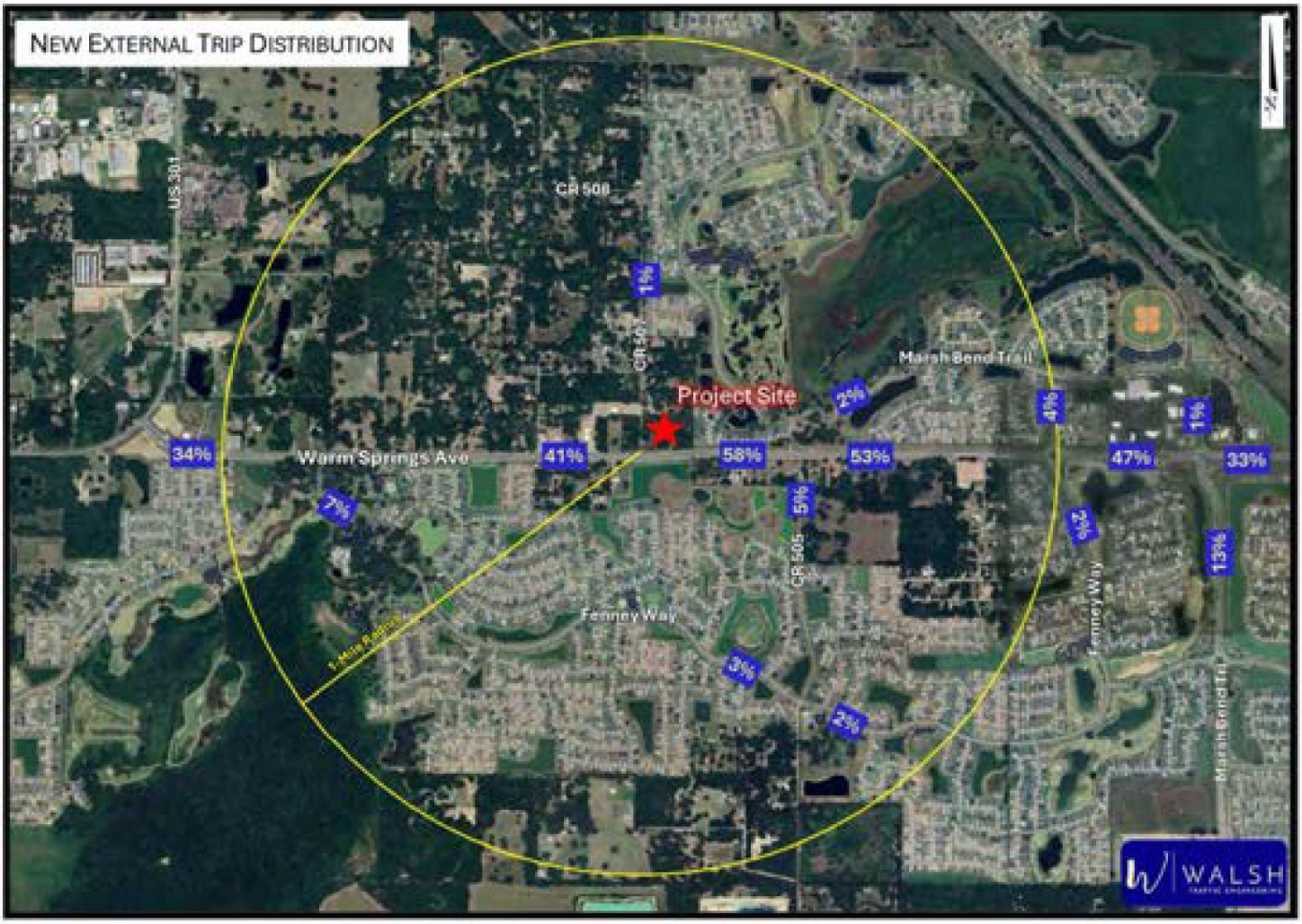


Figure 7 – New External Project Trips (AM Peak Hour)

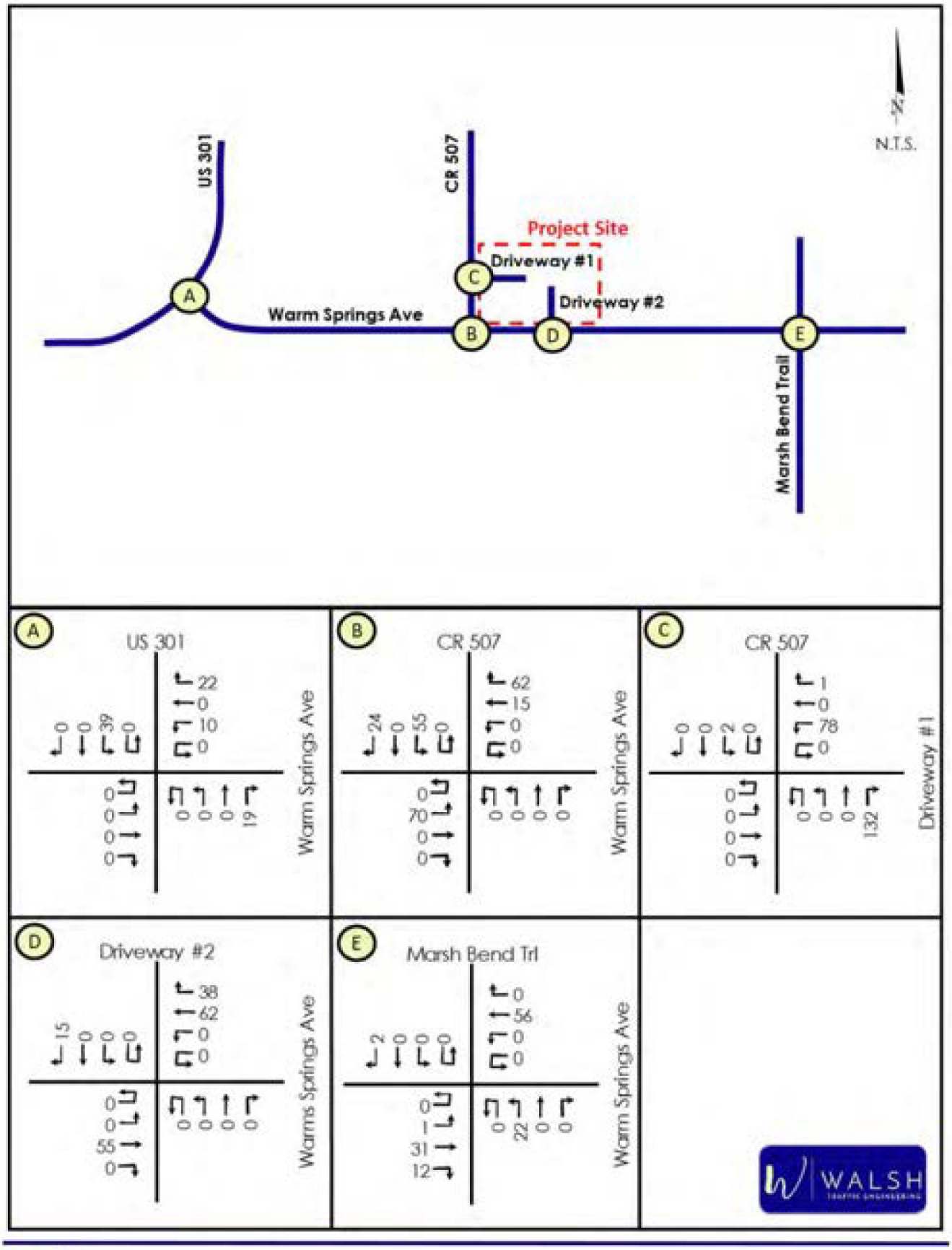
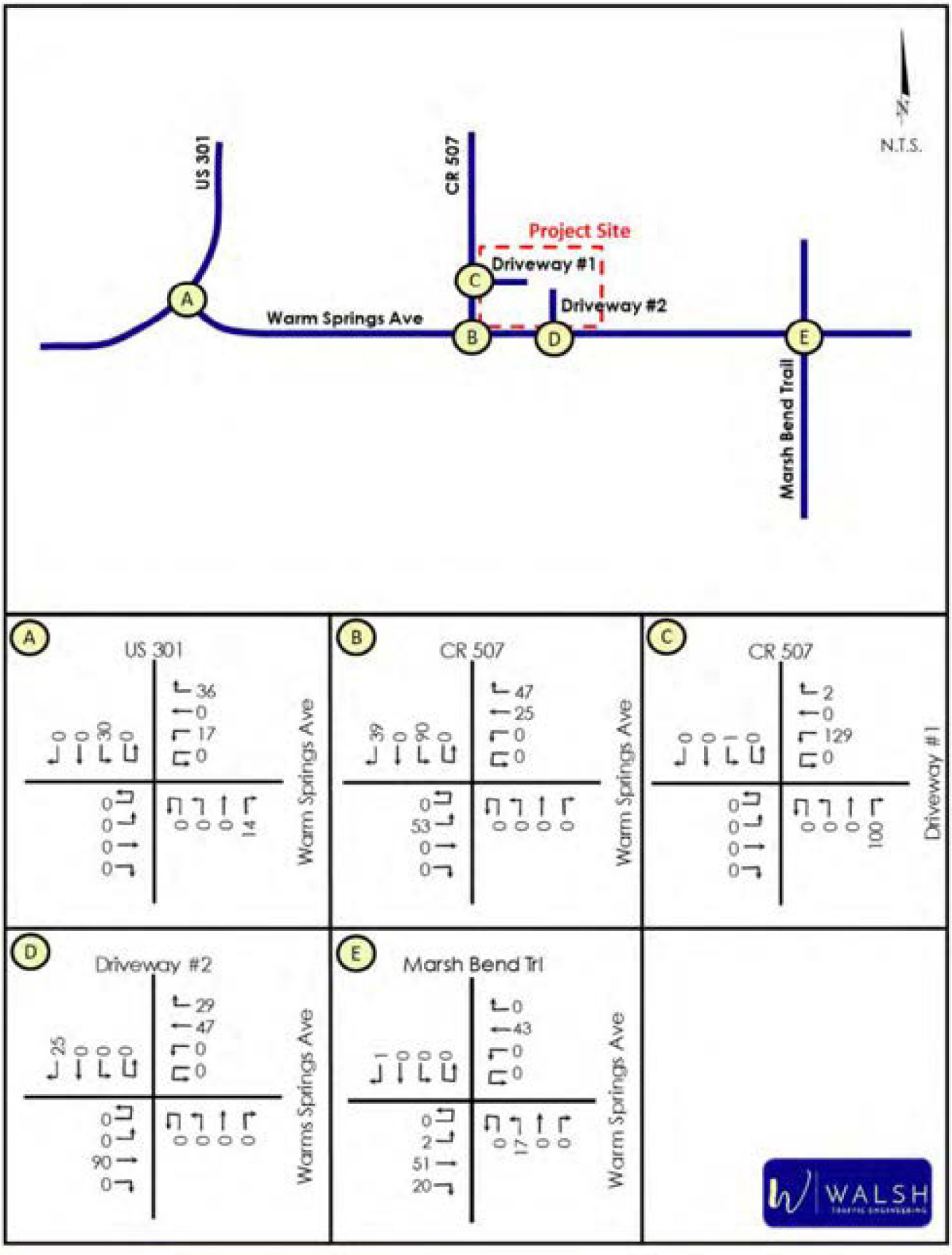
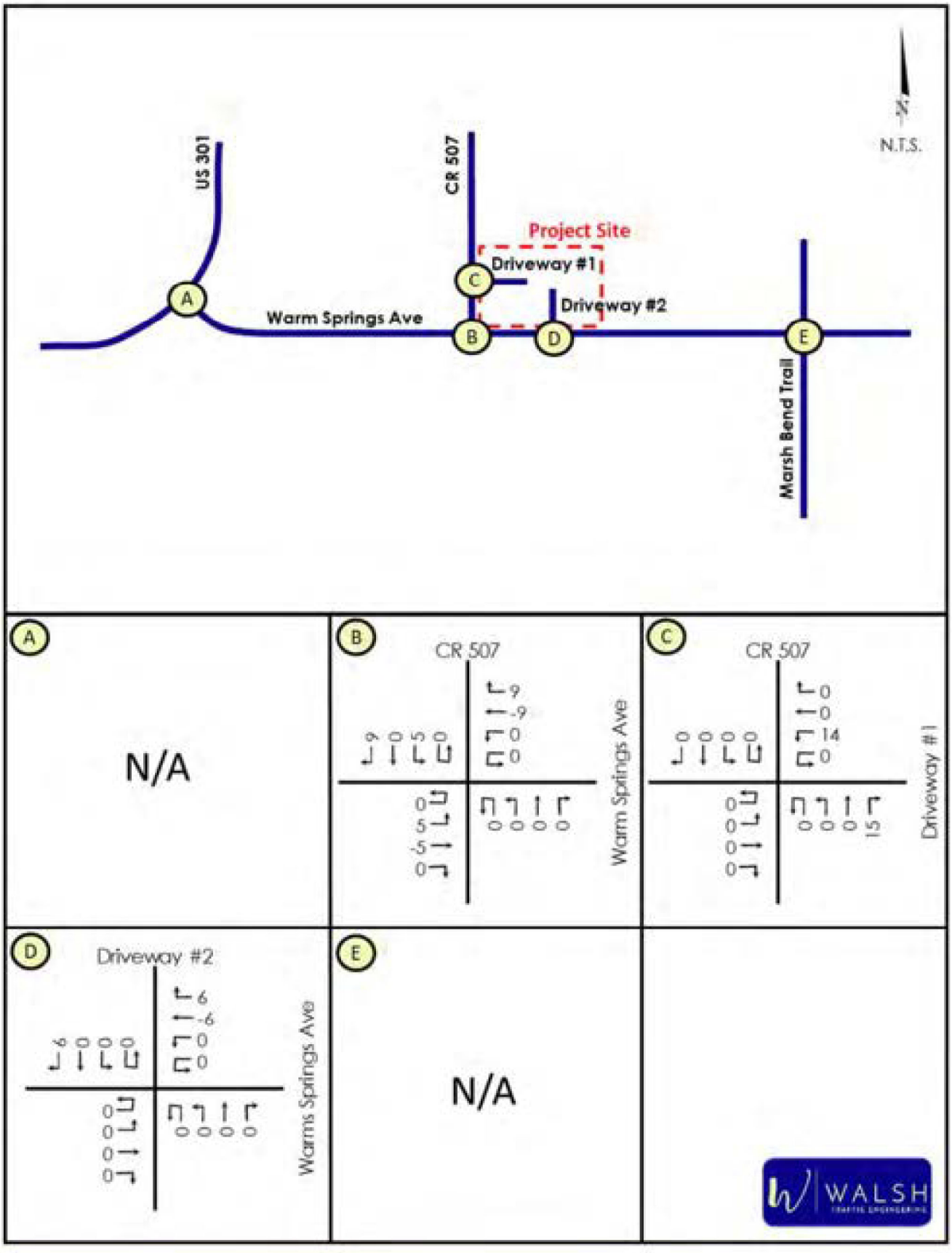


Figure 8 – New External Project Trips (PM Peak Hour)



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	Volume (vph) 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	Volume (vph) 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 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	Approach				Overall
			EB	WB	NB	SB	Intxn	EB	WB	NB	SB	Intxn
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

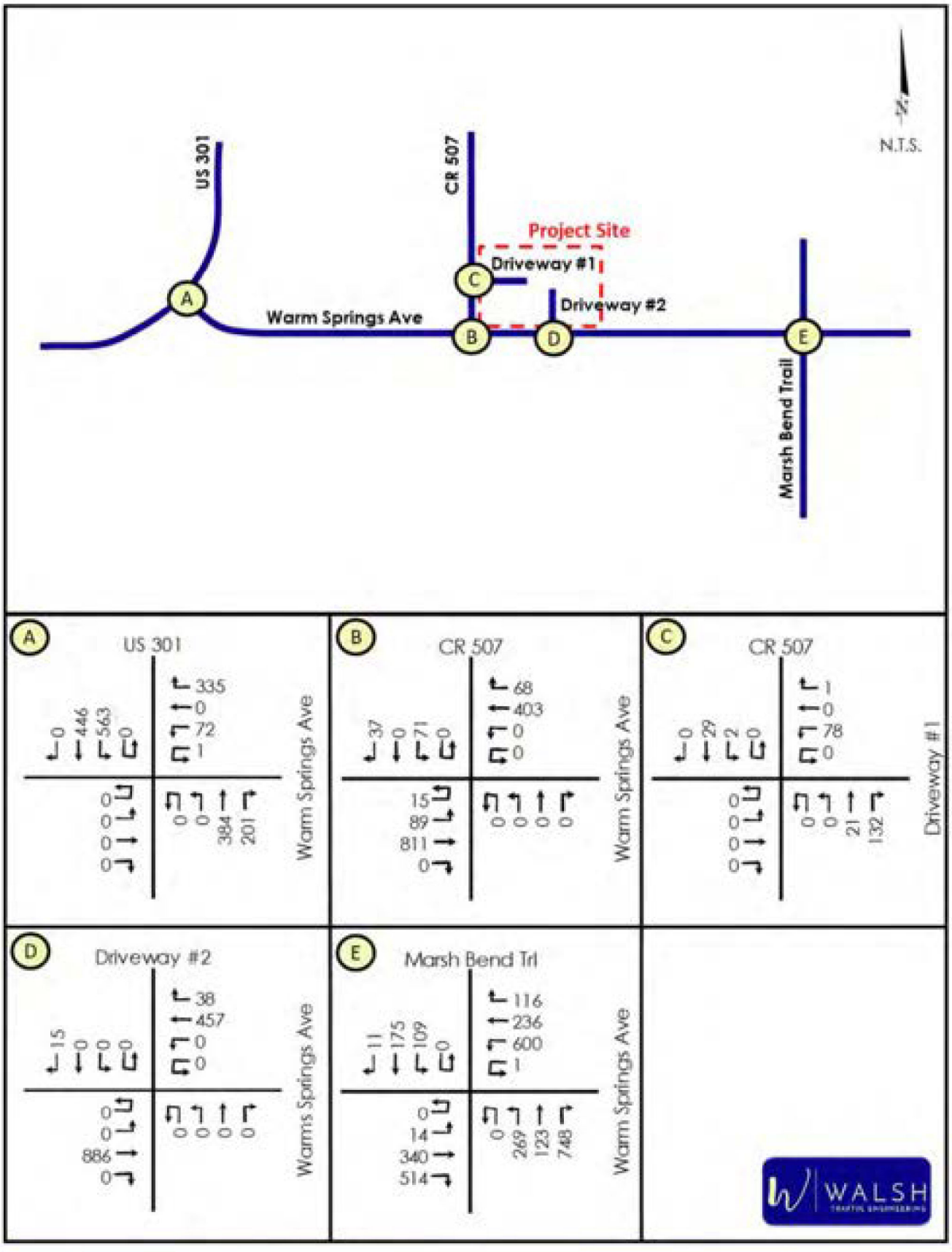
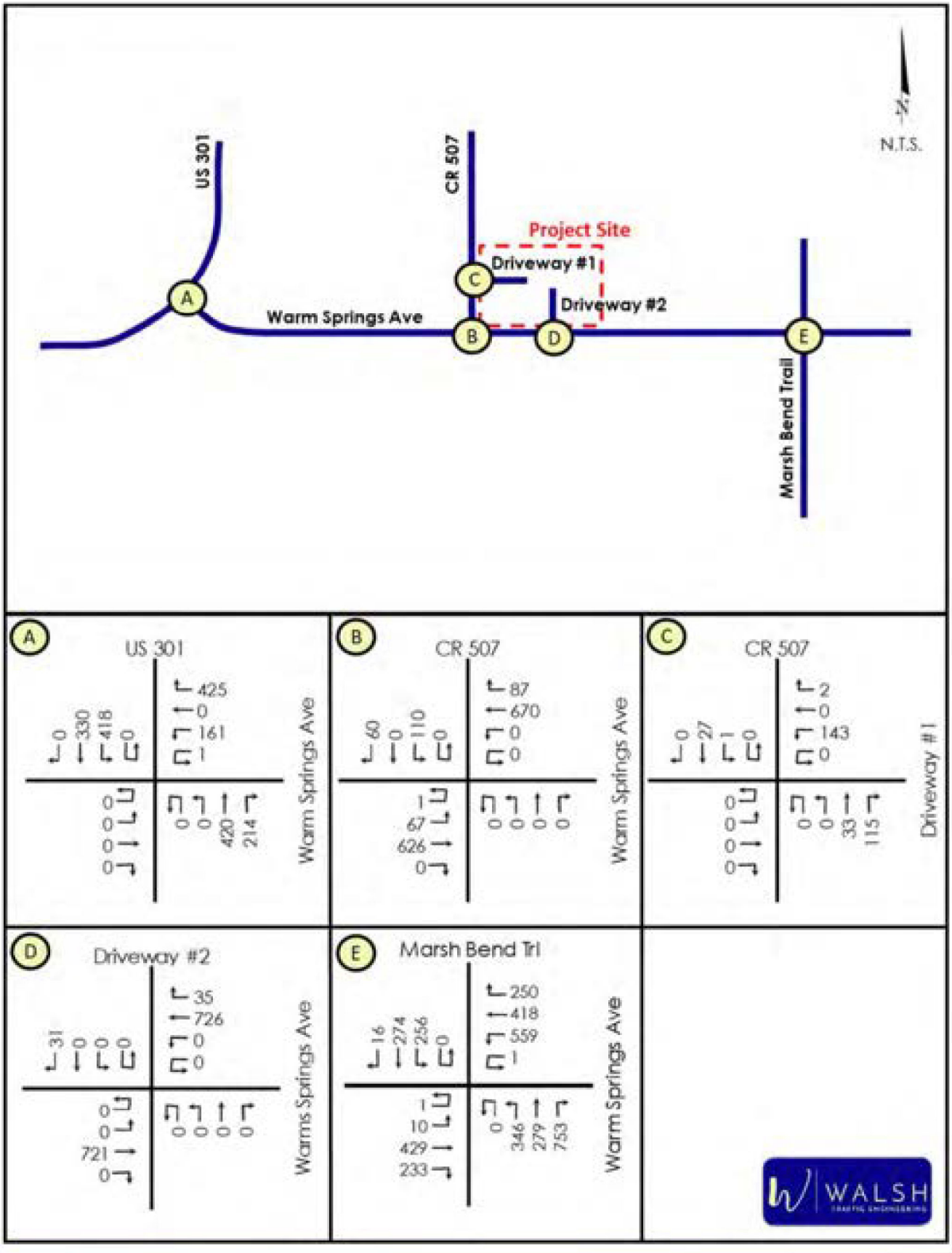


Figure 11 - Future Buildout (2029) PM Peak-Hour Traffic Volumes



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	Approach				Overall
		EB	WB	NB	SB	Intxn	EB	WB	NB	SB	Intxn
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'

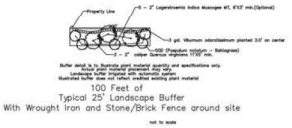
Buffers
Landscaping. The minimum landscape buffer shall contain the following plant material for each one hundred (100) lineal feet or fraction thereof of property boundary: three (3) canopy trees, five (5) understory trees, and a continuous row of shrubs in accordance with the Planting Standards and 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'

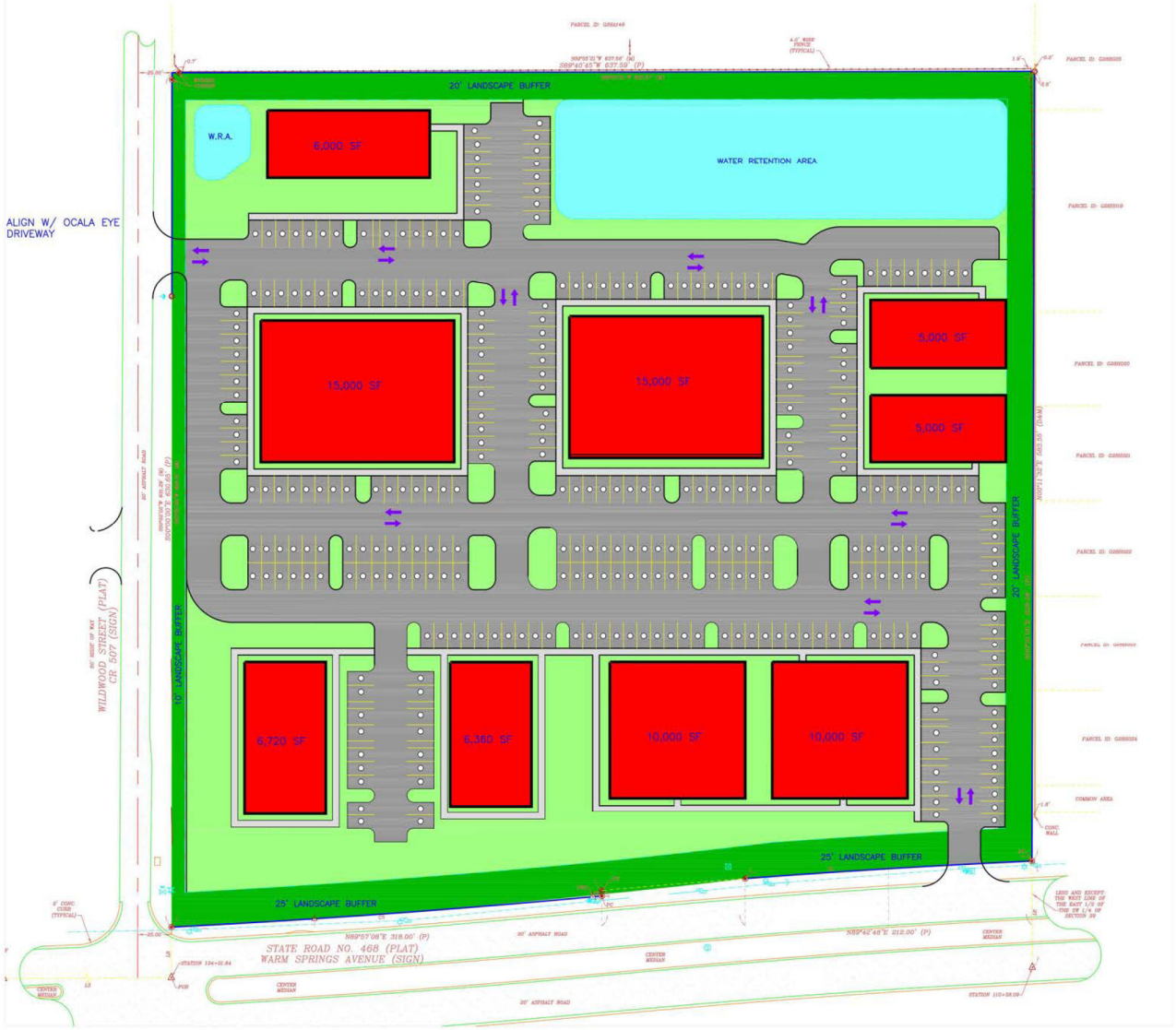
Parking
Required: 316 (1 per 250 sq ft.)
Proposed: 316
Handicap Parking Spaces:
Required:13 (1 space per 25 spaces)
Provided: 15

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.



100 Feet of
Typical 25' Landscape Buffer
With Wrought Iron and Stone/Brick Fence around site



N
W E
S

45 0 45 135

(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
ENTITLEMENT · PERMITTING · CONSULTING
URBAN AND REGIONAL PLANNERS

Project #: 2150
Parcel ID # G29A141, G29A142, G29A143, G29A145, G29A146, G29A142
February 17th, 2026

1 of 1

Appendix B

Traffic Impact Analysis Methodology

Print

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

Date Submitted: 7/10/2024

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

Name of Project:*

Warm Springs at CR 507 Commercial Development

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

Sumter County Traffic Impact Analysis (TIA)

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

Purpose and Applicability

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

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

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

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

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

Methodology Statement

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

Sumter County 2023 County Annual Traffic Reports
Summary Table

Click here to view the table.

Exemption

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

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
- [x] Unincorporated Sumter County

Link

FDOT Systems Implementation Office

Link

FDOT Roadway Design - Florida Greenbook

Link

Lake-Sumter MPO

Link

FDOT Traffic Information

MEMORANDUM

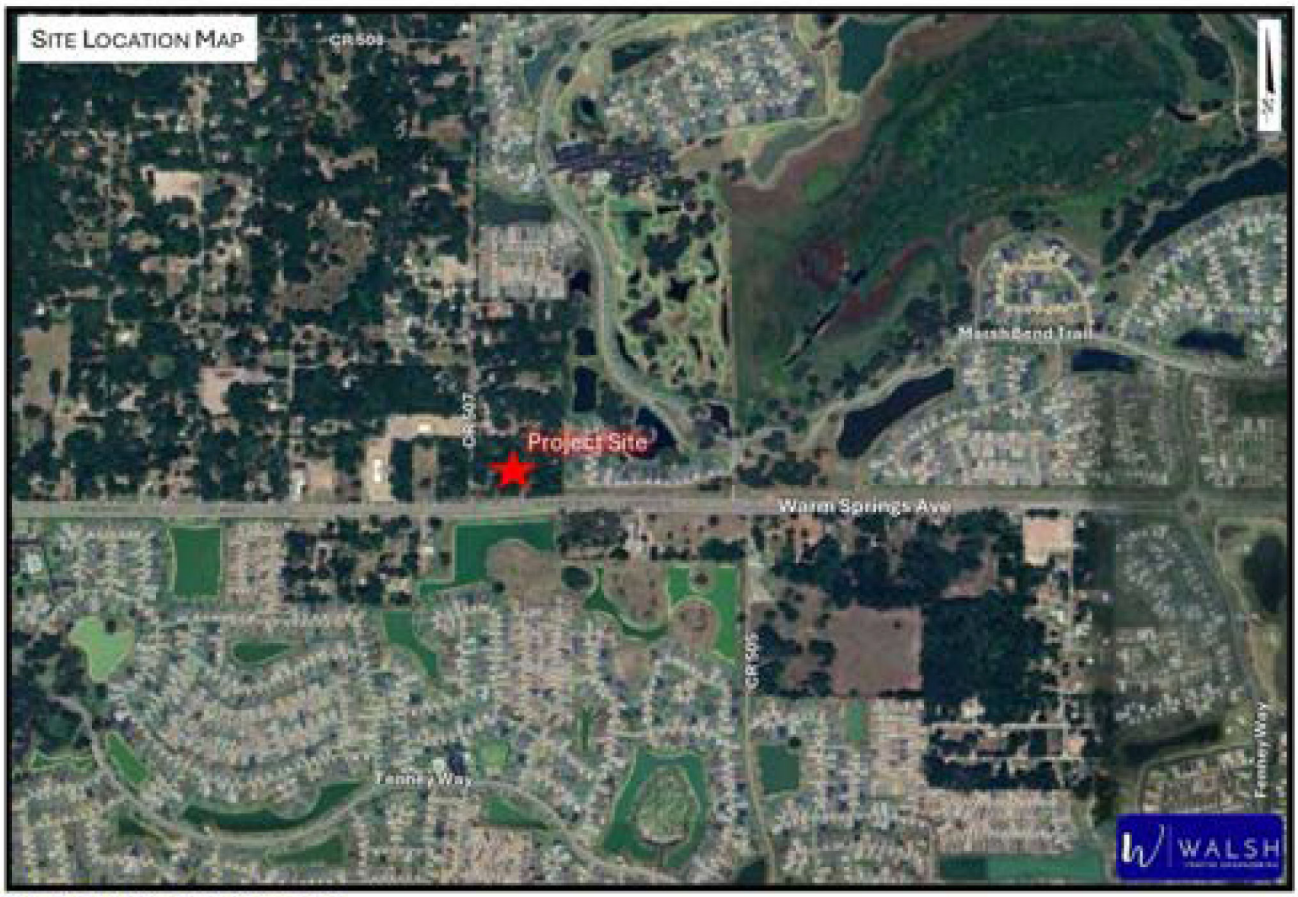
To: Mr. Matthew Tadlock

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).



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 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:

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

Table 4 – Study Area Determination (PM Peal

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

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

The study roadways will include the following:

- 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.

Future Volume Traffic Projections

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

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 conditons using *Synchro 11*, employing HCM methodologies.

In support of the FLU change, an additonal 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

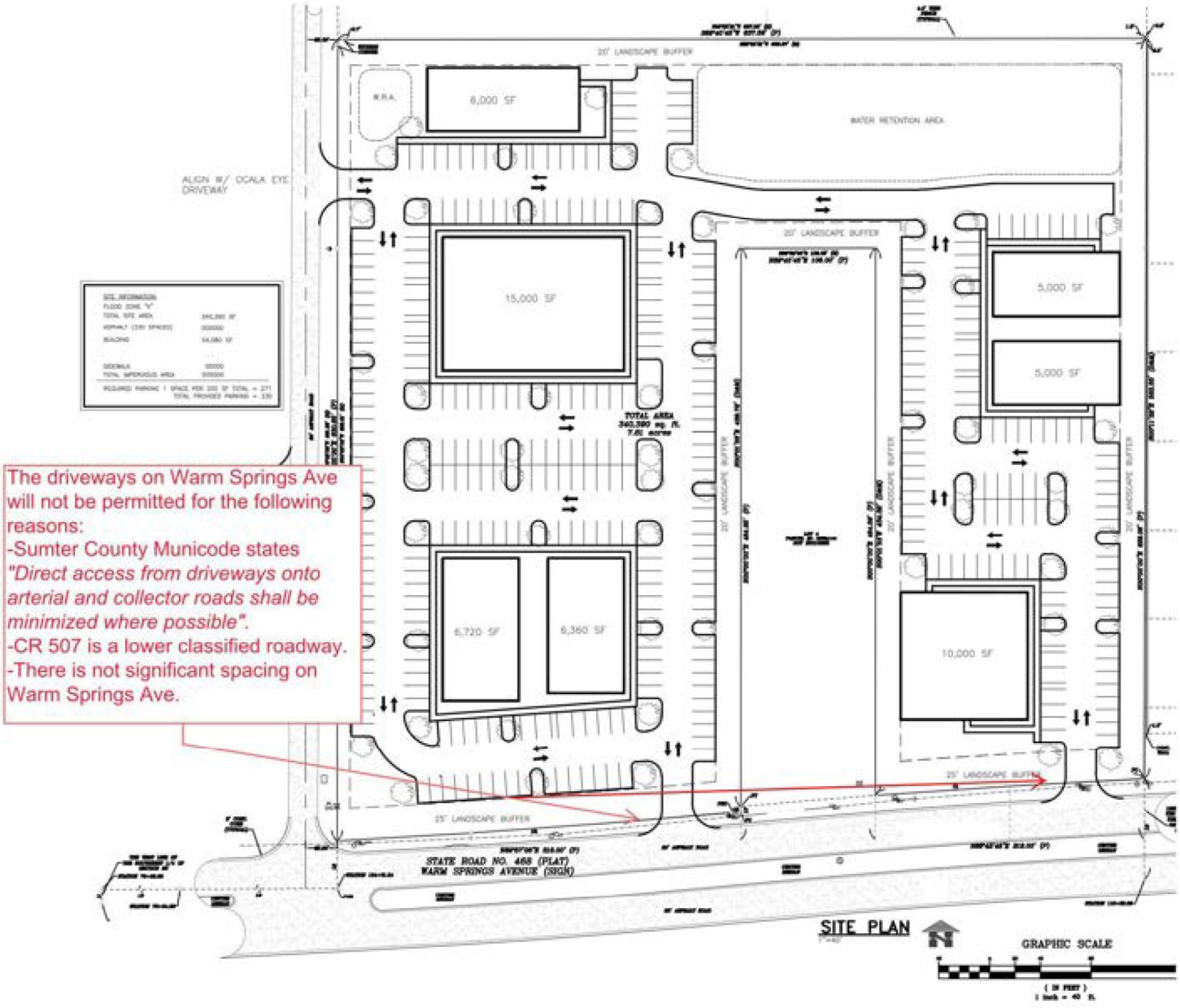
An alternative mode analysis will be conducted to evaluate present and programmed bike, pedestrian, and transit mobility options. Planned bicycle and pedestrian connections within the development will be documented.

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.
20' LANDSCAPE BUFFER
6,000 SF
WATER RETENTION AREA
ALIGN W/ OCALA EYE DRIVEWAY
15,000 SF
5,000 SF
5,000 SF
6,720 SF
6,360 SF
10,000 SF
25' LANDSCAPE BUFFER
STATE ROAD NO. 468 (PLAT)
WARM SPRINGS AVENUE (SIGN)
SITE PLAN
GRAPHIC SCALE

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

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				59	47	12
Retail				47	28	19
Restaurant				125	69	56
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses[2]				0		
Total				231	144	87

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	8	0	0	0
Retail	2		2	0	0	0
Restaurant	7	2		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	231	144	87
Internal Capture Percentage	21%	17%	28%
External Vehicle-Trips[3]	183	120	63
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	19%	92%
Retail	18%	21%
Restaurant	14%	16%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

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

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

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

[4]Person-Trips

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

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

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

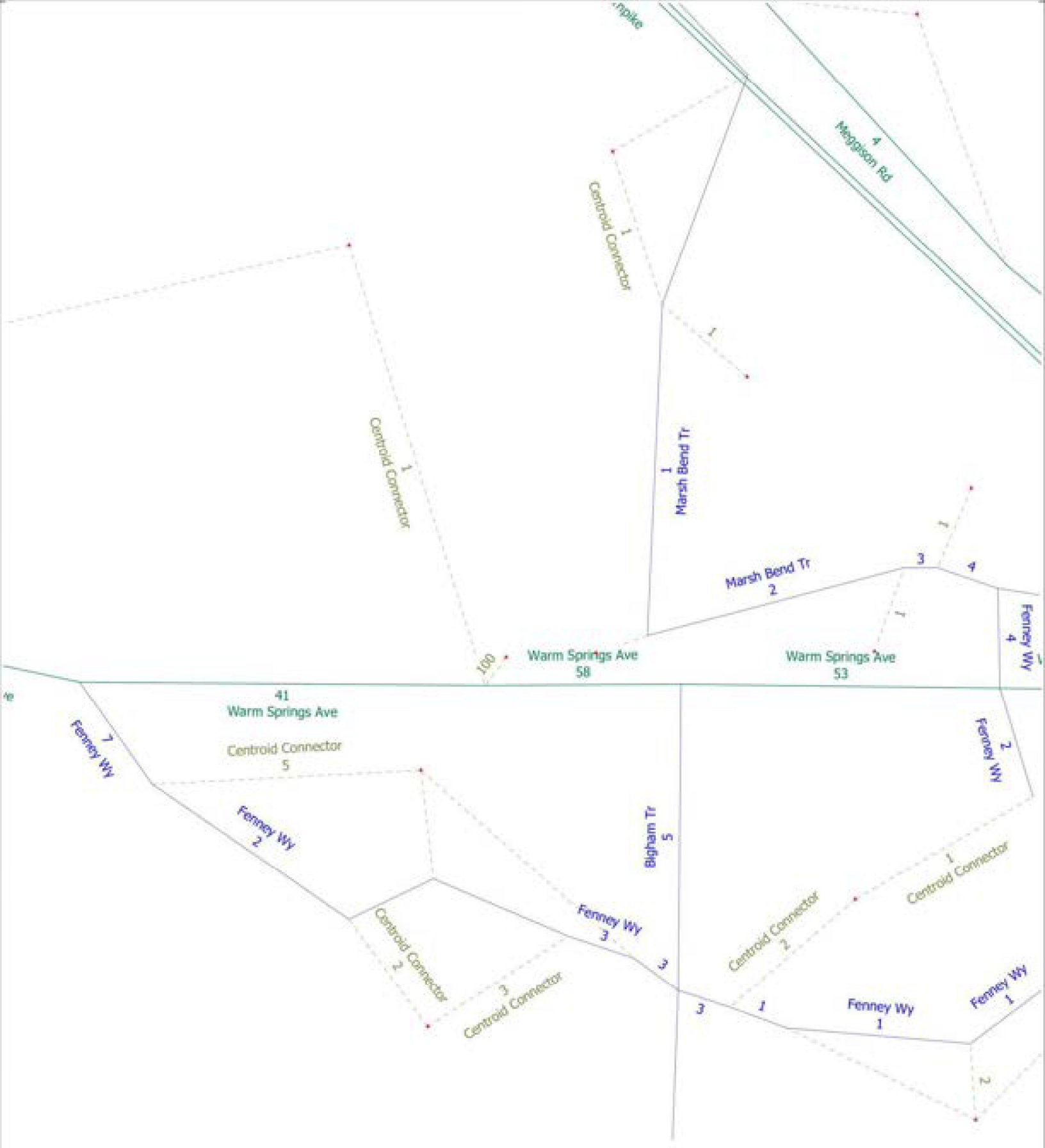
[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

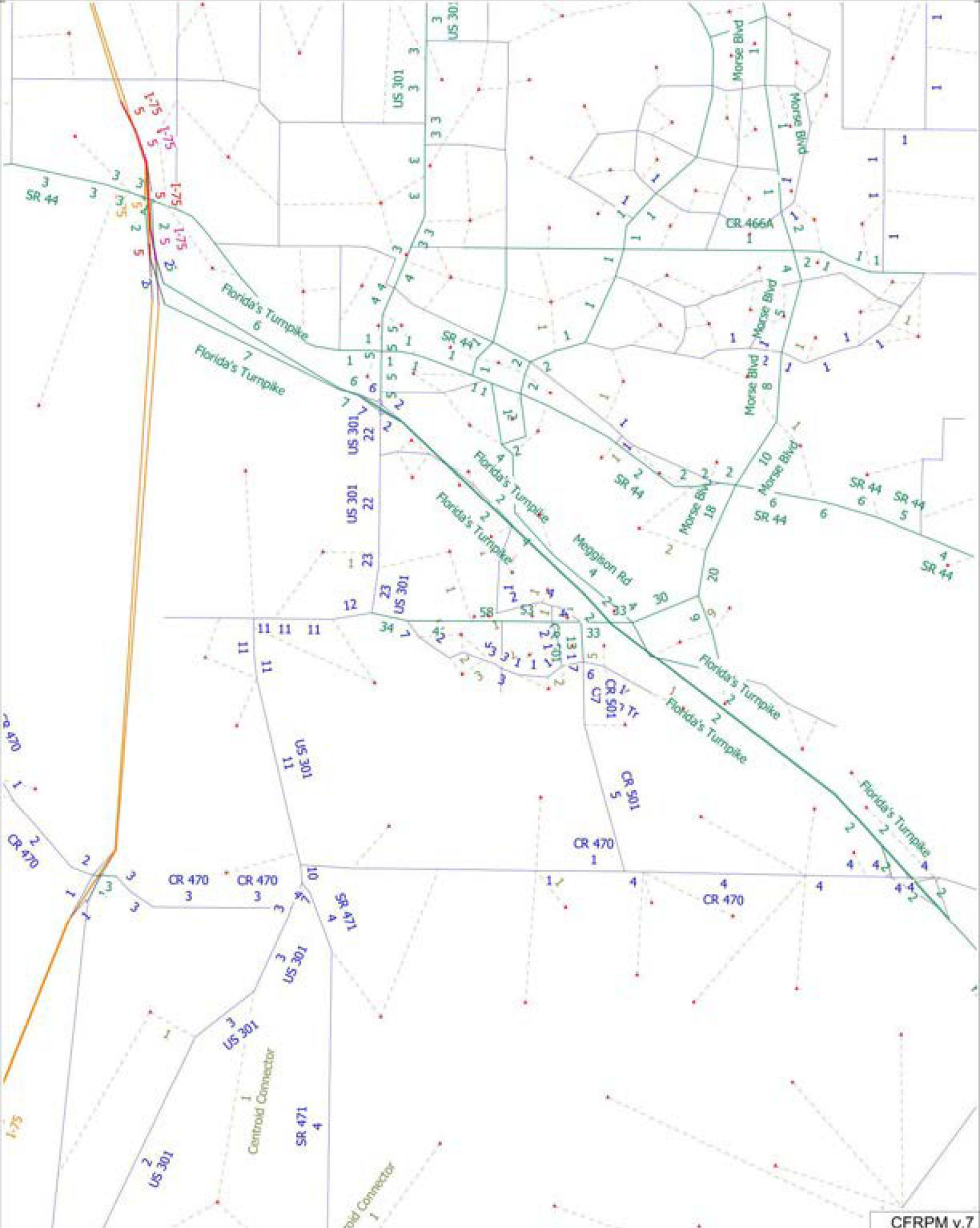
[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

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

Estimation Tool Developed by the Texas Transportation Institute


4
Meggison Rd
Centroid Connector
1
1
Centroid Connector
1
1
Marsh Bend Tr
Marsh Bend Tr
2
3
4
1
1
Fenney Wy
4
100
Warm Springs Ave
58
Warm Springs Ave
53
41
Warm Springs Ave
7
Fenney Wy
Centroid Connector
5
Fenney Wy
2
Bigham Tr
5
Fenney Wy
2
1
Centroid Connector
Centroid Connector
2
Centroid Connector
2
3
Centroid Connector
Fenney Wy
3
3
3
1
Fenney Wy
1
Fenney Wy
1
2


I-75
SR 44
Florida's Turnpike
US 301
Morse Blvd
CR 466A
Meggison Rd
CR 501
CR 470
SR 471
Centroid Connector

Sumter County 2023 CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2023)	LANES (2028)	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 A	CR 514 (WARM SPRING AVE)	WARM SPRINGS AVENUE	2	4	URBAN	UNDIVIDED	C3R	D	17,920	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 158 (CLAY DRAIN RD)	2	2	URBAN	DIVIDED	C3C	D	21,700	19,308	0.89	D	1,070	1,950
3557110	36		SUMTER	45	1.02	WARM SPRINGS AVE	US 301/SR 35	CR 513	4	4	RURAL	DIVIDED	C3R	D	33,570	11,449	0.34	C	1,665	3,024
3557120	2020-52		SUMTER	55	1.74	WARM SPRINGS AVE	CR 513	CR 501	4	4	RURAL	DIVIDED	C3R	D	33,570	16,157	0.48	C	1,665	3,024
3557130	35		SUMTER	55	2.00	WARM SPRINGS AVE	CR 501	SANDALWOOD DR	4	4	RURAL	DIVIDED	C3R	D	35,249	25,529	0.72	C	1,748	3,175
3557160	205		SUMTER	35	3.91	MEGGISON RD	WARM SPRINGS AVE	SR 44	4	4	URBAN	DIVIDED	C3R	D	37,300	7,509	0.21	G	1,850	3,360
3557170	206		SUMTER	35	1.47	MEGGISON RD	MORSE BLVD	WARM SPRINGS AVENUE	4	4	URBAN	DIVIDED	C3R	D	37,300	8,804	0.24	C	1,850	3,360
40090002	108		ADJACENT	55	0.48	MARSH BEND TRAIL / CR 501	CORBIN TRL	WARM SPRINGS AVE	4	4	URBAN	DIVIDED	C3R	D	33,570	11,906	0.35	C	1,665	3,024
40090003	131		SUMTER	25	1.20	MARSH BEND TRAIL	WARM SPRINGS AVE	DUNHAM DR	2	2	URBAN	DIVIDED	C3R	D	21,168	7,023	0.33	C	1,049	1,909
40090003	210		SUMTER	35	4.89	MARSH BEND TRAIL	US 301	WARM SPRINGS AVE	2	2	URBAN	DIVIDED	C3R	D	23,520	7,023	0.33	C	1,166	1,909

Appendix C

Traffic Counts

National Data & Surveying Services

Intersection Turning Movement Count

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

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

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	86	39	0	119	120	0	0	0	0	0	0	11	0	68	1	444
7:15 AM	0	84	31	0	150	123	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	107	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	643	341	0	813	705	0	1	0	0	0	0	164	0	517	2	3186
APPROACH % 's :	0.00%	65.35%	34.65%	0.00%	53.52%	46.41%	0.00%	0.07%					24.01%	0.00%	75.70%	0.29%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	338	158	0	484	421	0	0	0	0	0	0	54	0	277	1	1733
PEAK HR FACTOR :	0.000	0.871	0.840	0.000	0.807	0.856	0.000	0.000	0.000	0.000	0.000	0.000	0.675	0.000	0.962	0.250	0.934
		0.861				0.829								0.922			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	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	37	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	33	0	103	0	408
5:30 PM	0	73	27	0	88	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	667	288	0	640	602	0	0	0	0	0	0	252	0	646	3	3098
APPROACH % 's :	0.00%	69.84%	30.16%	0.00%	51.57%	48.47%	0.00%	0.00%					27.97%	0.00%	71.70%	0.33%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	370	170	0	343	311	0	0	0	0	0	0	124	0	330	1	1649
PEAK HR FACTOR :	0.000	0.758	0.867	0.000	0.825	0.884	0.000	0.000	0.000	0.000	0.000	0.000	0.912	0.000	0.878	0.250	0.961
		0.804				0.908								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: 26-130113-001
Date: 4/7/2026

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	76	33	0	116	112	0	0	0	0	0	0	9	0	66	1	413
7:15 AM	0	73	28	0	143	108	0	0	0	0	0	0	5	0	69	0	426
7:30 AM	0	86	42	0	93	69	0	0	0	0	0	0	17	0	64	0	371
7:45 AM	0	55	40	0	96	78	0	0	0	0	0	0	15	0	72	0	356
8:00 AM	0	59	42	0	84	53	0	1	0	0	0	0	23	0	46	1	309
8:15 AM	0	73	26	0	67	52	0	0	0	0	0	0	24	0	55	0	297
8:30 AM	0	65	35	0	67	80	0	0	0	0	0	0	22	0	64	0	313
8:45 AM	0	48	41	0	90	44	0	0	0	0	0	0	22	0	59	0	304
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	535	287	0	756	576	0	1	0	0	0	0	137	0	495	2	2789
APPROACH % 's :	0.00%	65.09%	34.91%	0.00%	56.71%	43.21%	0.00%	0.08%					21.65%	0.00%	78.08%	0.32%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	290	143	0	448	367	0	0	0	0	0	0	46	0	271	1	1566
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	0.941	0.250	0.919
		0.846				0.812								0.914			

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	74	37	0	84	75	0	0	0	0	0	0	33	0	76	2	381
4:15 PM	0	80	45	0	76	86	0	0	0	0	0	0	29	0	92	0	408
4:30 PM	0	110	45	0	82	68	0	0	0	0	0	0	26	0	78	0	409
4:45 PM	0	85	37	0	77	73	0	0	0	0	0	0	28	0	57	1	358
5:00 PM	0	69	35	0	104	73	0	0	0	0	0	0	31	0	86	0	398
5:15 PM	0	82	27	0	66	86	0	0	0	0	0	0	33	0	100	0	394
5:30 PM	0	69	27	0	85	74	0	0	0	0	0	0	28	0	69	0	352
5:45 PM	0	57	23	0	54	42	0	0	0	0	0	0	29	0	63	0	268
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	626	276	0	628	577	0	0	0	0	0	0	237	0	621	3	2968
APPROACH % 's :	0.00%	69.40%	30.60%	0.00%	52.12%	47.88%	0.00%	0.00%					27.53%	0.00%	72.13%	0.35%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	344	162	0	339	300	0	0	0	0	0	0	114	0	313	1	1573
PEAK HR FACTOR :	0.000	0.782	0.900	0.000	0.815	0.872	0.000	0.000	0.000	0.000	0.000	0.000	0.919	0.000	0.851	0.250	0.961
		0.816				0.903								0.894			

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

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	10	6	0	3	8	0	0	0	0	0	0	2	0	2	0	31
7:15 AM	0	11	3	0	7	15	0	0	0	0	0	0	0	0	2	0	38
7:30 AM	0	11	5	0	15	17	0	0	0	0	0	0	3	0	2	0	53
7:45 AM	0	16	1	0	11	14	0	0	0	0	0	0	3	0	0	0	45
8:00 AM	0	17	10	0	5	19	0	0	0	0	0	0	4	0	4	0	59
8:15 AM	0	12	11	0	5	14	0	0	0	0	0	0	7	0	5	0	54
8:30 AM	0	17	7	0	5	23	0	0	0	0	0	0	2	0	3	0	57
8:45 AM	0	14	11	0	6	19	0	0	0	0	0	0	6	0	4	0	60
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	108	54	0	57	129	0	0	0	0	0	0	27	0	22	0	397
APPROACH % 's :	0.00%	66.67%	33.33%	0.00%	30.65%	69.35%	0.00%	0.00%					55.10%	0.00%	44.90%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	48	15	0	36	54	0	0	0	0	0	0	8	0	6	0	167
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	0.788
		0.926				0.703								0.700			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	5	2	0	4	3	0	0	0	0	0	0	4	0	2	0	20
4:15 PM	0	3	4	0	1	2	0	0	0	0	0	0	2	0	2	0	14
4:30 PM	0	12	1	0	1	3	0	0	0	0	0	0	2	0	1	0	20
4:45 PM	0	6	1	0	2	3	0	0	0	0	0	0	3	0	7	0	22
5:00 PM	0	5	2	0	0	3	0	0	0	0	0	0	3	0	7	0	20
5:15 PM	0	4	2	0	2	3	0	0	0	0	0	0	0	0	3	0	14
5:30 PM	0	4	0	0	1	4	0	0	0	0	0	0	1	0	1	0	11
5:45 PM	0	2	0	0	1	4	0	0	0	0	0	0	0	0	2	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	41	12	0	12	25	0	0	0	0	0	0	15	0	25	0	130
APPROACH % 's :	0.00%	77.36%	22.64%	0.00%	32.43%	67.57%	0.00%	0.00%					37.50%	0.00%	62.50%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	26	8	0	4	11	0	0	0	0	0	0	10	0	17	0	76
PEAK HR FACTOR :	0.000	0.542	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	0.864
		0.684				0.750								0.675			

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

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH % 's :																	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
APPROACH % 's :	0.00%	50.00%	50.00%	0.00%													
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	0.000	0.250
		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		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
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		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

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

PEAK HOURS	
AM	07:00 AM - 08:00 AM
NOON	NONE
PM	04:15 PM - 05:15 PM

COUNT PERIODS	
AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

US 301/SR 35 — SOUTHBOUND

AM	0	421	484	0	615	AM
NOON	0	0	0	0	0	NOON
PM	0	311	343	0	700	PM

EASTBOUND — Warm Springs Ave/CR 468

AM	NOON	PM	
0	0	0	⇦
0	0	0	↶ 0
0	0	0	↱ 0
0	0	0	→ 0
0	0	0	↷ 0
AM	NOON	PM	

WESTBOUND — Warm Springs Ave/CR 468

PM	NOON	AM	
330	0	277	↷ 0
0	0	0	← 0
124	0	54	↰ 0
1	0	1	↶ 0
514	0	643	⇨
PM	NOON	AM	

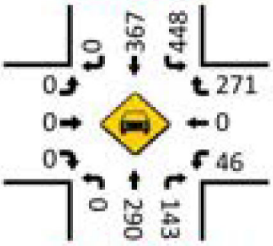
CONTROL: 1-Way Stop(WB)

	AM	NOON	PM
TEV	1733	0	1649
PHF	0.93		0.96

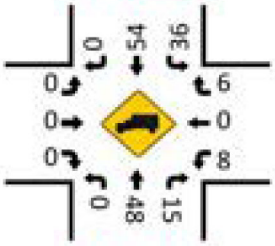
US 301/SR 35 — NORTHBOUND

PM	435	0	0	370	170	PM
NOON	0	0	0	0	0	NOON
AM	475	0	0	338	158	AM

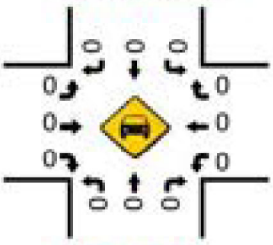
Cars (AM)



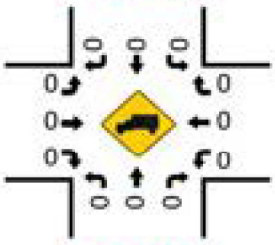
HT (AM)



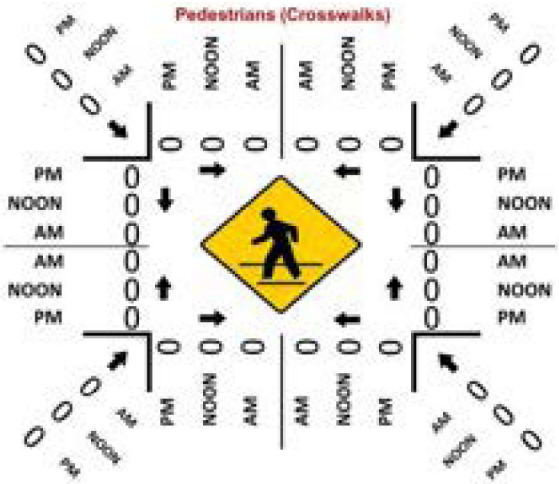
Cars (NOON)



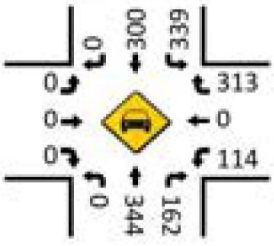
HT (NOON)



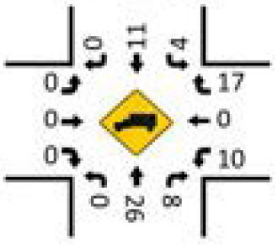
Pedestrians (Crosswalks)



Cars (PM)



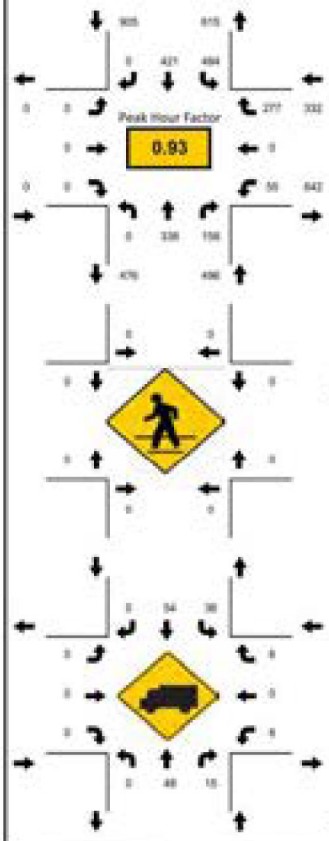
HT (PM)



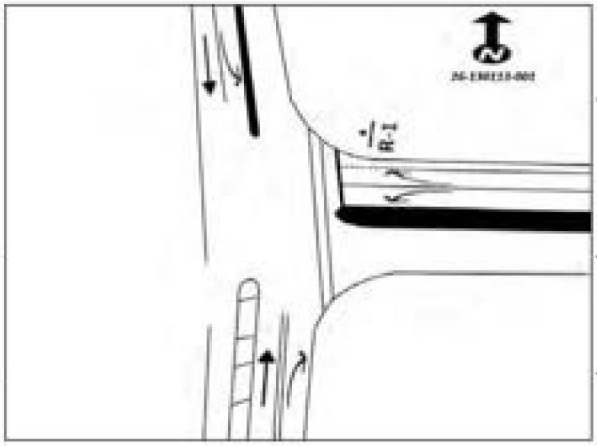
LOCATION: US 301/SR 35 & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

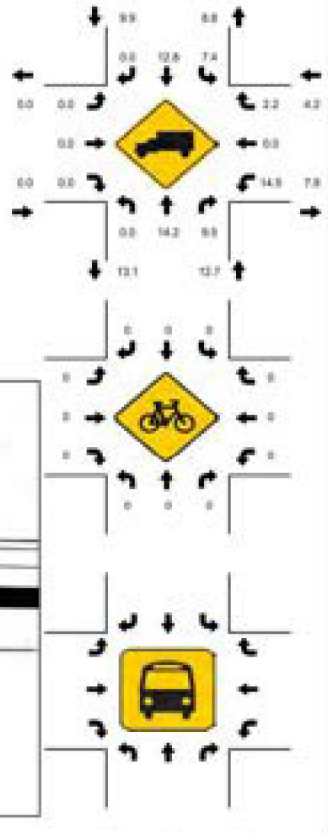
PROJECT ID: 26-130113-001
DATE: Tue, Apr 07, 2026

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	R¹	Left	Thru	Rgt	U	R¹	Left	Thru	Rgt	U	R¹	Left	Thru	Rgt	U	R¹		
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		150	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	1085
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		96	63	0	0		0	0	0	0		28	0	63	0		364	364

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R¹	Left	Thru	Rgt	U	R¹	Left	Thru	Rgt	U	R¹	Left	Thru	Rgt	U	R¹	
All Vehicles	0	388	188	0		600	492	0	0		0	0	0	0		80	0	288	4		2040
Heavy Trucks	0	84	24	0		60	68	0	0		0	0	0	0		12	0	8	0		236
Pedestrians		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
Stopped Buses																					

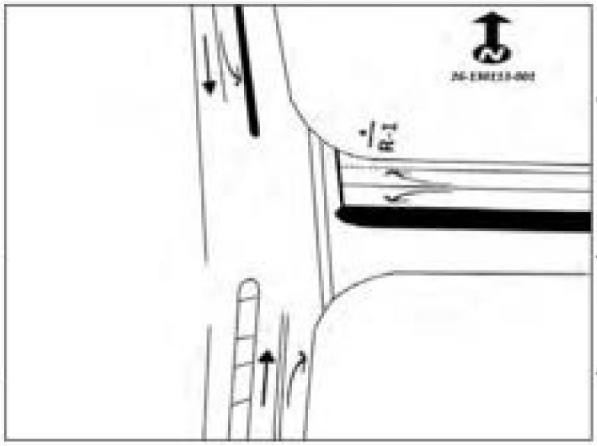
LOCATION: US 301/SR 35 & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

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

Peak Hour Factor: 0.96

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	R²	Left	Thru	Rgt	U	R²	Left	Thru	Rgt	U	R²	Left	Thru	Rgt	U	R²		
4:00 PM	0	79	39	0		88	78	0	0		0	0	0	0		37	0	78	2		401	1632
4:15 PM	0	83	49	0		77	88	0	0		0	0	0	0		31	0	94	0		422	1649
4:30 PM	0	122	46	0		83	71	0	0		0	0	0	0		28	0	79	0		429	1635
4:45 PM	0	91	36	0		79	76	0	0		0	0	0	0		31	0	64	1		380	1569
5:00 PM	0	74	37	0		104	76	0	0		0	0	0	0		34	0	93	0		418	1466
5:15 PM	0	86	29	0		68	89	0	0		0	0	0	0		33	0	103	0		408	1048
5:30 PM	0	73	27	0		86	78	0	0		0	0	0	0		29	0	70	0		363	640
5:45 PM	0	59	23	0		55	46	0	0		0	0	0	0		29	0	65	0		277	277

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R²	Left	Thru	Rgt	U	R²	Left	Thru	Rgt	U	R²	Left	Thru	Rgt	U	R²	
All Vehicles	0	488	196	0		416	352	0	0		0	0	0	0		136	0	376	4		1968
Heavy Trucks	0	48	16	0		8	12	0	0		0	0	0	0		12	0	28	0		124
Pedestrians		0					0					0					0				0
Bicycles	0	4	0	0		0	0	0	0		0	0	0	0		0	0	0	0		4
Buses																					0
Stopped Buses																					

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Total

NS/ EW Streets:	Sumter County Rd 507				Sumter County Rd 507				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	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	3	0	5	0	1	162	0	1	0	66	1	0	239
7:15 AM	0	0	0	0	5	0	4	0	2	175	0	0	0	64	1	0	251
7:30 AM	0	0	0	0	2	0	1	0	3	151	0	2	0	82	1	0	242
7:45 AM	0	0	0	0	5	0	2	0	8	137	0	9	0	85	2	0	249
8:00 AM	0	0	0	0	5	0	5	0	5	125	0	3	0	74	2	0	219
8:15 AM	0	0	0	0	2	0	1	0	4	128	0	3	0	80	2	0	220
8:30 AM	0	0	0	0	0	0	0	0	0	126	0	2	0	102	2	0	232
8:45 AM	0	0	0	0	3	0	4	0	0	133	0	4	0	90	1	0	235
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	25	0	22	0	24	1137	0	24	0	643	12	0	1887
APPROACH % 's :					53.19%	0.00%	46.81%	0.00%	2.03%	95.95%	0.00%	2.03%	0.00%	98.17%	1.83%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	15	0	12	0	15	625	0	12	0	297	5	0	981
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	0.977
							0.750				0.921				0.868		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	5	0	2	0	5	133	0	0	0	116	6	0	267
4:15 PM	0	0	0	0	4	0	4	0	3	113	0	0	0	136	6	0	266
4:30 PM	0	0	0	0	1	0	1	0	1	130	0	0	0	105	6	0	244
4:45 PM	0	0	0	0	4	0	5	0	2	96	0	0	0	117	8	0	232
5:00 PM	0	0	0	0	5	0	1	0	1	131	0	1	0	130	4	0	273
5:15 PM	0	0	0	0	6	0	1	0	7	106	0	1	0	125	6	0	252
5:30 PM	0	0	0	0	3	0	2	0	1	97	0	0	0	84	6	0	193
5:45 PM	0	0	0	0	0	0	2	0	3	66	0	0	0	97	5	0	173
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	28	0	18	0	23	872	0	2	0	910	47	0	1900
APPROACH % 's :					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 :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	14	0	11	0	7	470	0	1	0	488	24	0	1015
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	0.929
							0.694				0.898				0.901		

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Cars

NS/ EW Streets:	Sumter County Rd 507				Sumter County Rd 507				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	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	3	0	4	0	1	155	0	1	0	62	1	0	227
7:15 AM	0	0	0	0	5	0	4	0	2	166	0	0	0	62	1	0	340
7:30 AM	0	0	0	0	2	0	1	0	3	139	0	2	0	80	1	0	228
7:45 AM	0	0	0	0	5	0	2	0	9	117	0	8	0	80	2	0	223
8:00 AM	0	0	0	0	5	0	4	0	3	113	0	3	0	68	2	0	198
8:15 AM	0	0	0	0	2	0	1	0	3	115	0	3	0	70	1	0	195
8:30 AM	0	0	0	0	0	0	0	0	0	111	0	2	0	96	2	0	211
8:45 AM	0	0	0	0	3	0	1	0	0	119	0	4	0	82	1	0	210
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	25	0	17	0	21	1035	0	23	0	600	11	0	1732
APPROACH % 's :					59.52%	0.00%	40.48%	0.00%	1.95%	95.92%	0.00%	2.13%	0.00%	98.20%	1.80%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	15	0	11	0	15	577	0	11	0	284	5	0	918
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.688	0.000	0.417	0.869	0.000	0.344	0.000	0.888	0.625	0.000	0.956
							0.722				0.897				0.881		

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	5	0	1	0	5	128	0	0	0	113	6	0	258
4:15 PM	0	0	0	0	4	0	4	0	2	109	0	0	0	130	6	0	255
4:30 PM	0	0	0	0	1	0	0	0	1	129	0	0	0	103	6	0	240
4:45 PM	0	0	0	0	4	0	3	0	2	95	0	0	0	106	8	0	218
5:00 PM	0	0	0	0	5	0	1	0	1	128	0	1	0	120	4	0	260
5:15 PM	0	0	0	0	6	0	1	0	6	102	0	1	0	123	6	0	245
5:30 PM	0	0	0	0	3	0	2	0	1	96	0	0	0	81	6	0	189
5:45 PM	0	0	0	0	0	0	2	0	2	66	0	0	0	95	5	0	170
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	28	0	14	0	20	853	0	2	0	871	47	0	1835
APPROACH % 's :					66.67%	0.00%	33.33%	0.00%	2.29%	97.49%	0.00%	0.23%	0.00%	94.88%	5.12%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	14	0	8	0	6	461	0	1	0	459	24	0	973
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.700	0.000	0.500	0.000	0.750	0.893	0.000	0.250	0.000	0.883	0.750	0.000	0.936
							0.688				0.900				0.888		

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - HT

NS/ EW Streets:	Sumter County Rd 507				Sumter County Rd 507				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	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	0	7	0	0	0	4	0	0	12
7:15 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	2	0	0	11
7:30 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	2	0	0	14
7:45 AM	0	0	0	0	0	0	0	0	0	20	0	1	0	5	0	0	26
8:00 AM	0	0	0	0	0	0	1	0	2	12	0	0	0	6	0	0	21
8:15 AM	0	0	0	0	0	0	0	0	1	13	0	0	0	10	1	0	25
8:30 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	6	0	0	21
8:45 AM	0	0	0	0	0	0	3	0	0	14	0	0	0	8	0	0	25
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	5	0	3	102	0	1	0	43	1	0	155
APPROACH % 's :					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 :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	0	48	0	1	0	13	0	0	63
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	0.656
					0.250				0.583				0.650				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	1	0	0	5	0	0	0	3	0	0	9
4:15 PM	0	0	0	0	0	0	0	0	1	4	0	0	0	6	0	0	11
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0	4
4:45 PM	0	0	0	0	0	0	2	0	0	1	0	0	0	11	0	0	14
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	1	4	0	0	0	2	0	0	7
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	1	0	0	0	0	2	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	4	0	3	19	0	0	0	39	0	0	65
APPROACH % 's :					0.00%	0.00%	100.00%	0.00%	13.64%	86.36%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	3	0	1	9	0	0	0	29	0	0	42
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	0.659	0.000	0.000	0.750
					0.375				0.500				0.659				

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Bikes

NS/ EW Streets:	Sumter County Rd 507				Sumter County Rd 507				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	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH % 's :																	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH % 's :									0.00%	100.00%	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	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 Project ID: 26-130113-002
City: Wildwood 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		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
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		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

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

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Sumter County Rd 507)

	L	T	R	U	Thru	
AM	12	0	15	0	20	AM
NOON	0	0	0	0	0	NOON
PM	11	0	14	0	31	PM

EASTBOUND (Warm Springs Ave/CR 468)

AM	NOON	PM	
321	0	500	⇦
12	0	1	↶ 0
15	0	7	↱ 0
625	0	470	→ 0
0	0	0	↷ 0
AM	NOON	PM	

WESTBOUND (Warm Springs Ave/CR 468)

PM	NOON	AM	
24	0	5	↰ 0
488	0	297	← 0
0	0	0	↰ 0
0	0	0	↶ 0
484	0	640	⇨
PM	NOON	AM	

NORTHBOUND (Sumter County Rd 507)

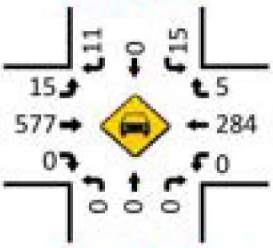
	L	T	R	U	Thru	
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

CONTROL

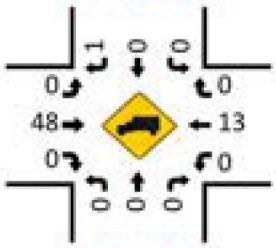
1-Way Stop(SB)

TEV	981 AM	0 NOON	1015 PM
PHF	0.98		0.93

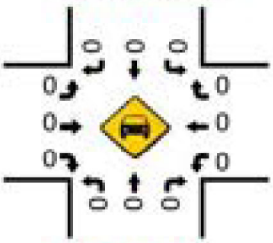
Cars (AM)



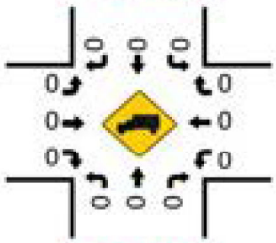
HT (AM)



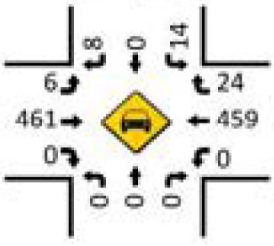
Cars (NOON)



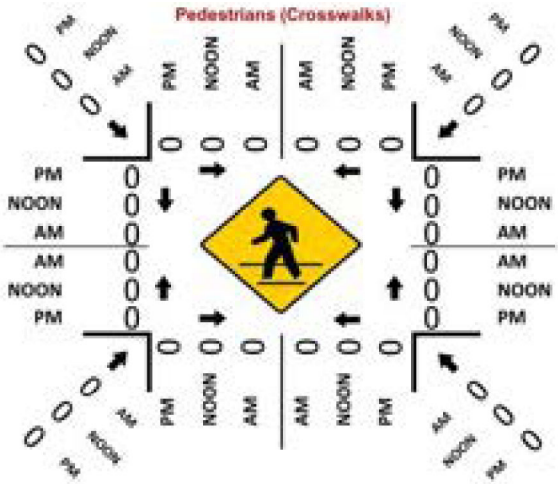
HT (NOON)



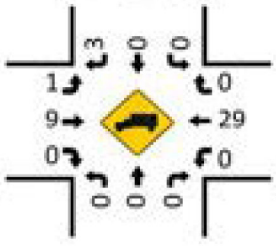
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



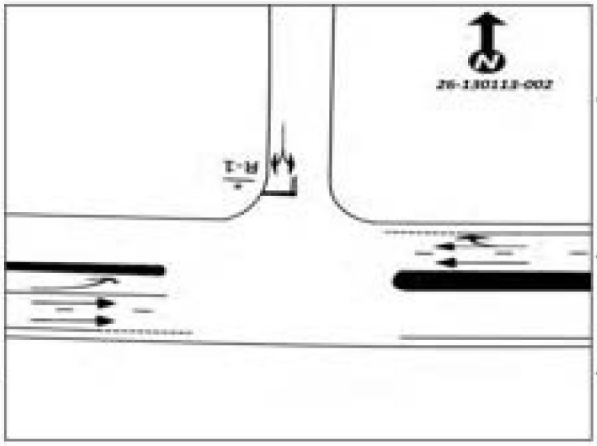
LOCATION: Sumter County Rd 507 & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

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

Peak Hour Factor: 0.98

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		3	0	5	0		1	162	0	1		0	66	1	0		239	961
7:15 AM	0	0	0	0		5	0	4	0		2	175	0	0		0	64	1	0		251	961
7:30 AM	0	0	0	0		2	0	1	0		3	151	0	2		0	82	1	0		242	930
7:45 AM	0	0	0	0		5	0	2	0		9	137	0	9		0	85	2	0		249	920
8:00 AM	0	0	0	0		5	0	5	0		5	125	0	3		0	74	2	0		219	906
8:15 AM	0	0	0	0		2	0	1	0		4	128	0	3		0	80	2	0		220	687
8:30 AM	0	0	0	0		0	0	0	0		0	126	0	2		0	102	2	0		232	467
8:45 AM	0	0	0	0		3	0	4	0		0	133	0	4		0	90	1	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		20	0	20	0		36	700	0	36		0	340	8	0		1160
Heavy Trucks	0	0	0	0		0	0	4	0		0	80	0	4		0	20	0	0		104
Pedestrians		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
Stopped Buses																					

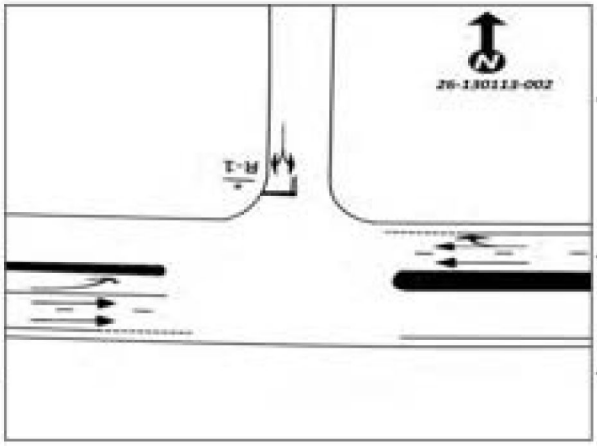
LOCATION: Sumter County Rd 507 & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

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

Peak Hour Factor
0.93

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*		
4:00 PM	0	0	0	0		5	0	2	0		5	133	0	0		0	116	6	0		267	1009
4:15 PM	0	0	0	0		4	0	4	0		3	113	0	0		0	136	6	0		266	1015
4:30 PM	0	0	0	0		1	0	1	0		1	130	0	0		0	105	6	0		244	1001
4:45 PM	0	0	0	0		4	0	5	0		2	96	0	0		0	117	8	0		232	950
5:00 PM	0	0	0	0		5	0	1	0		1	131	0	1		0	130	4	0		273	891
5:15 PM	0	0	0	0		6	0	1	0		7	106	0	1		0	125	6	0		252	618
5:30 PM	0	0	0	0		3	0	2	0		1	97	0	0		0	84	6	0		193	366
5:45 PM	0	0	0	0		0	0	2	0		3	66	0	0		0	97	5	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		20	0	20	0		12	524	0	4		0	544	32	0		1156
Heavy Trucks	0	0	0	0		0	0	8	0		4	16	0	0		0	44	0	0		72
Pedestrians		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
Stopped Buses																					

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

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	39	14	77	0	19	35	3	0	1	42	93	0	192	30	30	0	565
7:15 AM	41	16	138	0	11	45	1	0	1	61	135	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	69	48	34	1	616
8:00 AM	47	16	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	361	185	979	0	252	271	18	0	30	570	606	1	817	436	262	1	4789
APPROACH % 's:	23.67%	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%	
PEAK HR:	07:00 AM - 08:00 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:	0.767	0.727	0.776	0.000	0.574	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				0.815				0.834		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	63	30	146	0	48	45	4	0	2	80	43	2	103	91	44	0	701
4:15 PM	71	52	143	0	63	55	3	0	1	65	47	0	104	75	55	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	703
5:15 PM	67	67	146	0	56	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	87	58	49	0	641
5:45 PM	48	24	75	2	52	61	4	0	3	46	32	0	102	65	46	0	540
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	485	344	1063	2	427	473	26	0	12	560	321	4	923	639	430	1	5710
APPROACH % 's:	25.61%	18.16%	56.12%	0.11%	46.11%	51.08%	2.81%	0.00%	1.34%	62.43%	35.79%	0.45%	46.31%	32.06%	21.58%	0.05%	
PEAK HR:	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL:	244	213	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	0.927	0.900	0.250	0.839	0.833	0.881	0.250	0.960
			0.914				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: 26-130113-005
Date: 4/7/2026

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	38	14	77	0	19	33	3	0	1	37	89	0	190	27	20	0	548
7:15 AM	39	16	137	0	11	42	1	0	1	60	131	0	180	42	25	0	685
7:30 AM	58	31	182	0	26	36	1	0	3	77	84	0	117	46	28	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	92	0	38	27	2	0	4	83	52	0	63	62	35	0	510
8:30 AM	51	32	107	0	41	27	3	0	6	75	31	1	48	66	37	0	525
8:45 AM	42	22	83	0	40	19	4	0	7	88	51	0	74	62	58	0	550
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	343	184	971	0	249	257	18	0	29	534	550	1	788	408	254	1	4587
APPROACH % 's :	22.90%	12.28%	64.82%	0.00%	47.52%	49.05%	3.44%	0.00%	2.60%	47.94%	49.37%	0.09%	54.31%	28.12%	17.51%	0.07%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	178	93	563	0	98	149	8	0	10	229	361	0	554	160	107	1	2511
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	0.767	0.250	0.911
	0.769				0.768				0.781				0.832				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	60	30	146	0	48	45	4	0	2	80	40	2	102	89	44	0	692
4:15 PM	68	52	143	0	63	54	3	0	1	61	45	0	101	75	55	0	721
4:30 PM	62	47	120	0	56	60	2	0	0	73	39	1	101	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	139	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	32	61	4	0	3	46	32	0	102	65	46	0	538
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	460	343	1054	2	427	471	25	0	12	549	315	4	916	629	430	1	5638
APPROACH % 's :	24.74%	18.45%	56.70%	0.11%	46.26%	51.03%	2.71%	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																TOTAL
PEAK HR VOL :	228	210	561	0	232	247	13	0	6	287	161	1	524	342	236	1	3049
PEAK HR FACTOR :	0.877	0.784	0.929	0.000	0.906	0.858	0.464	0.000	0.500	0.920	0.915	0.250	0.840	0.822	0.881	0.250	0.959
	0.905				0.911				0.910				0.935				

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

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	0	0	0	3	0	0	0	5	4	0	2	3	0	0	17
7:15 AM	2	0	1	0	0	3	0	0	0	1	4	0	3	1	2	0	17
7:30 AM	2	0	0	0	0	2	0	0	0	3	8	0	5	1	0	0	21
7:45 AM	1	0	1	0	1	2	0	0	0	3	14	0	2	3	0	0	27
8:00 AM	5	1	0	0	1	2	0	0	0	5	6	0	4	1	3	0	28
8:15 AM	2	0	1	0	0	1	0	0	1	4	6	0	1	9	0	0	25
8:30 AM	1	0	1	0	1	2	0	0	0	6	7	0	5	6	2	0	31
8:45 AM	4	0	4	0	0	0	0	0	0	9	7	0	7	4	1	0	36
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	18	1	8	0	3	14	0	0	1	36	56	0	29	28	8	0	202
APPROACH % 's :	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%	43.08%	12.31%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	6	0	2	0	1	9	0	0	0	12	30	0	12	8	2	0	82
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	0.759
	0.667				0.833				0.818				0.917				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	0	0	0	0	0	0	0	0	0	3	0	1	2	0	0	9
4:15 PM	3	0	0	0	0	1	0	0	0	4	2	0	3	0	0	0	13
4:30 PM	2	0	3	0	0	0	0	0	0	0	0	0	1	1	0	0	7
4:45 PM	8	1	3	0	0	1	1	0	0	1	0	0	0	3	0	0	18
5:00 PM	4	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	9
5:15 PM	2	0	2	0	0	0	0	0	0	4	1	0	1	1	0	0	11
5:30 PM	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3
5:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	25	1	9	0	0	2	1	0	0	11	6	0	7	10	0	0	72
APPROACH % 's :	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																TOTAL
PEAK HR VOL :	16	1	8	0	0	1	1	0	0	6	1	0	3	8	0	0	45
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	0.625
	0.521				0.250				0.350				0.688				

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

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH % 's :																	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	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	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
APPROACH % 's :					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 501/Marsh Bend Trail & Warm Springs Ave/CR 468 Project ID: 26-130113-005
City: Wildwood 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	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
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		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

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

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	2593	0	3094
PHF	0.91		0.96

SOUTHBOUND (CR 501/Marsh Bend Trail)

	Left	Thru	Right	U-Turn	Total
AM	8	158	99	0	212
NOON	0	0	0	0	0
PM	14	248	232	0	453

EASTBOUND (Warm Springs Ave/CR 468)

	Left	Thru	Right	U-Turn
AM	360	0	609	0
NOON	0	0	0	0
PM	241	0	293	0

	Left	Thru	Right	U-Turn
AM	391	0	162	0
NOON	10	0	6	0
PM	0	0	1	0

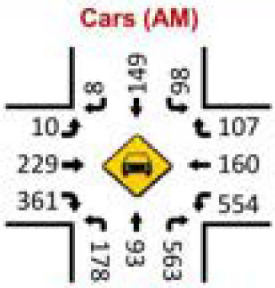
WESTBOUND (Warm Springs Ave/CR 468)

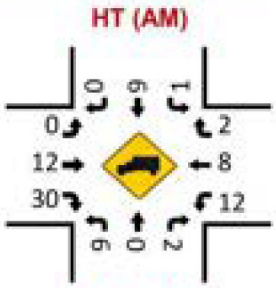
	Left	Thru	Right	U-Turn
AM	1095	0	906	0
NOON	0	0	0	0
PM	527	0	566	0

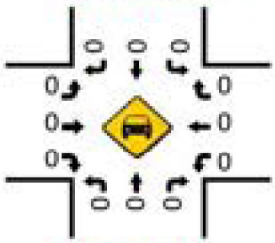
	Left	Thru	Right	U-Turn
AM	236	0	109	0
NOON	350	0	168	0
PM	1	0	1	0

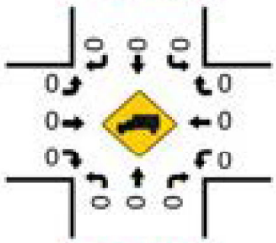
NORTHBOUND (CR 501/Marsh Bend Trail)

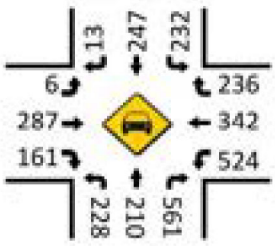
	Left	Thru	Right	U-Turn	Total
AM	1115	0	184	93	565
NOON	0	0	0	0	0
PM	937	0	244	211	569

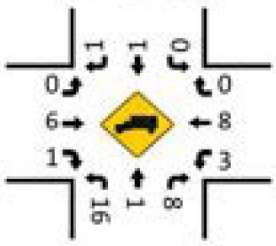


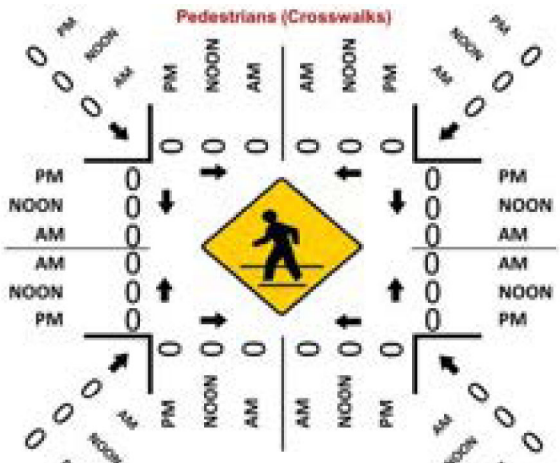










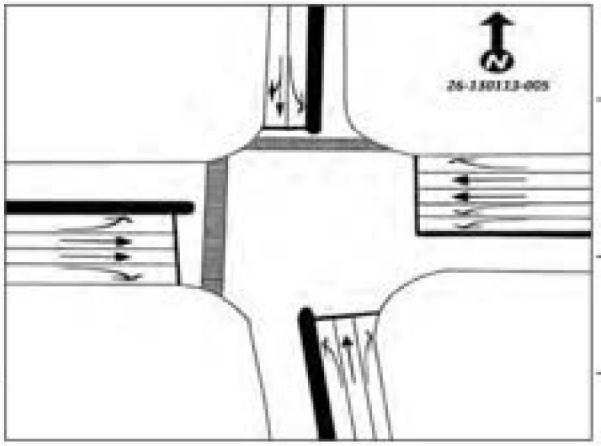


LOCATION: CR 501/Marsh Bend Trail & Warm Springs Ave/CR 468 **PROJECT ID:** 26-130113-005
CITY/STATE: Wildwood, FL **DATE:** Tue, Apr 07, 2026

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

Peak Hour Factor: **0.91**

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	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

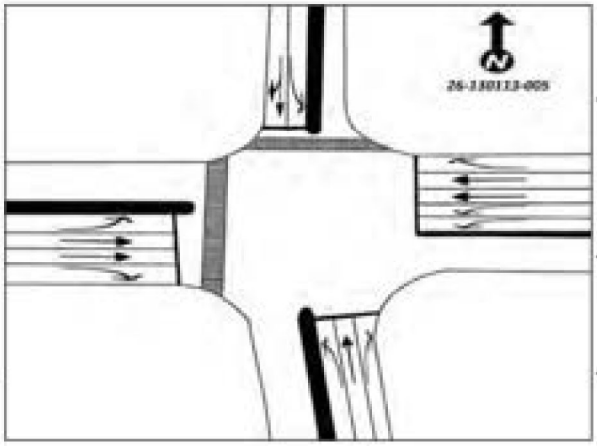
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	240	128	728	0		172	160	12	0		20	320	540	0		768	192	136	4		3440
Heavy Trucks	8	0	4	0		4	12	0	0		0	20	56	0		20	12	8	0		144
Pedestrians		0						0				0					0				0
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
Buses																					0
Stopped Buses																					

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

Peak Hour Factor: **0.96**



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		755	2995
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	146	0		56	53	3	0		3	69	45	0		157	81	59	0		806	1967
5:30 PM	59	27	130	0		52	64	1	0		0	76	37	1		87	58	49	0		641	1161
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**
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**
Buses																					**0**
Stopped Buses																					

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

MOCP: 0.95

WEEK	DATES	SF	PSCP
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 (2023)	LANES (2035)	URBAN / RURAL	DIVIDED / UNDIVIDED	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2023 AADT	2023 DAILY V/C	2023 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR NB/EB VOLUME	2023 PEAK HOUR SB/WB VOLUME	2023 PEAK HOUR V/C	2023 PEAK HOUR LOS	PEAK HOUR TWO-WAY DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR TWO-WAY VOLUME	2023 PEAK HOUR TWO-WAY V/C	2023 PEAK HOUR TWO-WAY LOS	GROWTH RATE
3253200	1.24	US 301/SR 35 (WARM SPRINGS A	CR 514 (WARM SPRING AVE)	WARM SPRINGS AVENUE	2	4	URBAN	UNDIVIDED	D	17,920	14,200	0.79	C	888	486	497	0.56	C	1,616	982	C	0.61	4.50%
3253210	2.73	US 301/SR 35	WARM SPRINGS AVE	SR 91/FLORIDAS TURNPIKE	2	4	URBAN	UNDIVIDED	D	14,000	16,320	1.17	E	730	689	605	0.94	D	1,330	1,294	D	0.97	1.00%
3253220	0.18	US 301/SR 35 (MAIN ST)	SR 91/FLORIDAS TURNPIKE	CR 158 (CLAY GRAIN RD)	2	2	URBAN	DIVIDED	D	21,700	16,308	0.88	D	1,070	800	690	0.75	D	1,950	1,490	D	0.76	2.00%
3557110	1.02	WARM SPRINGS AVE	US 301/SR 35	CR 513	4	4	RURAL	DIVIDED	D	33,570	11,449	0.34	E	1,665	376	472	0.28	C	3,024	848	C	0.28	3.50%
3557120	1.74	WARM SPRINGS AVE	CR 513	CR 501	4	4	RURAL	DIVIDED	D	33,570	16,157	0.48	C	1,665	378	548	0.33	C	3,024	926	C	0.31	9.25%
3557130	2.00	WARM SPRINGS AVE	CR 501	SANDALWOOD DR	4	4	RURAL	DIVIDED	D	35,249	25,529	0.72	C	1,748	496	521	0.30	C	3,175	1,017	C	0.32	1.00%
3557160	3.01	MEGGISON RD	WARM SPRINGS AVE	SR 44	4	4	URBAN	DIVIDED	D	37,200	7,939	0.21	C	1,850	322	393	0.21	C	3,360	715	C	0.21	3.00%
3557170	1.47	MEGGISON RD	MORSE BLVD	WARM SPRINGS AVENUE	4	4	URBAN	DIVIDED	D	37,300	8,854	0.24	C	1,850	357	436	0.24	C	3,360	792	C	0.24	3.00%
40090002	0.48	MARSH BEND TRAIL / CR 501	CORBIN TRL	WARM SPRINGS AVE	4	4	URBAN	DIVIDED	D	33,570	11,906	0.35	C	1,665	363	348	0.22	C	3,024	711	C	0.24	10.75%
40090003	1.20	MARSH BEND TRAIL	WARM SPRINGS AVE	DUNHAM DR	2	3	URBAN	DIVIDED	D	21,168	7,023	0.33	C	1,049	291	290	0.28	C	1,909	581	C	0.30	9.50%
40090003	4.88	MARSH BEND TRAIL	US 301	WARM SPRINGS AVE	2	2	URBAN	DIVIDED	D	23,520	7,023	0.33	C	1,166	291	290	0.28	C	1,909	581	C	0.30	3.00%

Appendix D

Existing Conditions Synchro Printouts

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	0	533	0
Stage 1	363	-	-	-	-	-
Stage 2	1494	-	-	-	-	-
Critical Hdwy	6.55	6.22	-	-	4.17	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.318	-	-	2.263	-
Pot Cap-1 Maneuver	75	681	-	-	1009	-
Stage 1	676	-	-	-	-	-
Stage 2	192	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 36	681	-	-	1009	-
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

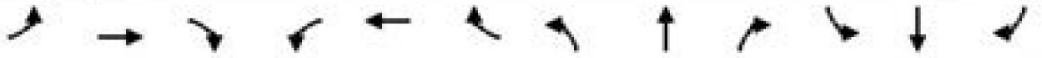
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1225	-	-	-	581
HCM Lane V/C Ratio	0.023	-	-	-	0.049
HCM Ctrl Dly (s/v)	8	-	-	-	11.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

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
v/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





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	0	568	0
Stage 1	389	-	-	-	-	-
Stage 2	1049	-	-	-	-	-
Critical Hdwy	6.47	6.25	-	-	4.12	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.345	-	-	2.218	-
Pot Cap-1 Maneuver	143	652	-	-	1004	-
Stage 1	674	-	-	-	-	-
Stage 2	330	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 91	652	-	-	1004	-
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	-	0	808	275
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	270	-
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	943	-	-	-	319	652
Stage 1	-	-	-	-	550	-
Stage 2	-	-	-	-	751	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	943	-	-	-	316	652
Mov Cap-2 Maneuver	-	-	-	-	424	-
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	751	-

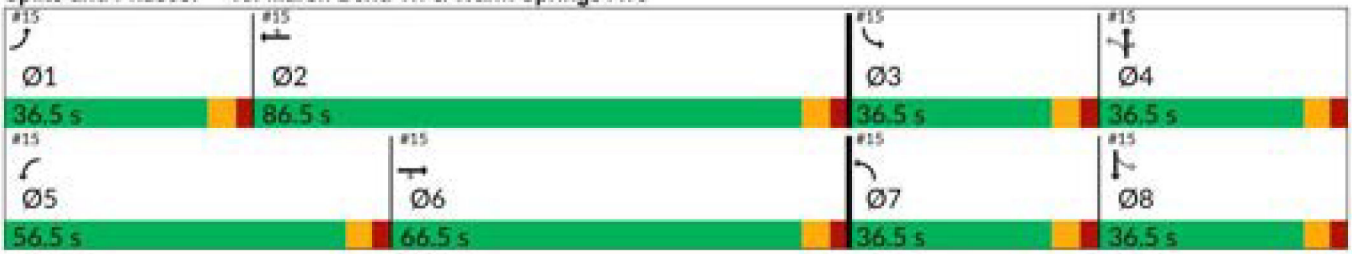
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.15	0	12.59
HCM LOS			B

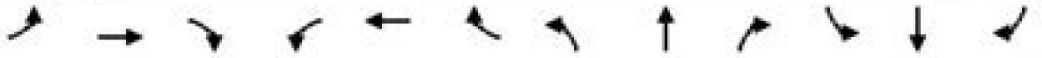
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	943	-	-	-	501
HCM Lane V/C Ratio	0.009	-	-	-	0.054
HCM Ctrl Dly (s/v)	8.9	-	-	-	12.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

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





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

CONTROLLER SETTINGS

Mvmt.	Timing Function	Min Initial	Green Passage	Max I	Green II	Yellow Clear	All Red	Walk	F.D.W.	Recall	Det. Func.
1		7	3.0	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

COORDINATION SETTINGS

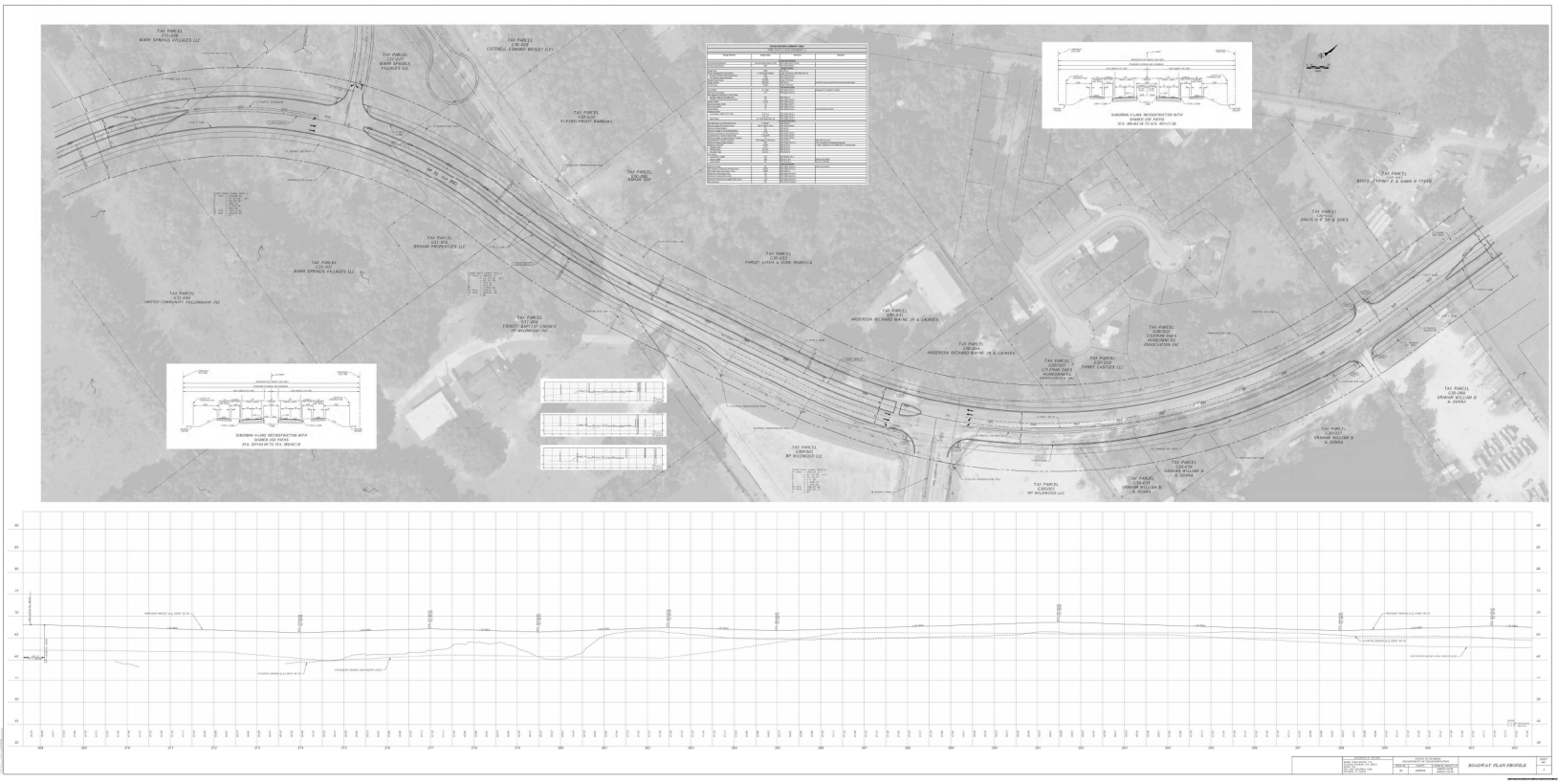
Dial 1 AVC	Dial 2/AM	Dial 3/PM
Split Sec	Split Sec	Split Sec
Off Set		

INTERSECTION: 50 52 Warm Springs @ CR501

DATE: June 2019

Appendix E

Improvement Plans for US 301 at Warm Springs Avenue


TAX PARCEL
1741-08
MARK SPRINGS VILLAGES LLC
TAX PARCEL
1741-07
MARK SPRINGS
VILLAGES LLC
TAX PARCEL
1741-06
COTTRELL EDWARD WESLEY (LE)
TAX PARCEL
1741-05
FLETCHER VALLEY BARBARA
TAX PARCEL
1741-04
TAX PARCEL
1741-03
BIGHAM PROPERTIES LLC
TAX PARCEL
1741-01
MARK SPRINGS VILLAGES LLC
TAX PARCEL
1741-02
UNITED COMMUNITY FELLOWSHIP INC
TAX PARCEL
1741-09
TABERNACLE BAPTIST CHURCH
OF WILMINGTON INC
TAX PARCEL
1730-01
PARKER LYNDA & JOHN REBECCA
TAX PARCEL
1730-03
ANDERSON RICHARD WAYNE JR & CARMEN
TAX PARCEL
1730-04
ANDERSON RICHARD WAYNE JR & CARMEN
TAX PARCEL
1730-02
CYPRESS OAKS
HOMEOWNERS
ASSOCIATION INC
TAX PARCEL
1730-05
CYPRESS OAKS
HOMEOWNERS
ASSOCIATION INC
TAX PARCEL
1730-06
PARKER EASTER LLC
TAX PARCEL
1730-07
WP WILDWOOD LLC
TAX PARCEL
1730-08
WP WILDWOOD LLC
TAX PARCEL
1730-09
WP WILDWOOD LLC
TAX PARCEL
1730-10
GRAHAM WILLIAM B
& DONNA
TAX PARCEL
1730-11
GRAHAM WILLIAM B
& DONNA
TAX PARCEL
1730-12
GRAHAM WILLIAM B
& DONNA
TAX PARCEL
1730-13
GRAHAM WILLIAM B
& DONNA
TAX PARCEL
1730-14
GRAHAM WILLIAM B
& DONNA
TAX PARCEL
1730-15
DAVIS H T SR & SON'S
TAX PARCEL
1730-16
DAVIS H T SR & SON'S
TAX PARCEL
1730-17
RIVES STUART A & DAWN R TTEES
SUBURBAN 4-LANE RECONSTRUCTION WITH
SHARED USE PATHS
STA. 365+00 TO STA. 400+00
SUBURBAN 4-LANE RECONSTRUCTION WITH
SHARED USE PATHS
STA. 357+00 TO STA. 365+00
ROADWAY PLAN PROFILE



ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN	SHEET NO.
BARRY TODD WHITE, P.E. LICENSE NUMBER: P.E. 49071 DRBPR, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
	35	SUMTER	420132-2-52-01 430132-2-52-01		8

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	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.0%	0.0%	23.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	19	0	39	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	11.0%	0.0%	23.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	10	0	22	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	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
Existing Approach & Departure Volumes	EB: 0	EB: 514	NB: 540	NB: 700
	WB: 0	WB: 455	SB: 435	SB: 654
Directional Factors Based on Existing Counts	EB: 0.00	EB: 0.53	NB: 0.55	NB: 0.52
	WB: 0.00	WB: 0.47	SB: 0.45	SB: 0.48

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	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.0%	0.0%	23.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	14	0	30	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	11.0%	0.0%	23.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	17	0	36	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	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	0.0%	41.0%	0.0%	0.0%	0.0%	0.0%	0.0%	36.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	70	0	0	0	0	0	62	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	58.0%	0.0%	25.0%
Volume	0	0	0	0	0	0	15	0	0	0	0	0	0	55	0	24
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	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	0.0%	41.0%	0.0%	0.0%	0.0%	0.0%	0.0%	36.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	53	0	0	0	0	0	47	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	58.0%	0.0%	25.0%
Volume	0	0	0	0	0	0	25	0	0	0	0	0	0	90	0	39
Pass-By Inbound	0.0%	25.0%	-25.0%	0.0%	0.0%	0.0%	-45.0%	45.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	5	-5	0	0	0	-9	9	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	45.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	9
Total Project Trips	0	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	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	77.0%	0.0%	1.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	132	0	2	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	83.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	78	0	1	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	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
Existing Approach & Departure Volumes	EB: 0	EB: 0	NB: 31	NB: 31
	WB: 0	WB: 0	SB: 25	SB: 25
Directional Factors Based on Existing Counts	EB: 0.00	EB: 0.00	NB: 0.55	NB: 0.55
	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	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	77.0%	0.0%	1.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	100	0	1	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	83.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	129	0	2	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	14	0	0	0	0	0	0	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	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	36.0%	22.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	62	38	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	58.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%
Volume	0	0	55	0	0	0	0	0	0	0	0	0	0	0	0	15
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	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	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	36.0%	22.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	47	29	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	58.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%
Volume	0	0	90	0	0	0	0	0	0	0	0	0	0	0	0	25
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-30.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	-6	6	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total Project Trips	0	0	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	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.0%	0.0%	0.0%	13.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%
Volume	0	0	0	0	0	0	56	0	0	22	0	0	0	0	0	2
New Ext Outbound	0.0%	1.0%	33.0%	13.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	1	31	12	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	1	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	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 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	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%
Volume	0	0	0	0	0	0	43	0	0	0	0	0	0	0	0	1
New Ext Outbound	0.0%	1.0%	33.0%	13.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	2	51	20	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	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*	Last Name*	Email Address*
Don	Skelton	dskelton@weyeng.com

Address

City	State	Zip Code

Phone	Alt Phone	Parcel Number
		Parcel Number

Sumter County Traffic Impact Analysis (TIA)

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

Purpose and Applicability

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

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

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

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

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

Methodology Statement

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

Sumter County 2022 County Annual Traffic Reports
Summary Table

Click here to view the table.

Exemption

Choose File No file chosen

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

Please submit your Methodology Statement

Bigham_Plaza_Traffic_Study_Methodology_02_13.pdf

Please submit your TIA

Bigham_Plaza_Sandspur_Traffic_Study_Draft_TIA.pdf

Date of Methodology Acceptance by County

2/2/23

Applicable Jurisdiction

Please check the applicable Jurisdiction:

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

WEY ENGINEERING, PLLC

www.weyeng.com

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

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

[2]Fitted Curve Equation: Ln(T) = 0.66Ln(X) + 1.84

[3]Fitted Curve Equation: Ln(T) = 0.71Ln(X) + 2.72

Figure 6. Directional Distribution of Project Trips

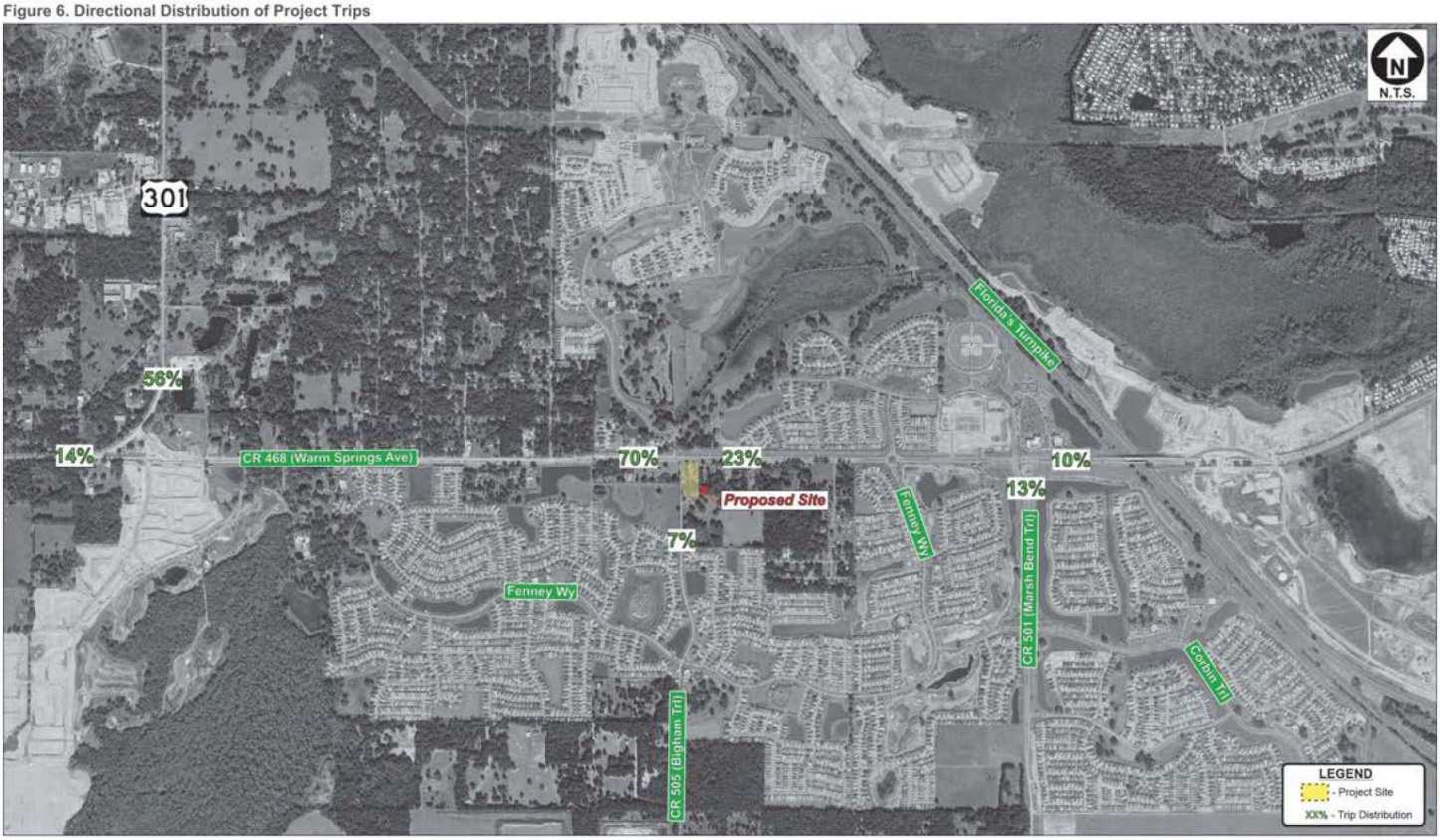
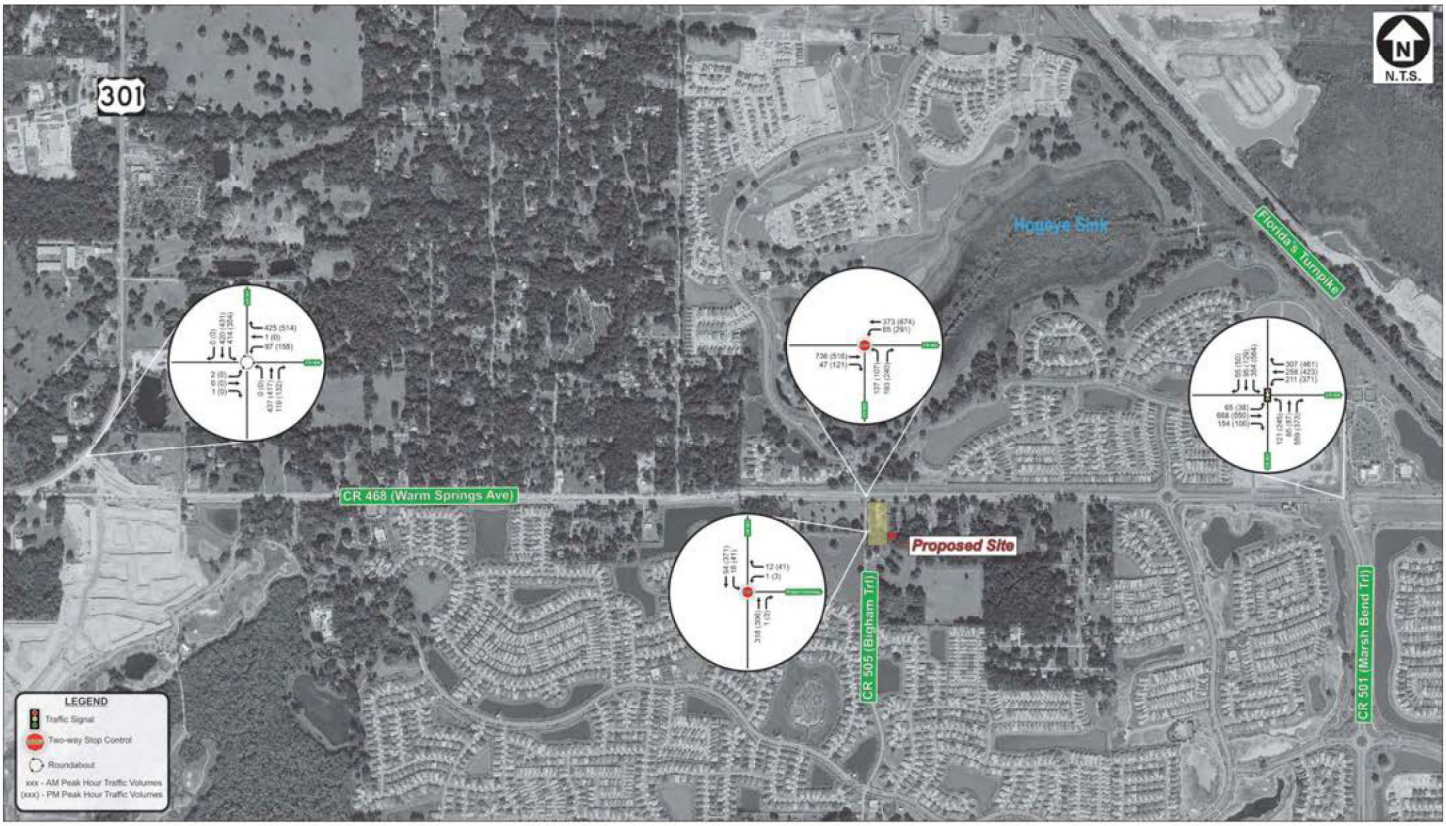


Figure 7. Year 2025 Build AM and PM Peak Hour Traffic Volumes



4.0 Traffic Analysis

4.1 Roadway Segment Analysis

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

4.2 Intersection Analysis

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

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

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

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

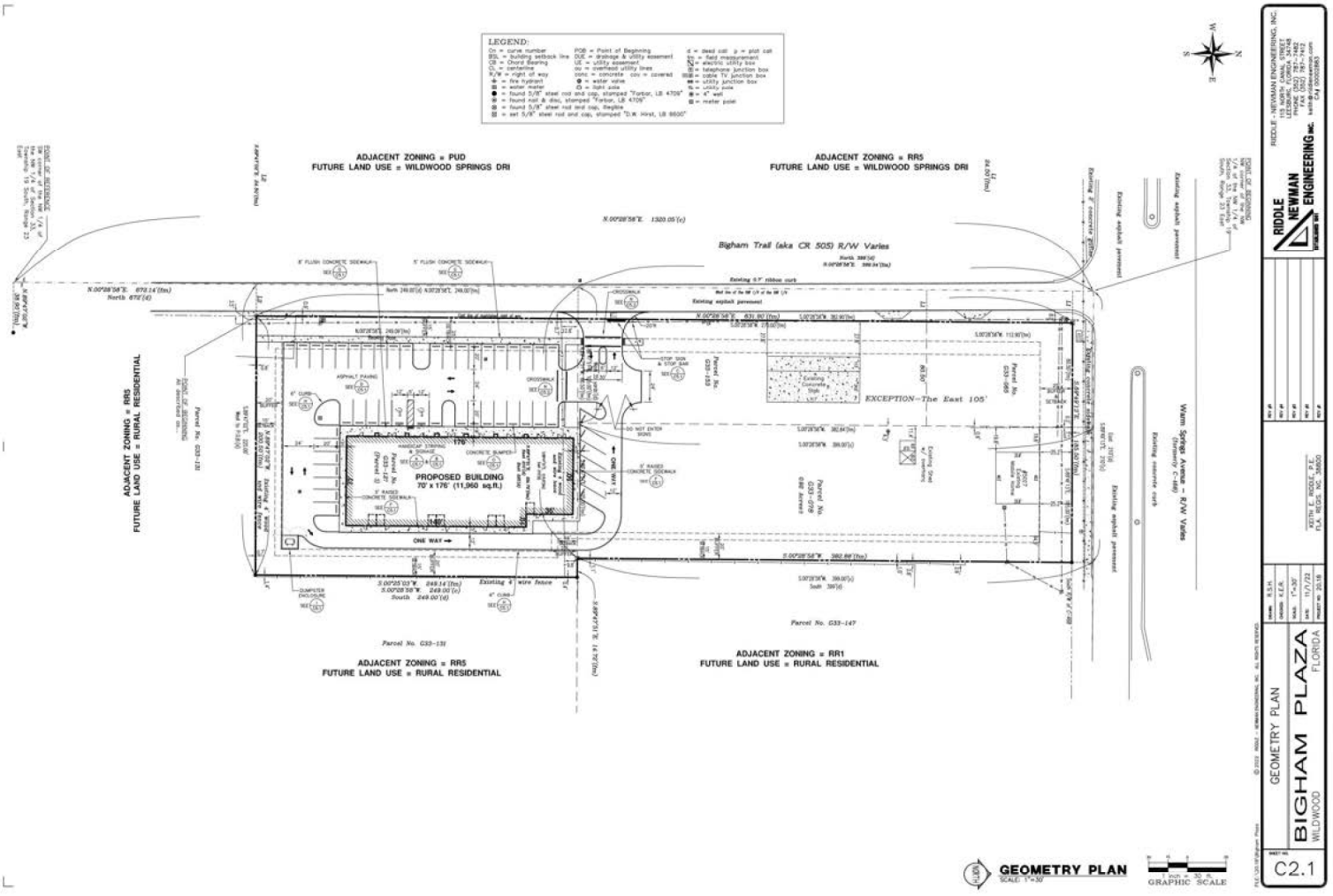
On Roadway	Roadway Segment	Year (2025) AM Peak Hour											
		No Build Scenario						Build Scenario					
		Directional Volume		Level of Service (LOS) Target	Directional Service Volume	Volume to Capacity	Level of Service (LOS)	Project Trips		Directional Volume		Volume to Capacity	Level of Service (LOS)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

FDOT 2023 Generalized LOS Tables

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

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

FDOT 2023 Generalized LOS Tables


LEGEND:
ADJACENT ZONING = PUD
FUTURE LAND USE = WILDWOOD SPRINGS DRI
ADJACENT ZONING = RR5
FUTURE LAND USE = WILDWOOD SPRINGS DRI
Bigham Trail (aka CR 505) R/W Varies
PROPOSED BUILDING
70' x 175' (11,960 sq.ft.)
EXCEPTION—The East 105'
Warm Springs Avenue – R/W Varies
ADJACENT ZONING = RR5
FUTURE LAND USE = RURAL RESIDENTIAL
ADJACENT ZONING = RR5
FUTURE LAND USE = RURAL RESIDENTIAL
ADJACENT ZONING = RR1
FUTURE LAND USE = RURAL RESIDENTIAL
Parcel No. G33-131
Parcel No. G33-147
ONE WAY
GEOMETRY PLAN
SCALE: 1"=30'
GRAPHIC SCALE
RIDDLE - NEWMAN ENGINEERING, INC.
RIDDLE NEWMAN ENGINEERING INC.
KEITH E. RIDDLE, P.E.
FLA. REG. NO. 38600
GEOMETRY PLAN
BIGHAM PLAZA
WILDWOOD
FLORIDA
SHEET NO.
C2.1

Attachment B – Trip Distribution



Attachment C – Roadway Significance

On Roadway	From/To	Roadway Type	Trip %	PM Site Trips 88	Level of Service (LOS) Target	Two-Way Service Volume[1,2]	3% of Capacity at LOS Target	Impacted Roadway (Yes/No?)
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

[1]Sumter County's 2022 CMP Database
[2]FDOT'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)

BACKGROUND TRAFFIC WITH SEASONAL ADJUSTMENT FACTOR

18.0%

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

UNBALANCED 2023 INTERSECTION TURNING MOVEMENT DIAGRAM

	1				2				3				4			
^	0	391	375	0	0	0	0	0	7	57	168	0	0	39	0	0
N	<	v	>	U	<	v	>	U	<	v	>	U	<	v	>	U
			^	375			^	0			^	139			v	0
	0 U		<	1	0 U		<	286	0 U		<	249	0 U			< 0
	2 ^		v	85	0 ^		v	25	15 ^		v	159	0 ^			v 0
	0 >		U	0	503 >		U	0	386 >		U	0	0 >			U 0
	1 v				14 v				131 v				0 v			
					0 ^											
	U	<	^	>	U	<	^	>	U	<	^	>	U	<	^	>
	0	0	428	114	0	42	0	90	0	106	33	329	0	0	132	0

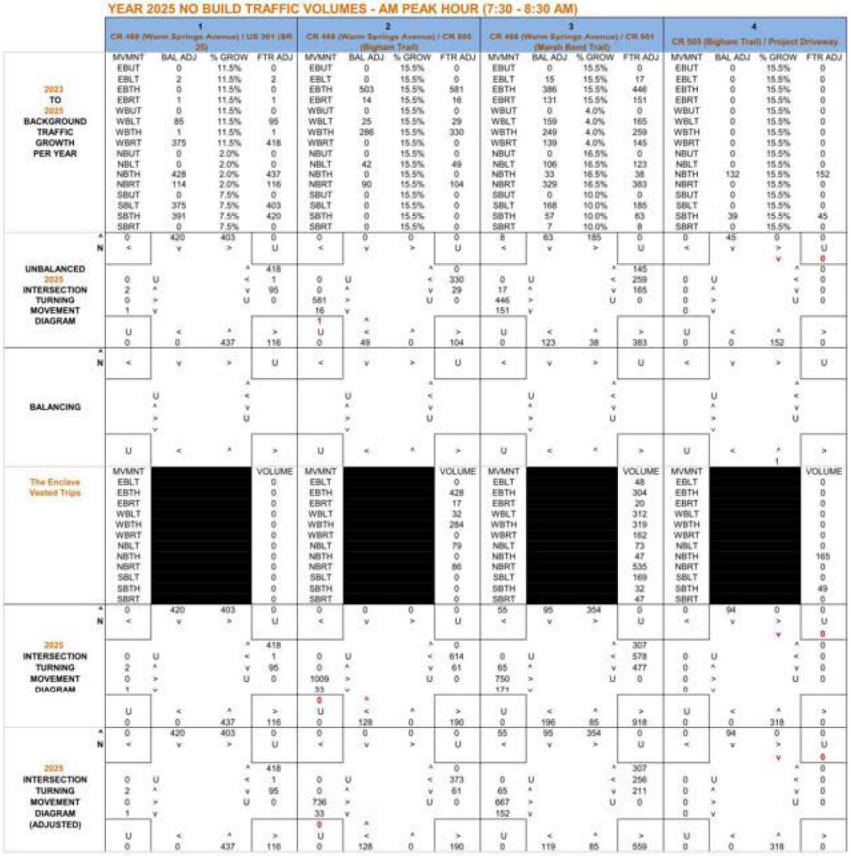
BALANCING

	1				2				3				4			
^																
N	<	v	>	U	<	v	>	U	<	v	>	U	<	v	>	U
			^				^				^				^	
		U	<			U	<			U	<			U	<	
		^	v			^	v			^	v			^	v	
		>	U			>	U			>	U			>	U	
		v				v				v				v		
	U	<	^	>	U	<	^	>	U	<	^	>	U	<	^	>

2023 INTERSECTION TURNING MOVEMENT DIAGRAM

	1				2				3				4			
^	0	391	375	0	0	0	0	0	7	57	168	0	0	39	0	0
N	<	v	>	U	<	v	>	U	<	v	>	U	<	v	>	U
			^	375			^	0			^	139			v	0
	0 U		<	1	0 U		<	286	0 U		<	249	0 U			< 0
	2 ^		v	85	0 ^		v	25	15 ^		v	159	0 ^			v 0
	0 >		U	0	503 >		U	0	386 >		U	0	0 >			U 0
	1 v				14 v				131 v				0 v			
					0 ^											
	U	<	^	>	U	<	^	>	U	<	^	>	U	<	^	>
	0	0	428	114	0	42	0	90	0	106	33	329	0	0	132	0

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

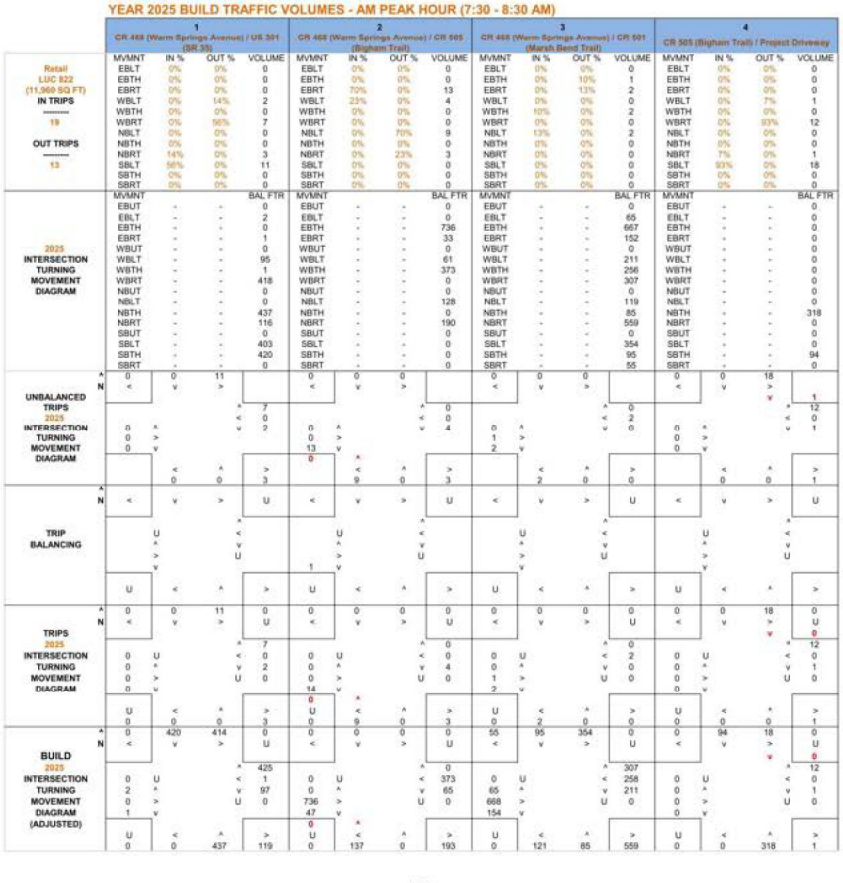


	1 CR 468 (Warm Springs Avenue) / US 301 (SR 35)				2 CR 468 (Warm Springs Avenue) / CR 505 (Bigham Trail)				3 CR 468 (Warm Springs Avenue) / CR 501 (Marsh Bend Trail)				4 CR 505 (Bigham Trail) / Project Driveway			
	MVMNT	BAL ADJ	% GROW	FTR ADJ	MVMNT	BAL ADJ	% GROW	FTR ADJ	MVMNT	BAL ADJ	% GROW	FTR ADJ	MVMNT	BAL ADJ	% GROW	FTR ADJ
	EBUT	0	11.5%	0	EBUT	0	15.5%	0	EBUT	0	15.5%	0	EBUT	0	15.5%	0
	EBLT	2	11.5%	2	EBLT	0	15.5%	0	EBLT	15	15.5%	17	EBLT	0	15.5%	0
2023	EBTH	0	11.5%	0	EBTH	503	15.5%	581	EBTH	386	15.5%	446	EBTH	0	15.5%	0
TO	EBRT	1	11.5%	1	EBRT	14	15.5%	16	EBRT	131	15.5%	151	EBRT	0	15.5%	0
2025	WBUT	0	11.5%	0	WBUT	0	15.5%	0	WBUT	0	4.0%	0	WBUT	0	15.5%	0
BACKGROUND	WBLT	85	11.5%	95	WBLT	25	15.5%	29	WBLT	159	4.0%	165	WBLT	0	15.5%	0
TRAFFIC	WBTH	1	11.5%	1	WBTH	286	15.5%	330	WBTH	249	4.0%	259	WBTH	0	15.5%	0
GROWTH	WBRT	375	11.5%	418	WBRT	0	15.5%	0	WBRT	139	4.0%	145	WBRT	0	15.5%	0
PER YEAR	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
	SBUT	0	7.5%	0	SBUT	0	15.5%	0	SBUT	0	10.0%	0	SBUT	0	15.5%	0
	SBLT	375	7.5%	403	SBLT	0	15.5%	0	SBLT	168	10.0%	185	SBLT	0	15.5%	0
	SBTH	391	7.5%	420	SBTH	0	15.5%	0	SBTH	57	10.0%	63	SBTH	39	15.5%	45
	SBRT	0	7.5%	0	SBRT	0	15.5%	0	SBRT	7	10.0%	8	SBRT	0	15.5%	0
	^ 0	420	403	0	0	0	0	0	8	63	185	0	0	45	0	0
	N <	v	>	U	<	v	>	U	<	v	>	U	<	v	>	U
															v	0
UNBALANCED			^	418			^	0			^	145			^	0
2025	0 U		<	1	0 U		<	330	0 U		<	259	0 U		<	0
INTERSECTION	2 ^		v	95	0 ^		v	29	17 ^		v	165	0 ^		v	0
TURNING	0 >		U	0	581 >		U	0	446 >		U	0	0 >		U	0
MOVEMENT	1 v				16 v				151 v				0 v			
DIAGRAM					1	^										
	U	<	^	>	U	<	^	>	U	<	^	>	U	<	^	>
	0	0	437	116	0	49	0	104	0	123	38	383	0	0	152	0
	^															
	N <	v	>	U	<	v	>	U	<	v	>	U	<	v	>	U
			^				^				^				^	
BALANCING	U		<		U		<		U		<		U		<	
	^		v		^		v		^		v		^		v	
	>		U		>		U		>		U		>		U	
	v				v				v				v			
	U	<	^	>	U	<	^	>	U	<	^	>	U	<	^	>
															1	
	MVMNT			VOLUME	MVMNT			VOLUME	MVMNT			VOLUME	MVMNT			VOLUME
The Enclave	EBLT			0	EBLT			0	EBLT			48	EBLT			0
Vested Trips	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
	SBRT			0	SBRT			0	SBRT			47	SBRT			0
	^ 0	420	403	0	0	0	0	0	55	95	354	0	0	94	0	0
	N <	v	>	U	<	v	>	U	<	v	>	U	<	v	>	U
															v	0
2025			^	418			^	0			^	307			^	0
INTERSECTION	0 U		<	1	0 U		<	614	0 U		<	578	0 U		<	0
TURNING	2 ^		v	95	0 ^		v	61	65 ^		v	477	0 ^		v	0
MOVEMENT	0 >		U	0	1009 >		U	0	750 >		U	0	0 >		U	0
DIAGRAM	1 v				33 v				171 v				0 v			
					0	^										
	U	<	^	>	U	<	^	>	U	<	^	>	U	<	^	>
	0	0	437	116	0	128	0	190	0	196	85	918	0	0	318	0
	^ 0	420	403	0	0	0	0	0	55	95	354	0	0	94	0	0
	N <	v	>	U	<	v	>	U	<	v	>	U	<	v	>	U
															v	0
2025			^	418			^	0			^	307			^	0
INTERSECTION	0 U		<	1	0 U		<	373	0 U		<	256	0 U		<	0
TURNING	2 ^		v	95	0 ^		v	61	65 ^		v	211	0 ^		v	0
MOVEMENT	0 >		U	0	736 >		U	0	667 >		U	0	0 >		U	0
DIAGRAM	1 v				33 v				152 v				0 v			
(ADJUSTED)					0	^										
	U	<	^	>	U	<	^	>	U	<	^	>	U	<	^	>
	0	0	437	116	0	128	0	190	0	119	85	559	0	0	318	0

1 of 1

BIGHAM PLAZA COMMERCIAL DEVELOPMENT

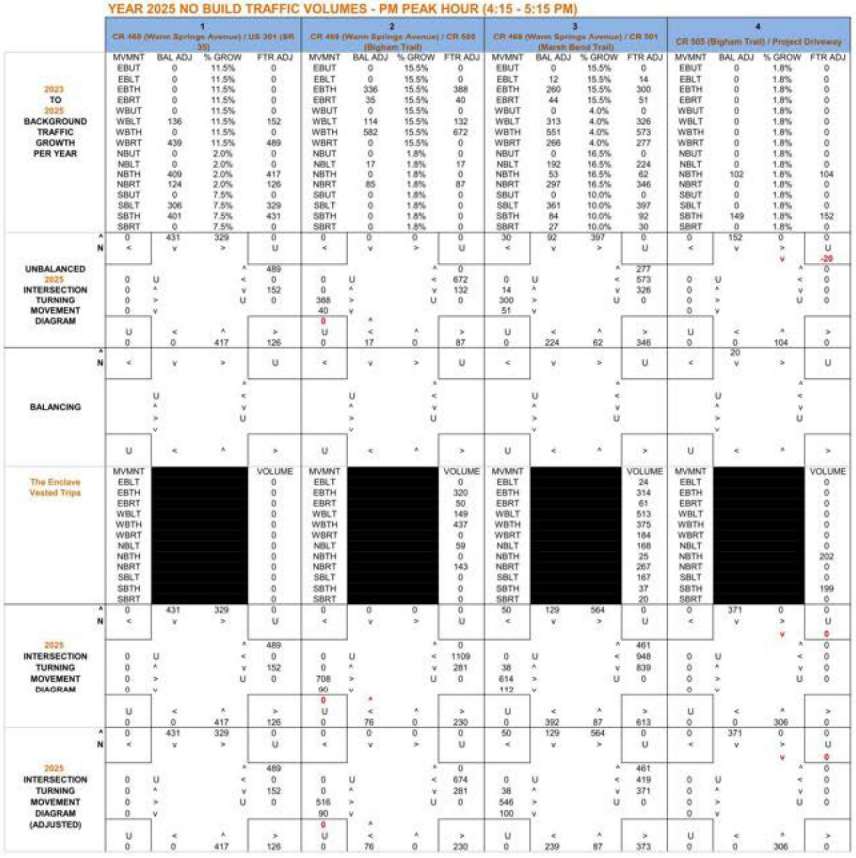
YEAR 2025 BUILD TRAFFIC VOLUMES - AM PEAK HOUR (7:30 - 8:30 AM)



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

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

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



BIGHAM PLAZA COMMERCIAL DEVELOPMENT

YEAR 2025 BUILD TRAFFIC VOLUMES - PM PEAK HOUR (4:15 - 5:15 PM)

Retail
LUC 822
(11,969 SQ FT)
IN TRIPS

44

OUT TRIPS

44

2025
INTERSECTION
TURNING
MOVEMENT
DIAGRAM

UNBALANCED
TRIPS

2025
INTERSECTION
TURNING
MOVEMENT
DIAGRAM

TRIP
BALANCING

TRIPS
2025
INTERSECTION
TURNING
MOVEMENT
DIAGRAM

BUILD
2025
INTERSECTION
TURNING
MOVEMENT
DIAGRAM
(ADJUSTED)

1 — CR 468 (Warm Springs Avenue) / US 301 (SR 35)

MVMNT	IN %	OUT %	VOLUME
EBLT	0%	0%	0
EBTH	0%	0%	0
EBRT	0%	0%	0
WBLT	0%	14%	6
WBTH	0%	0%	0
WBRT	0%	86%	25
NBLT	0%	0%	0
NBTH	0%	0%	0
NBRT	14%	0%	6
SBLT	86%	0%	25
SBTH	0%	0%	0
SBRT	0%	0%	0

MVMNT	BAL FTR
EBUT	0
EBLT	0
EBTH	0
EBRT	0
WBUT	0
WBLT	152
WBTH	0
WBRT	489
NBUT	0
NBLT	0
NBTH	417
NBRT	126
SBUT	0
SBLT	329
SBTH	431
SBRT	0

UNBALANCED TRIPS: N 0 | W 0 | E 25 | S | NW 25 | SE 0 | SW 6

2025 INTERSECTION TURNING MOVEMENT DIAGRAM: N 0 | W 0 | E 0 | S 31 | NW 0 | SE 31 | SW 0

TRIP BALANCING: N < | W v | E > | S U | NW ^ | SE < | SW v

TRIPS 2025 INTERSECTION TURNING MOVEMENT DIAGRAM: N 0 | W 0 | E 25 | S 0 | NW 25 | SE 0 | SW 6

BUILD 2025 INTERSECTION TURNING MOVEMENT DIAGRAM (ADJUSTED): N 0 | W 431 | E 354 | S 0 | NW 514 | SE 0 | SW 158

2 — CR 468 (Warm Springs Avenue) / CR 505 (Bigham Trail)

MVMNT	IN %	OUT %	VOLUME
EBLT	0%	0%	0
EBTH	0%	0%	0
EBRT	70%	0%	31
WBLT	23%	0%	10
WBTH	0%	0%	0
WBRT	0%	0%	0
NBLT	0%	70%	31
NBTH	0%	0%	0
NBRT	0%	23%	10
SBLT	0%	0%	0
SBTH	0%	0%	0
SBRT	0%	0%	0

MVMNT	BAL FTR
EBUT	0
EBLT	0
EBTH	516
EBRT	90
WBUT	0
WBLT	281
WBTH	674
WBRT	0
NBUT	0
NBLT	76
NBTH	0
NBRT	230
SBUT	0
SBLT	0
SBTH	0
SBRT	0

UNBALANCED TRIPS: N 0 | W 0 | E 0 | S | NW 0 | SE 0 | SW 10

2025 INTERSECTION TURNING MOVEMENT DIAGRAM: N 0 | W 0 | E 0 | S 31 | NW 31 | SE 0 | SW 10

TRIP BALANCING: N < | W v | E > | S U | NW ^ | SE < | SW v

TRIPS 2025 INTERSECTION TURNING MOVEMENT DIAGRAM: N 0 | W 0 | E 0 | S 0 | NW 0 | SE 0 | SW 10

BUILD 2025 INTERSECTION TURNING MOVEMENT DIAGRAM (ADJUSTED): N 0 | W 0 | E 0 | S 0 | NW 0 | SE 0 | SW 674

3 — CR 468 (Warm Springs Avenue) / CR 501 (Marsh Bend Trail)

MVMNT	IN %	OUT %	VOLUME
EBLT	0%	0%	0
EBTH	0%	10%	4
EBRT	0%	13%	6
WBLT	0%	0%	0
WBTH	10%	0%	4
WBRT	0%	0%	0
NBLT	13%	0%	6
NBTH	0%	0%	0
NBRT	0%	0%	0
SBLT	0%	0%	0
SBTH	0%	0%	0
SBRT	0%	0%	0

MVMNT	BAL FTR
EBUT	0
EBLT	38
EBTH	546
EBRT	100
WBUT	0
WBLT	371
WBTH	419
WBRT	461
NBUT	0
NBLT	239
NBTH	87
NBRT	373
SBUT	0
SBLT	564
SBTH	129
SBRT	50

UNBALANCED TRIPS: N 0 | W 0 | E 0 | S | NW 0 | SE 4 | SW 0

2025 INTERSECTION TURNING MOVEMENT DIAGRAM: N 0 | W 0 | E 0 | S 6 | NW 4 | SE 6 | SW 0

TRIP BALANCING: N < | W v | E > | S U | NW ^ | SE < | SW v

TRIPS 2025 INTERSECTION TURNING MOVEMENT DIAGRAM: N 0 | W 0 | E 0 | S 0 | NW 0 | SE 4 | SW 0

BUILD 2025 INTERSECTION TURNING MOVEMENT DIAGRAM (ADJUSTED): N 50 | W 129 | E 564 | S 0 | NW 461 | SE 423 | SW 371

4 — CR 505 (Bigham Trail) / Project Driveway

MVMNT	IN %	OUT %	VOLUME
EBLT	0%	0%	0
EBTH	0%	0%	0
EBRT	0%	0%	0
WBLT	0%	7%	3
WBTH	0%	0%	0
WBRT	0%	93%	41
NBLT	0%	0%	0
NBTH	0%	0%	0
NBRT	7%	0%	3
SBLT	93%	0%	41
SBTH	0%	0%	0
SBRT	0%	0%	0

MVMNT	BAL FTR
EBUT	0
EBLT	0
EBTH	0
EBRT	0
WBUT	0
WBLT	0
WBTH	0
WBRT	0
NBUT	0
NBLT	0
NBTH	306
NBRT	0
SBUT	0
SBLT	0
SBTH	371
SBRT	0

UNBALANCED TRIPS: N 0 | W 0 | E 41 | S 0 | NW | SE 41 | SW 3

2025 INTERSECTION TURNING MOVEMENT DIAGRAM: N 0 | W 0 | E 0 | S 0 | NW | SE 0 | SW 3

TRIP BALANCING: N < | W v | E > | S U | NW ^ | SE < | SW v

TRIPS 2025 INTERSECTION TURNING MOVEMENT DIAGRAM: N 0 | W 0 | E 41 | S 0 | NW | SE 41 | SW 3

BUILD 2025 INTERSECTION TURNING MOVEMENT DIAGRAM (ADJUSTED): N 0 | W 371 | E 41 | S 0 | NW 41 | SE 0 | SW 3

1 of 1

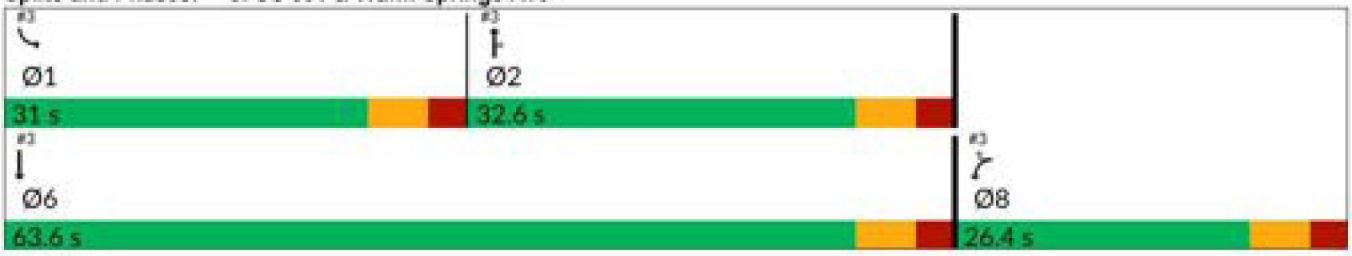
Appendix G

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 Effct 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	NBR	WBLn1	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	-	261
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	738
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	738
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

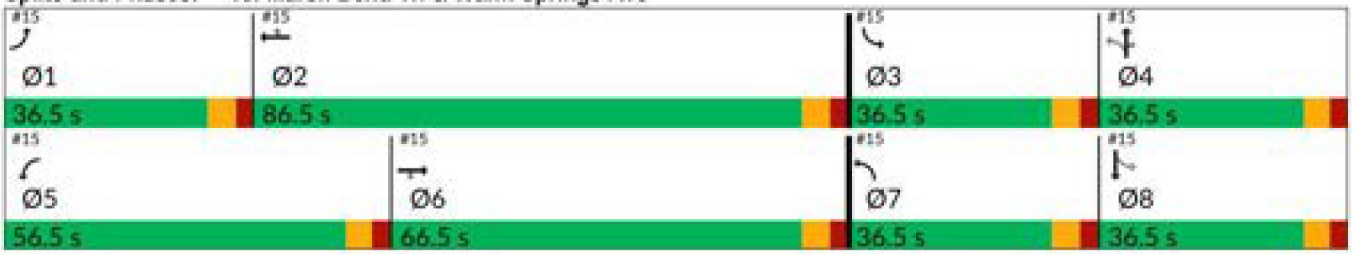
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.98
HCM LOS			A

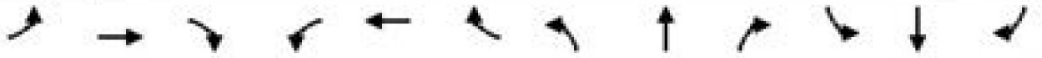
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	738
HCM Lane V/C Ratio	-	-	-	0.021
HCM Ctrl Dly (s/v)	-	-	-	10
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1

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 Effct 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





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	

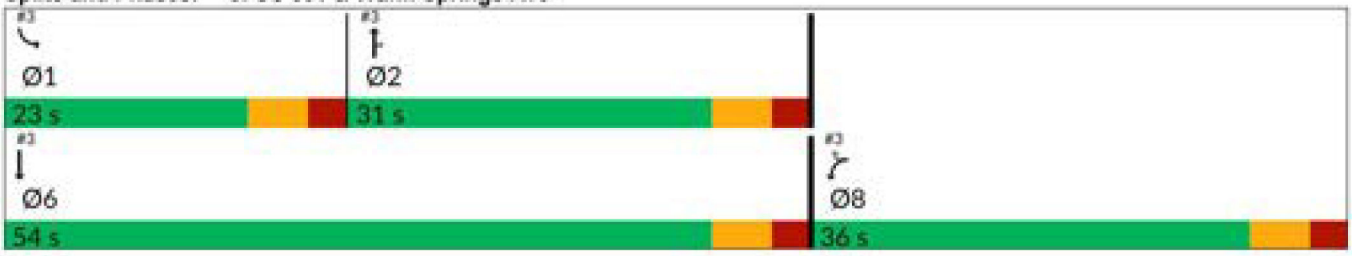
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	98.8	18.6	42.6	42.4	66.5	33.0	28.2
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	30.0	80.0	30.0	30.0	50.0	60.0	30.0	30.0
Max Q Clear Time (g_c+I1), s	3.4	8.8	11.8	38.1	33.7	62.0	26.1	21.1
Green Ext 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 Effct 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	NBR	WBLn1	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

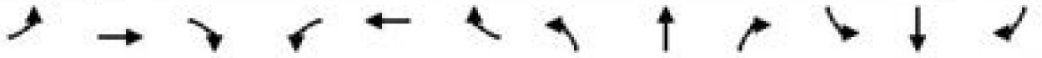
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	592
HCM Lane V/C Ratio	-	-	-	0.056
HCM Ctrl Dly (s/v)	-	-	-	11.4
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2

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 Effct 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





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			574	
Approach Delay, s/veh		47.6			37.6			294.8			45.0	
Approach LOS		D			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	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

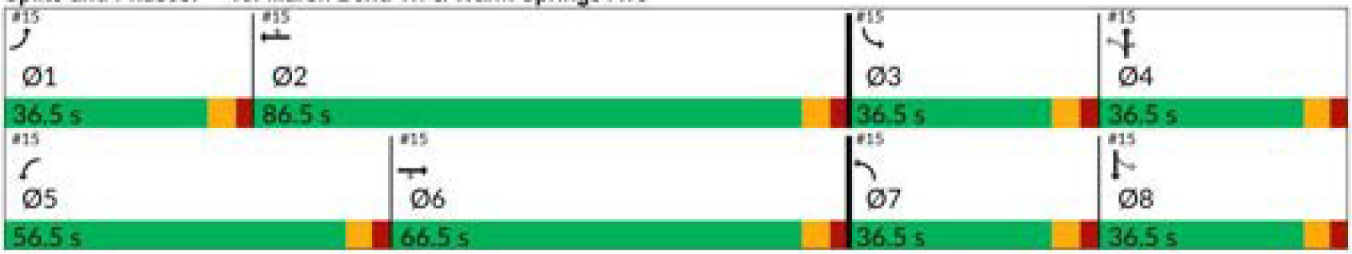
Intersection Summary	
HCM 7th Control Delay, s/veh	133.1
HCM 7th LOS	F

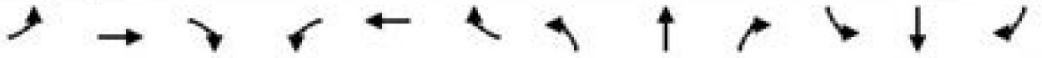
Warm Springs Avenue at Marsh Bend Trail Improvements Analyses

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 Effct 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





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	

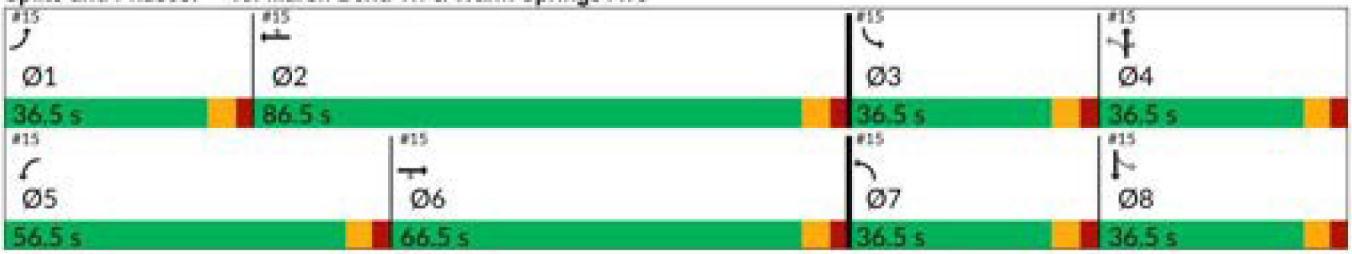
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	98.4	18.4	39.8	41.7	66.5	30.5	27.6
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	30.0	80.0	30.0	30.0	50.0	60.0	30.0	30.0
Max Q Clear Time (g_c+I1), s	3.3	8.5	11.6	35.3	33.0	62.0	23.6	20.4
Green Ext Time (p_c), s	0.0	1.6	0.3	0.0	2.2	0.0	0.4	0.7

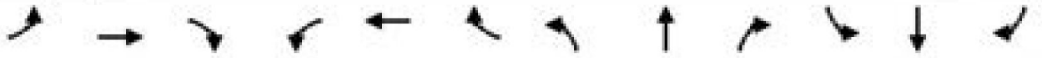
Intersection Summary		
HCM 7th Control Delay, s/veh		238.9
HCM 7th LOS		F

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





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	

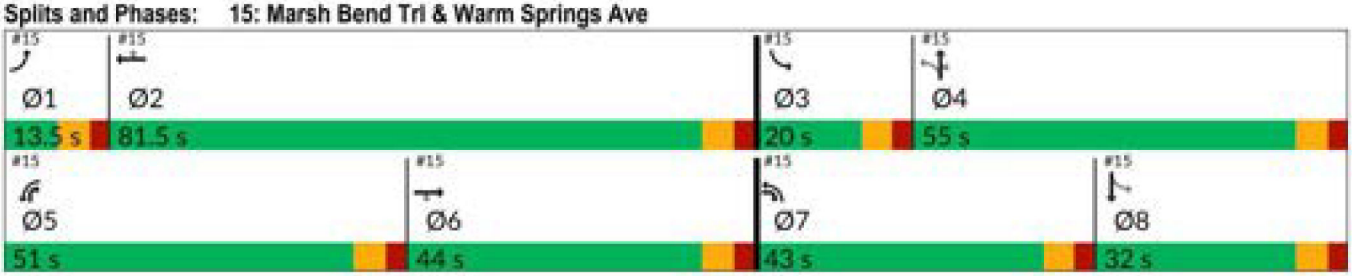
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	49.0	22.5	36.5	29.7	27.5	27.1	31.9
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	30.0	80.0	30.0	30.0	50.0	60.0	30.0	30.0
Max Q Clear Time (g_c+I1), s	2.6	16.7	15.3	32.0	21.1	17.7	19.8	19.8
Green Ext Time (p_c), s	0.0	3.5	0.7	0.0	2.1	3.3	0.8	1.2

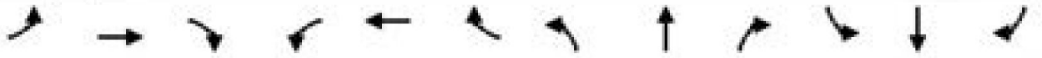
Intersection Summary			
HCM 7th Control Delay, s/veh		128.4	
HCM 7th LOS		F	

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 Effct 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
v/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





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	

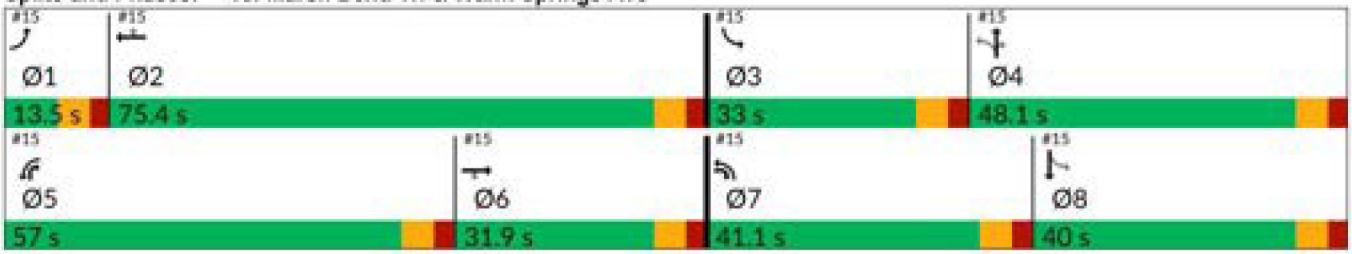
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	71.1	16.0	43.0	36.6	44.0	25.8	33.2
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	7.0	75.0	13.5	48.5	44.5	37.5	36.5	25.5
Max Q Clear Time (g_c+I1), s	3.1	8.5	9.5	32.5	27.8	39.5	18.6	16.3
Green Ext Time (p_c), s	0.0	1.6	0.1	4.0	2.2	0.0	0.7	0.7

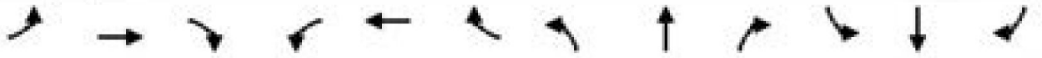
Intersection Summary	
HCM 7th Control Delay, s/veh	42.5
HCM 7th LOS	D

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
v/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





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	

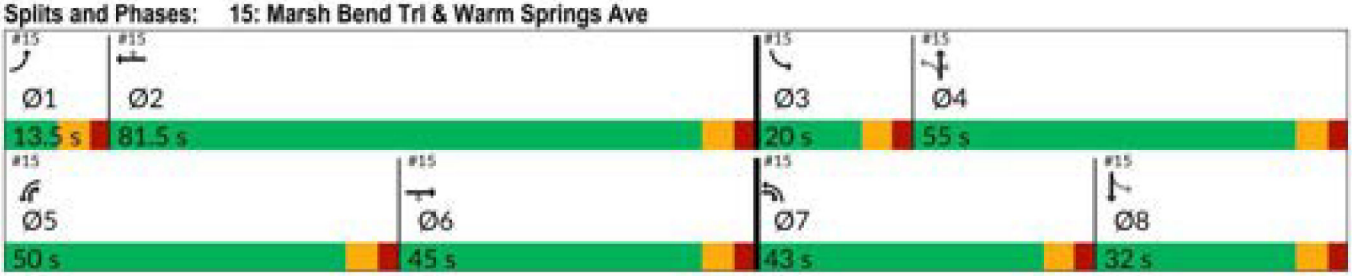
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	48.0	22.2	37.7	29.7	26.5	26.9	33.1
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	7.0	68.9	26.5	41.6	50.5	25.4	34.6	33.5
Max Q Clear Time (g_c+I1), s	2.6	16.9	15.1	26.5	21.1	14.5	19.5	19.6
Green Ext Time (p_c), s	0.0	3.5	0.6	4.7	2.1	2.4	0.9	1.5

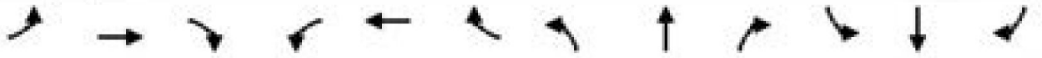
Intersection Summary	
HCM 7th Control Delay, s/veh	34.7
HCM 7th LOS	C

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 Effct 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
v/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





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	

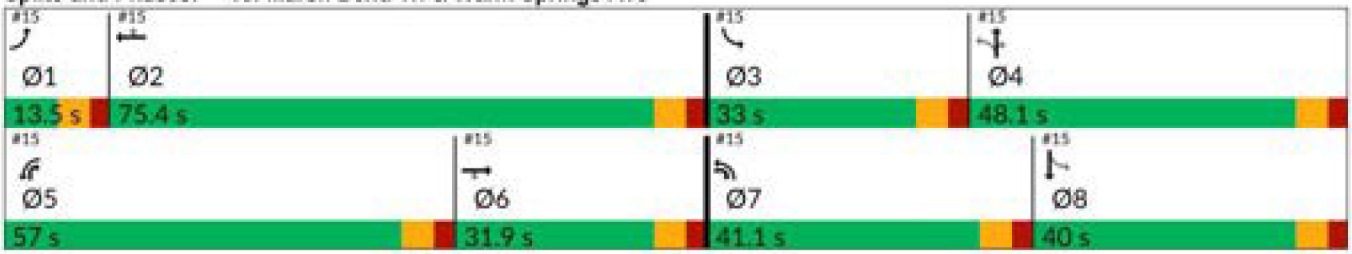
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	72.3	16.2	43.5	36.9	45.0	28.0	31.7
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	7.0	75.0	13.5	48.5	43.5	38.5	36.5	25.5
Max Q Clear Time (g_c+I1), s	3.2	8.6	9.7	33.0	28.3	40.5	20.7	16.9
Green Ext Time (p_c), s	0.0	2.0	0.1	4.0	2.2	0.0	0.8	0.7

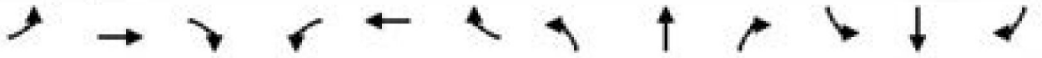
Intersection Summary	
HCM 7th Control Delay, s/veh	42.7
HCM 7th LOS	D

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 Effct 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





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			574	
Approach Delay, s/veh		42.1			37.5			28.9			39.6	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	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

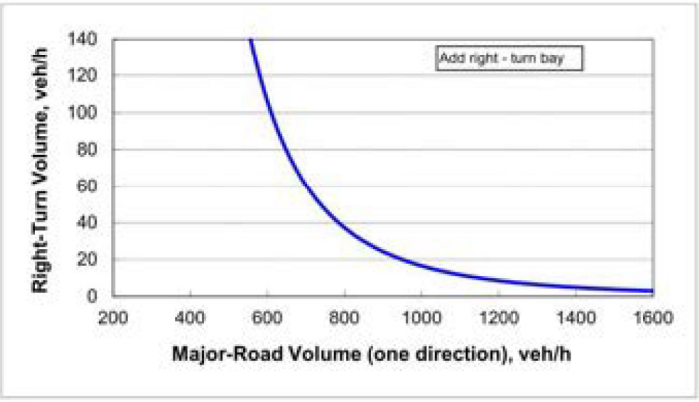
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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

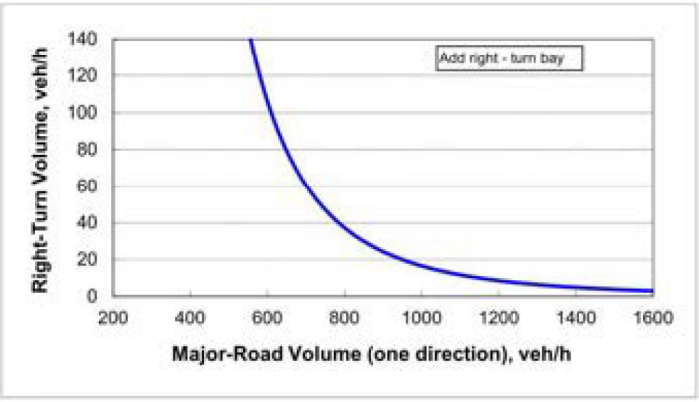
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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

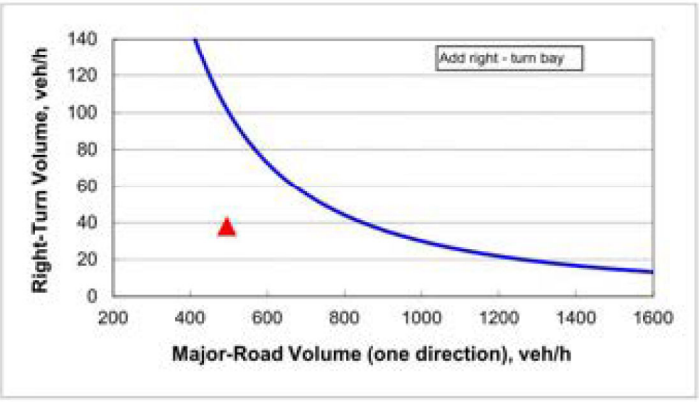
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	495
Right-turn volume, veh/h:	38

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	102
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	



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

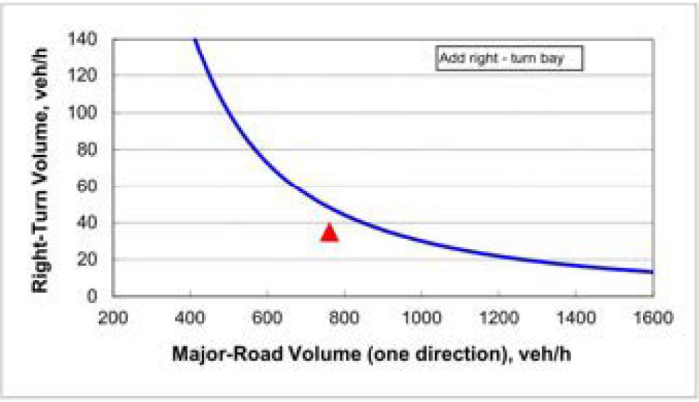
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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.	



CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

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

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate 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	July 16, 2026

The applicant is seeking approval from the City of Wildwood's City Commission 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) <u>The existing land use pattern of the surrounding area;</u>
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) <u>The possibility of adversely affecting public facilities such as schools, utilities, streets, etc;</u>
<u>Schools:</u> 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.
<u>Potable Water & Sewer:</u> 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.”
<u>Streets:</u> 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) <u>Whether changed or changing conditions make the passage of the proposed amendment necessary;</u>
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) <u>Whether the proposed change will create or excessively increase traffic congestion or otherwise be a detriment to public safety;</u>
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 by providing an eastbound right-turn overlap and northbound right-turn overlap. However, the improvements needed are the same as those needed to mitigate deficiencies without the property being developed. Therefore, 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) <u>Whether the proposed change will be a deterrent to the improvement or development of adjacent property;</u>

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

ZONING DESIGNATION SURROUNDING PROPERTIES	
NORTH	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

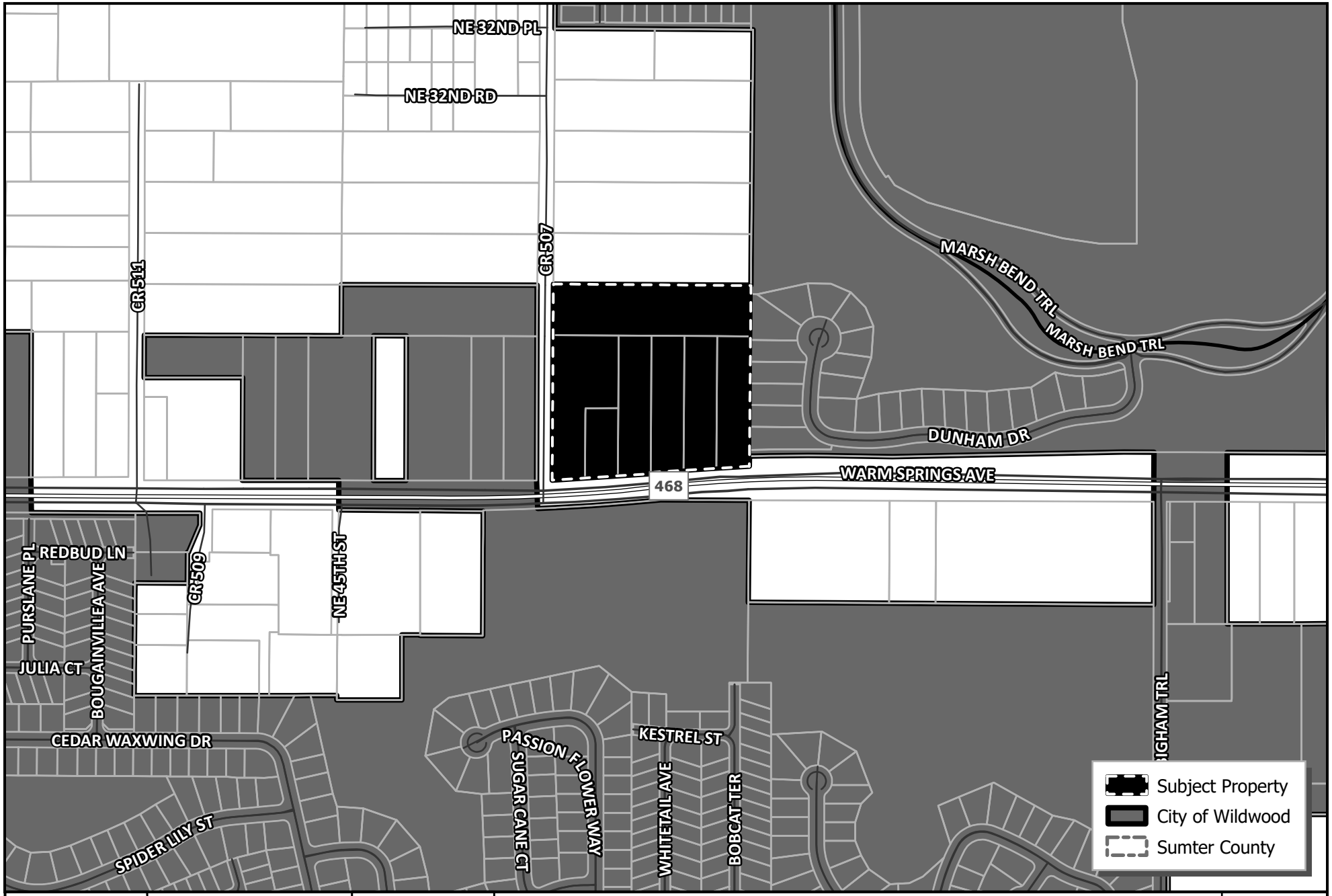
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

EXHIBIT A



WILDWOOD FLORIDA EST. 1877

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

N

US Feet
0 90 180 360

#A25-3354

NAIMAT JESUS INC.

PARCELS G29A141, G29A142, G29A143, G29A144, G29A145, G29A146 & G29A127

MAP 1A

LOCATION MAP

JUN 2026

Business Impact Estimate

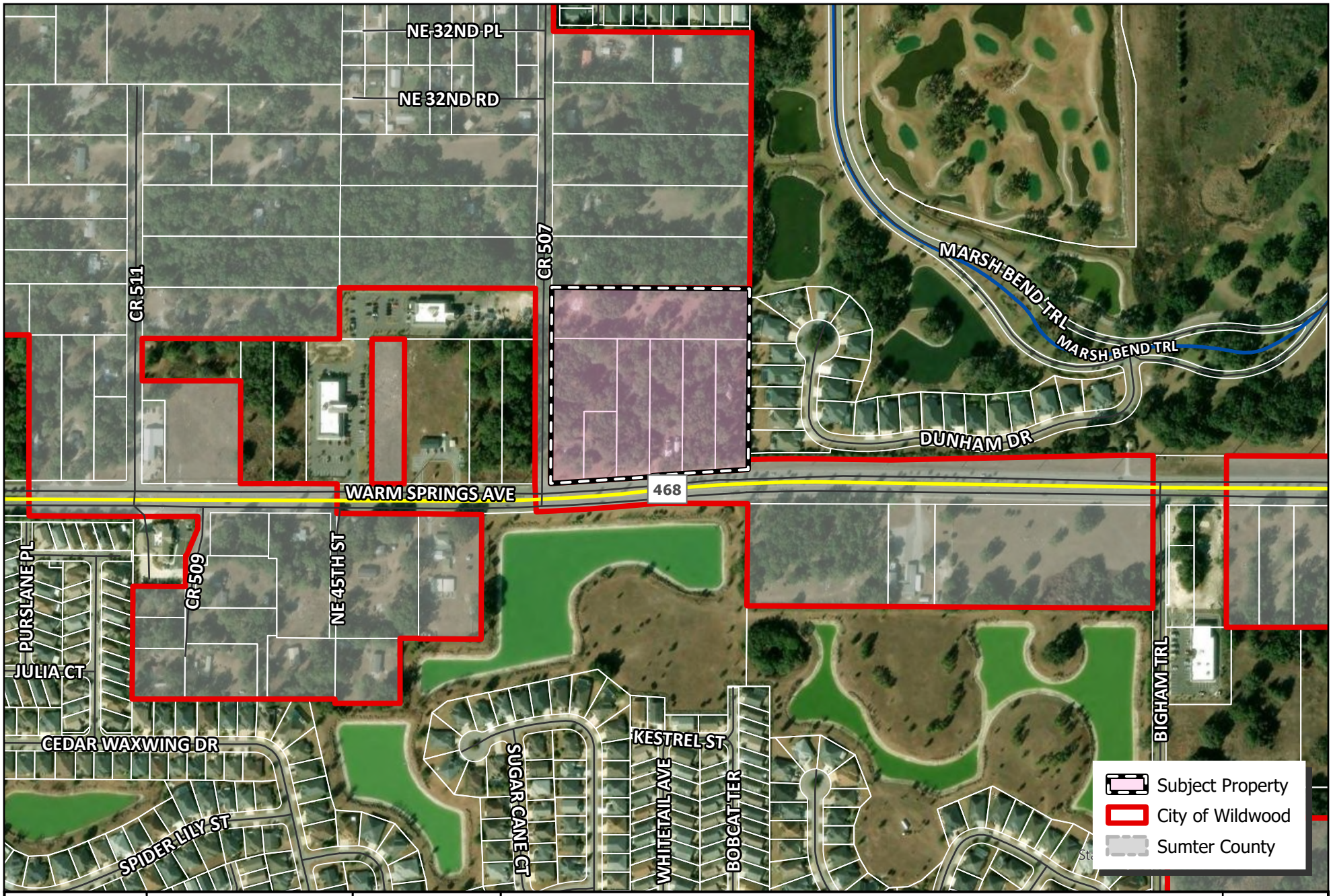
This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Wildwood website by the time notice of the proposed ordinance is published.

Proposed ordinance's title/reference: O2026-34

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 law[1] for the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

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

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



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#A25-3354

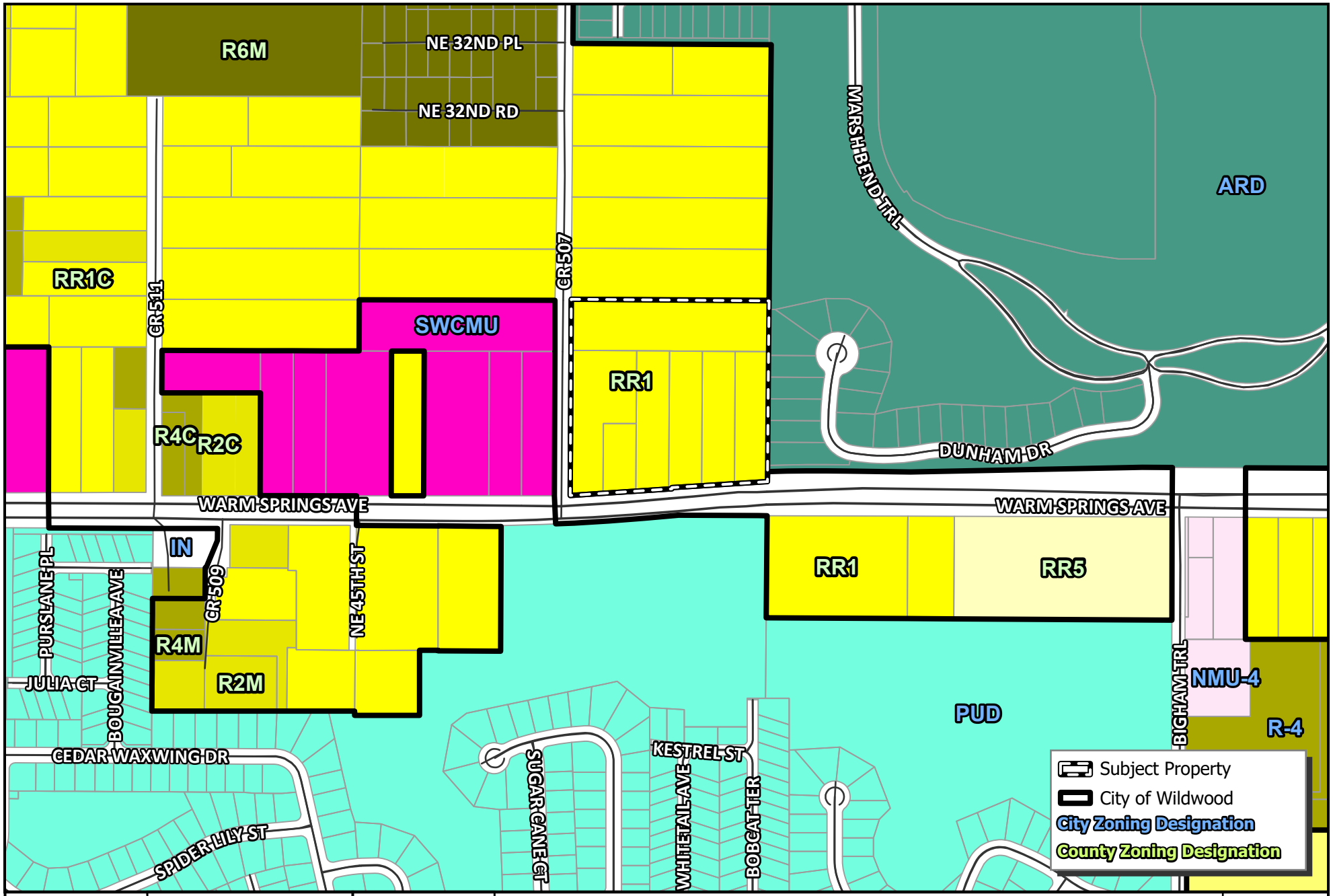
NAIMAT JESUS INC.

PARCELS G29A141, G29A142, G29A143, G29A144, G29A145, G29A146 & G29A127

MAP 1B

LOCATION MAP

JUN 2026



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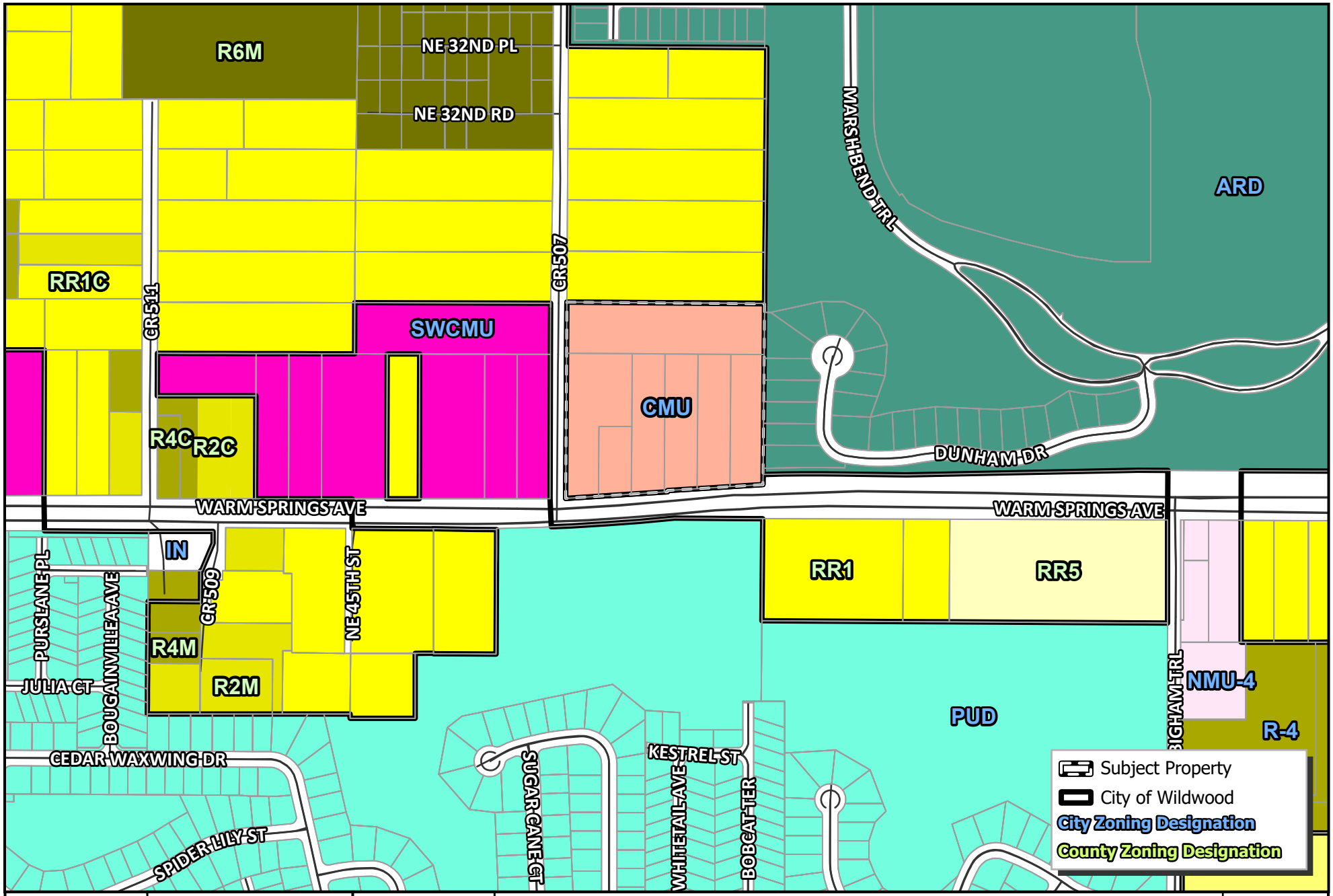
N
US Feet
0 90 180 360

#A25-3354

NAIMAT JESUS INC.

PARCELS G29A141, G29A142, G29A143, G29A144, G29A145, G29A146 & G29A127

MAP 3A
EXISTING ZONING
JUN 2026



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#A25-3354

NAIMAT JESUS INC.

PARCELS G29A141, G29A142, G29A143, G29A144, G29A145, G29A146 & G29A127

MAP 3B
PROPOSED ZONING
JUN 2026

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

The case below was heard on Tuesday, July 7, 2026, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from RR1 (Sumter County) to CMU (City of Wildwood) on 9 acres MOL. The subject property is generally located at the northeast corner of the CR 507 and Warm Springs Ave intersection.

Case Number: 25-3354 (RZ) Naimat Jesus Inc

Applicant(s): LPG Urban and Regional Planners, LLC

Owner(s): Naimatjesus, Inc & Naimatjesus LLC

Parcel(s): G29A141, G29A142, G29A143, G29A144, G29A145, G29A146, & G29A147

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

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

☒ recommends approval.

☐ recommends approval with the following conditions:

_____

☐ recommends denial.

☐ recommends other:_____

Dated: July 7, 2026

Lindsay C.T. Holt
Special Magistrate City of Wildwood

City of Wildwood, Florida

PUBLIC NOTICE

Development Services Department

www.wildwood-fl.gov

RECEIVED

JUL 08 2026

City Of Wildwood
Development Services Dept

June 23, 2026

SAVITZ NATHAN L & SAVITZ ABBY
912 SETTLERS RIDGE RD
PITTSBURGH, PA 15238

Your Parcel Number(s): G28H022

THIS LETTER IS TO INFORM YOU OF A PUBLIC HEARING FOR A PROPERTY IN YOUR AREA

NO CHANGES WILL BE MADE TO YOUR PROPERTY

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

OWNER:	Naimatjesus, Inc
APPLICANT:	LPGURP, LLC
CASE NUMBERS:	25-3353 (CP)/ 25-3354 (RZ)
PARCEL NUMBERS:	G29A141, G29A142, G29A143, G29A144, G29A145, G29A146, & G29A147

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

A public hearing before the City of Wildwood Planning & Zoning Board/Local Planning Agency/Special Magistrate will be held in the City Hall Commission Chamber, 100 North Main Street, Wildwood, FL on **Tuesday, July 7, 2026, at 2:00 p.m.**

The recommendations of the Planning and Zoning Board/Local Planning Agency/Special Magistrate will be presented to the City Commission at a first hearing to be held in the City Commission Chamber on Monday, July 27, 2026, at 7:00 p.m. and the final hearing to be held in the City Hall Commission Chamber on **Monday, August 10, 2026, at 9:00 a.m.**

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

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

____ I support this request.

____ I do not object to this request.

X I do not support this request for the following reason(s) agricultural zoning guarantees low-density, wide open spaces, and predicable neighbors. Mixed use zoning flips this dynamic. Mixed use permits a blend of commercial storefronts, offices and high density housing. You transition from quiet neighborhoods to increased light and foot and vehicle traffic [illegible] with retail

deliveries, trash collection and commercial HVAC systems noise while running.

The ground was purchased as agricultural zoning and should stay that way. The City of Wildwood should overlook the increased tax base and look at what is better for the existing residents and the environment without further ecosystem degradation.

Sincerely,

Dr. Matthew Smith
2770 Dunham Dr
The Villages, FL 32163

Mailing address: 912 Settlers Ridge Rd
Pittsburgh, PA 15238
412-537-2121

LPG Urban & Regional Planners, LLC.

NAIMAT JESUS INC
JUSTIFICATION FOR REZONING

The subject site is located within the Urban Services Area (USA) which indicates that a variety of urban uses are expected to occur in the general area. Due to changing conditions of the area the existing zoning of 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.



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

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

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

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

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

b. **Mixed-Use**

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

LPG Urban & Regional Planners, LLC.

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

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

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

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

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

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

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

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

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

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

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

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 9 acres which equates to a maximum of 135 units which is estimated to produce 38 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	135	0.153	21	**21**
MIDDLE	0	0.079	0	135	0.061	8	**8**
HIGH	0	0.114	0	135	0.068	9	**9**
GRAND TOTAL							**38**

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 submitted for the rezoning indicates that the project will not adversely impact area roadways. Access to the subject site is proposed via a full-access driveway on CR 507 and a right in/right out driveway on Warm Springs Avenue. CR 507 is a 2-lane roadway with an adopted LOS of D and 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.

LPG Urban & Regional Planners, LLC.

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,

Michael Rankin
Managing Member

cc: David Suleman
File

2050 Classique Lane, Tavares, FL 32778. Phone (352) 385-1940 Fax (352) 383-4824

■ **TRAFFIC IMPACT ANALYSIS**

WARM SPRINGS AVENUE AT CR 507 COMMERCIAL DEVELOPMENT

SUMTER COUNTY, FLORIDA

APPROVED
Matthew Tadlock
Assistant Public Works Director - Planning and Design
06/19/2026

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:
NAIMAT JESUS, LLC
10138 LAKE MIONA WAY
OXFORD, FLORIDA 34484

CHRIS J. WALSH LICENSE No.57626 STATE OF FLORIDA PROFESSIONAL ENGINEER

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

TABLE OF CONTENTS

TABLE OF CONTENTS I

LIST OF FIGURES II

LIST OF TABLES III

APPENDICES IV

INTRODUCTION 1

PROJECT ACCESS 2

STUDY AREA 2

EXISTING VOLUMES 3

EXISTING ROADWAY SEGMENT CONDITIONS 3

EXISTING INTERSECTION CONDITIONS 7

FUTURE CONDITIONS 9

COMMITTED ROADWAY IMPROVEMENTS 9

FUTURE BACKGROUND CONDITIONS 9

Roadway Segments 9

Intersections 9

PROJECT TRIPS 13

Trip generation 13

Trip Distribution 15

FUTURE BUILDOUT CONDITIONS 20

Roadway Segments 20

Intersections 21

PROJECT DRIVEWAY TURN-LANE ANALYSIS 26

PEDESTRIAN, BICYCLE, AND TRANSIT CONSIDERATIONS 27

CONCLUSIONS 28

LIST OF FIGURES

Figure 1 - Site Location Map 1
Figure 2 - Existing AM Peak-Hour Traffic Volumes (Year 2026) 3
Figure 3 - Existing PM Peak-Hour Traffic Volumes (Year 2026) 5
Figure 4 - Future Background (2029) AM Peak-Hour Traffic Volumes 11
Figure 5 - Future Background (2029) PM Peak-Hour Traffic Volumes 12
Figure 6 - Trip Distribution (New External Trips) 15
Figure 7 – New External Project Trips (AM Peak Hour) 16
Figure 8 – New External Project Trips (PM Peak Hour) 17
Figure 9 – Pass-By Project Trips (PM Peak Hour) 19
Figure 10 - Future Buildout (2029) AM Peak-Hour Traffic Volumes 22
Figure 11 - Future Buildout (2029) PM Peak-Hour Traffic Volumes 22

LIST OF TABLES

Table 1 - Existing Roadway Segment Volumes (AM Peak Hour) 3
Table 2 - Existing Roadway Segment Volumes (PM Peak Hour) 3
Table 3 - Existing Roadway Segment Operating Conditions (AM Peak Hour) 6
Table 4 - Existing Roadway Segment Operating Conditions (PM Peak Hour) 6
Table 5 - Existing Intersection Operating Conditions (Year 2026) 8
Table 6 - Future Background Volumes (Year 2029) for Roadway Segments (AM Peak Hour) 10
Table 7 - Future Background Volumes (Year 2029) for Roadway Segments (PM Peak Hour) 10
Table 8 – Total Trip Generation Projection for Proposed Development 13
Table 9 – New External Trip Generation Projection for Proposed Development 14
Table 10 - Year 2029 Roadway Segment Volumes and Operating Conditions (AM Peak Hour) 20
Table 11 – Year 2029 Roadway Segment Volumes and Operating Conditions (PM Peak Hour) 20
Table 12 - Future Buildout Intersection Operating Conditions (Year 2029) 21
Table 13 – Warm Springs Ave/Marsh Bend Trl Intersection Operating Conditions (Year 2029) 24

APPENDICES

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

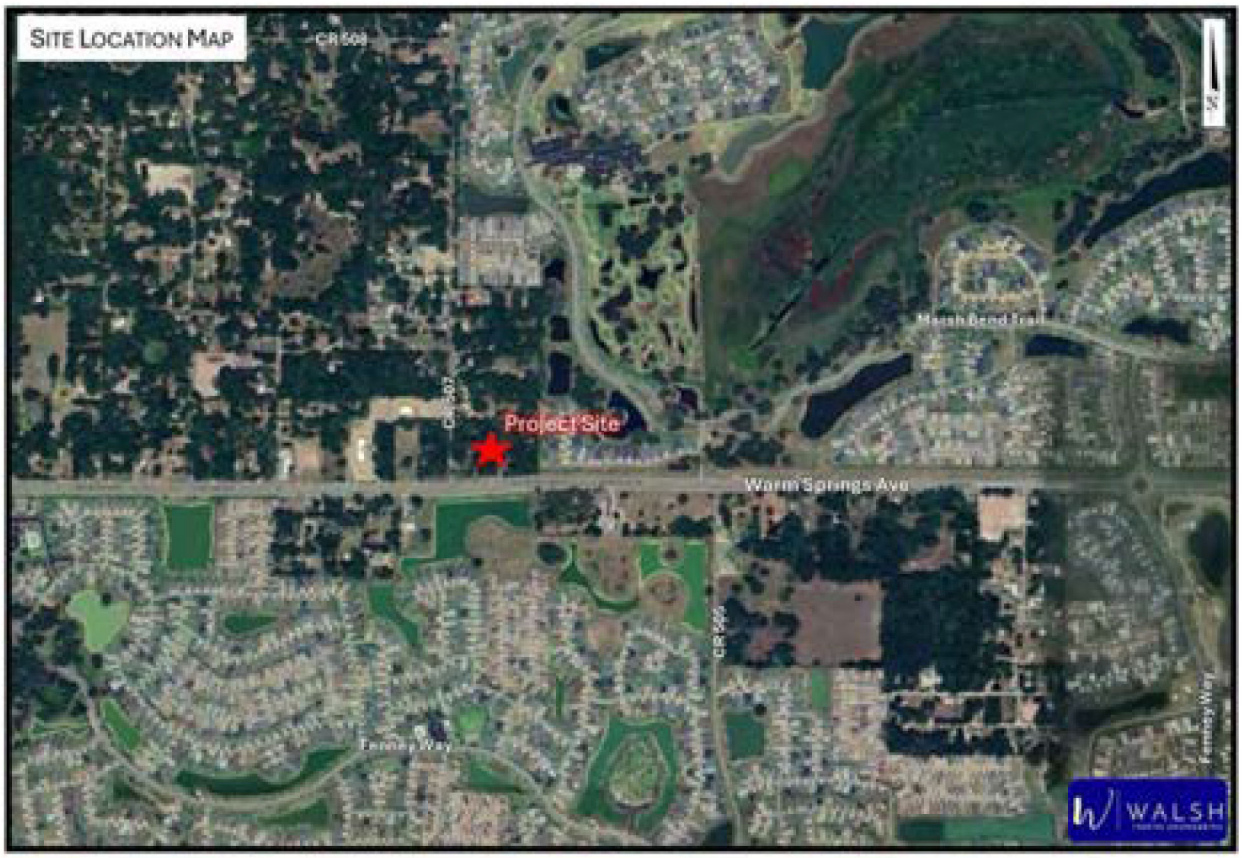
Appendix H Turn-Lane Analysis Worksheets

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)

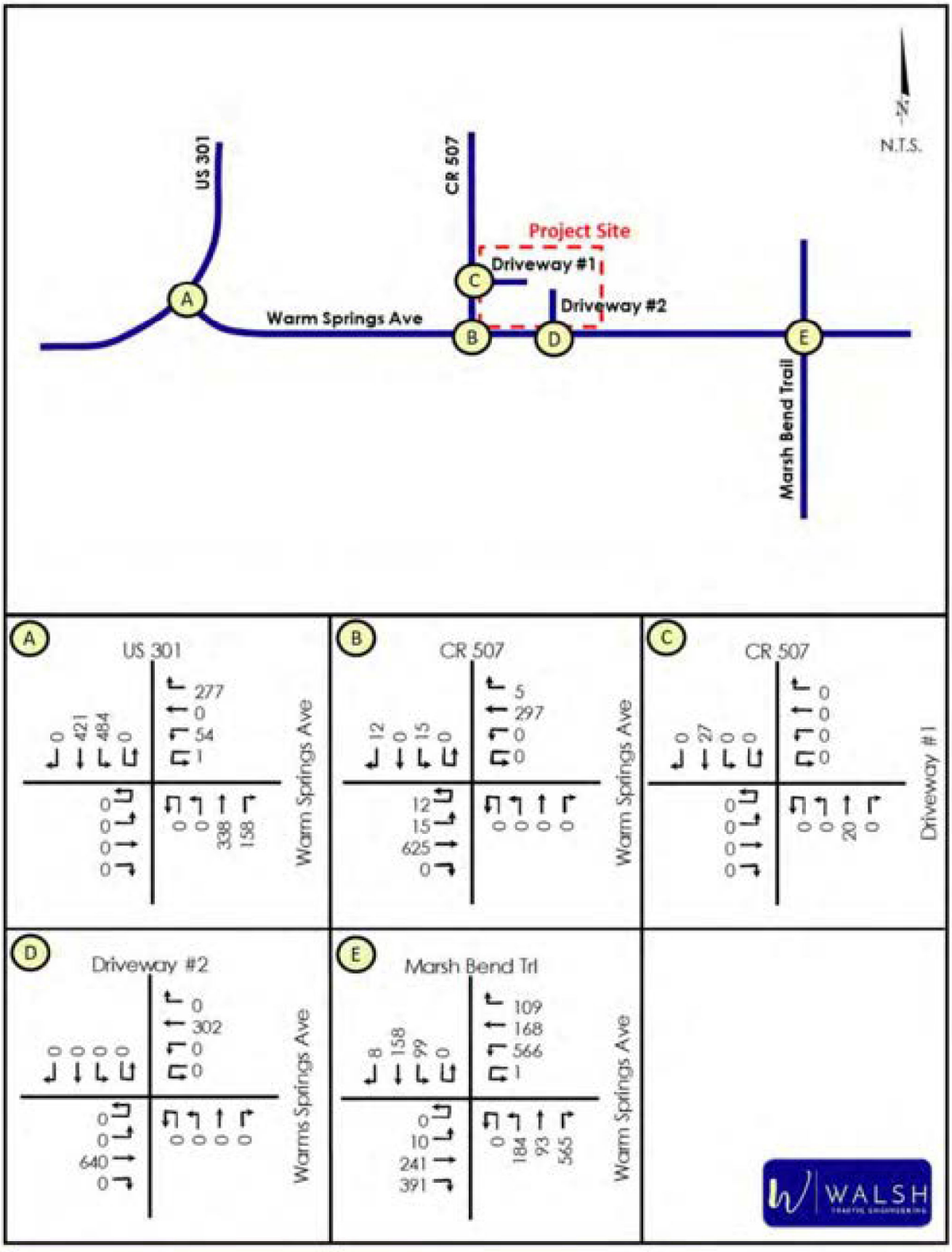
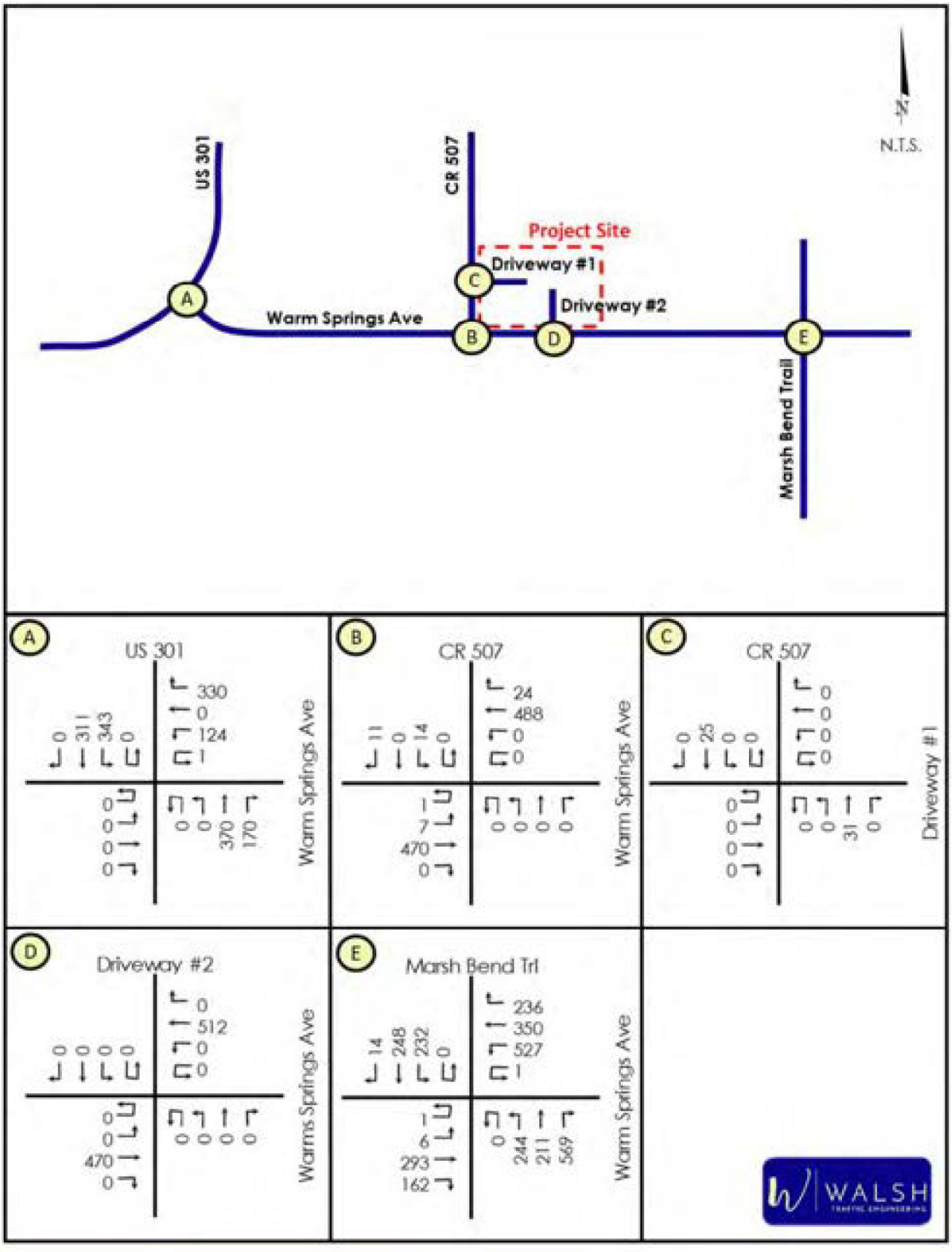


Figure 3 - Existing PM Peak-Hour Traffic Volumes (Year 2026)



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	Approach				Overall
			EB	WB	NB	SB	Intxn	EB	WB	NB	SB	Intxn
US 301 at Warm Springs Avenue	STOP	Delay (sec/veh)	-	103.4	-	-	-	-	103.1	-	-	-
		LOS	-	F	-	-	-	-	F	-	-	-
		Highest V/C	-	1.63	-	-	-	-	1.44	-	-	-
Warm Springs Avenue at CR 507	STOP	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

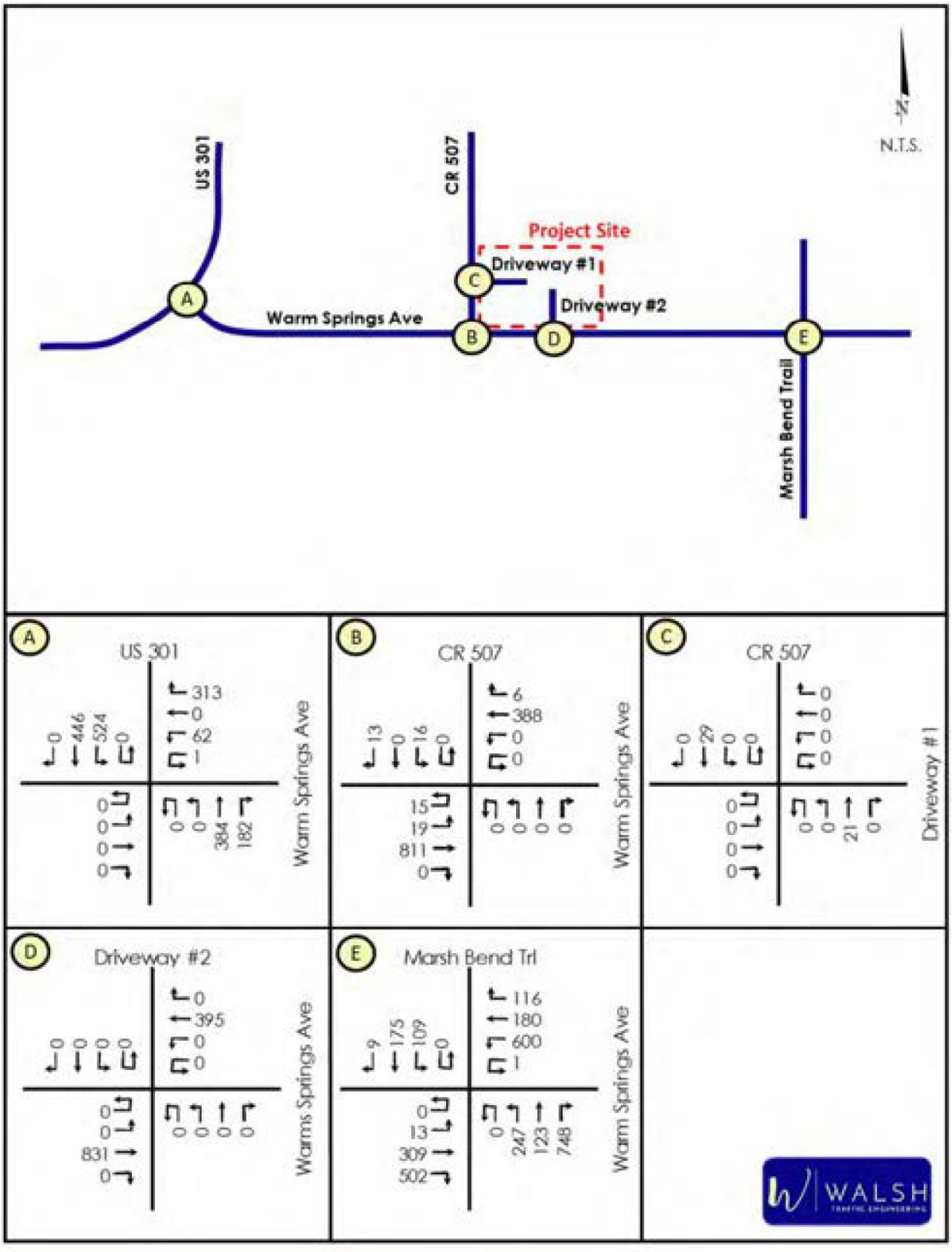
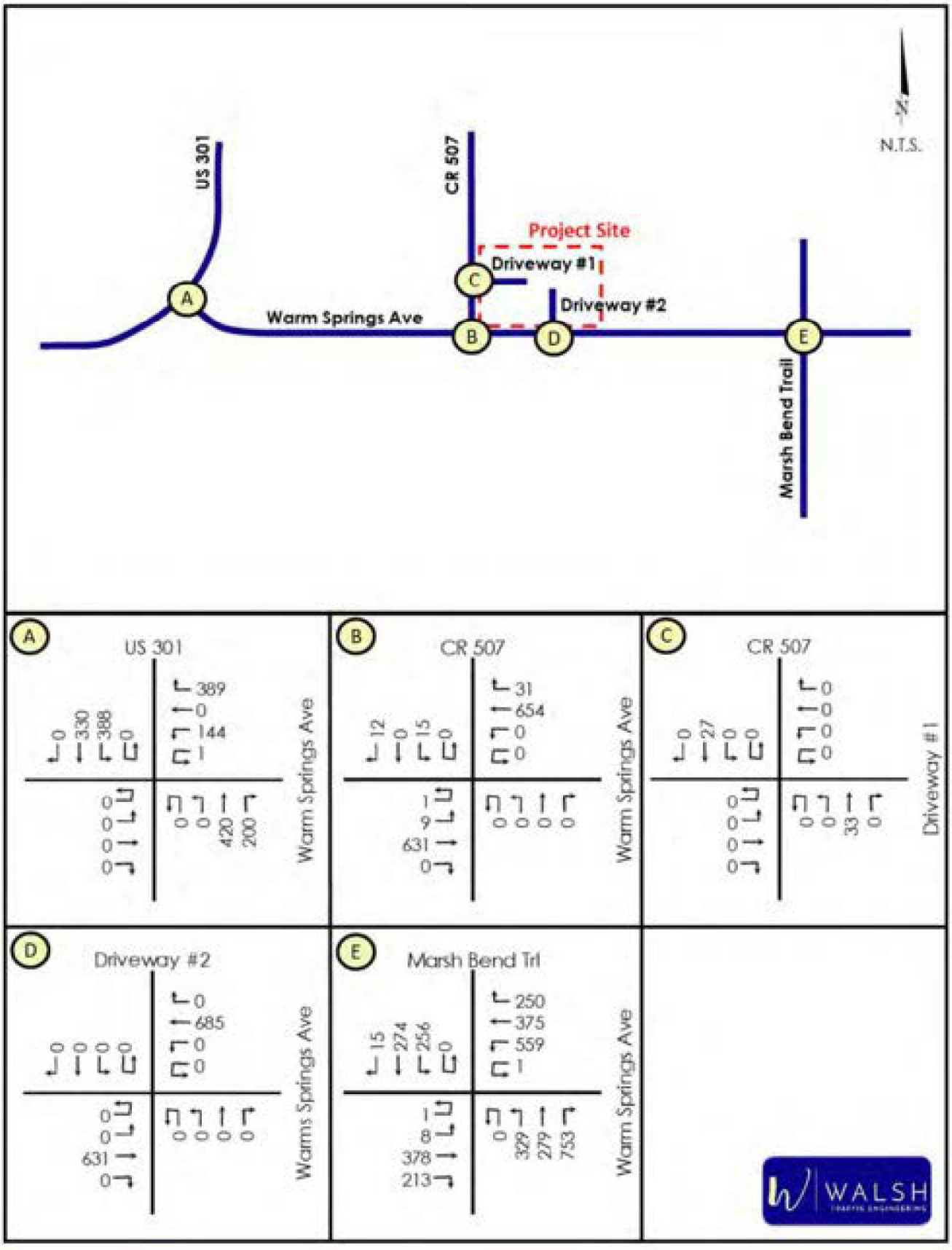


Figure 5 - Future Background (2029) PM Peak-Hour Traffic Volumes



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)

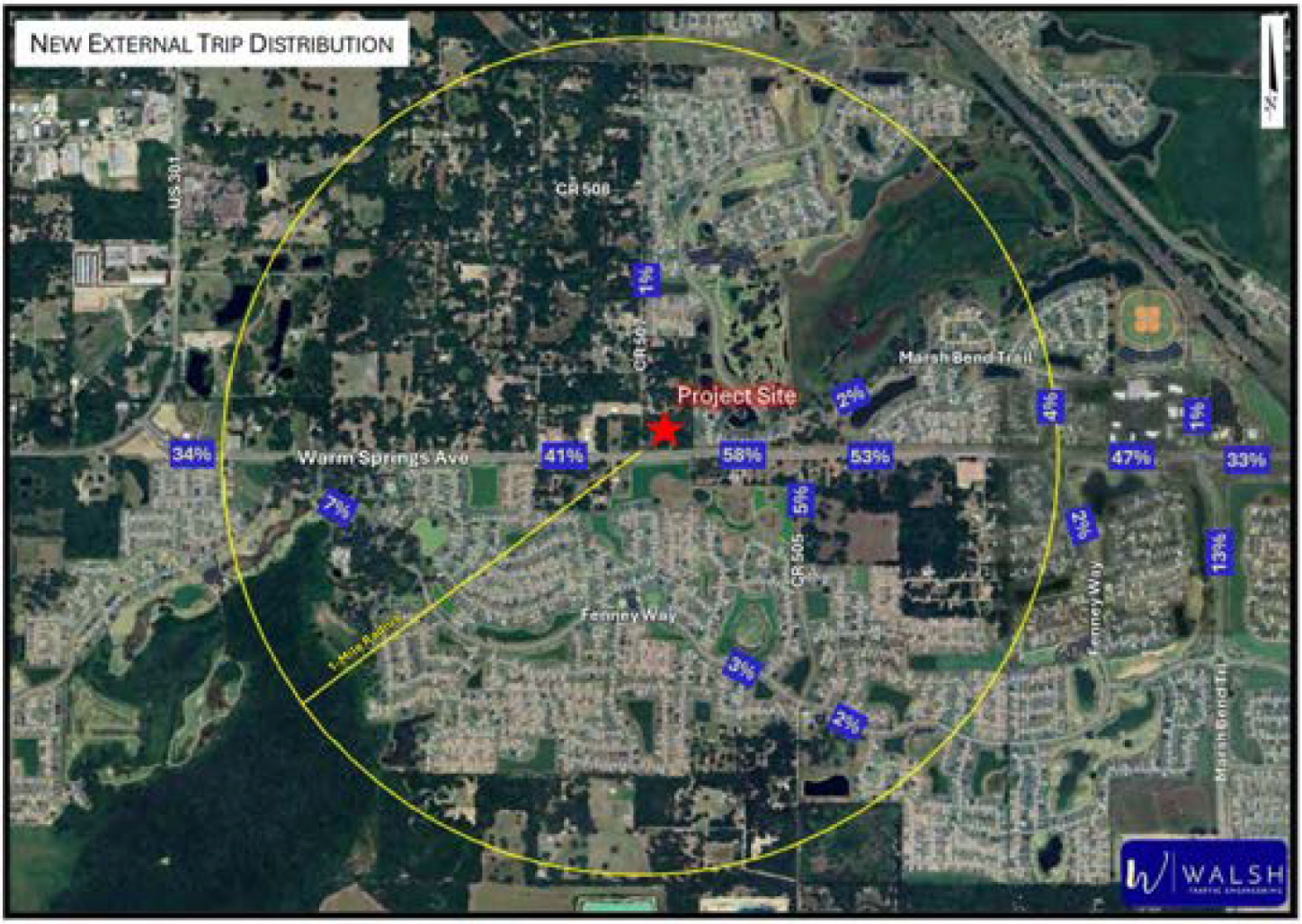


Figure 7 – New External Project Trips (AM Peak Hour)

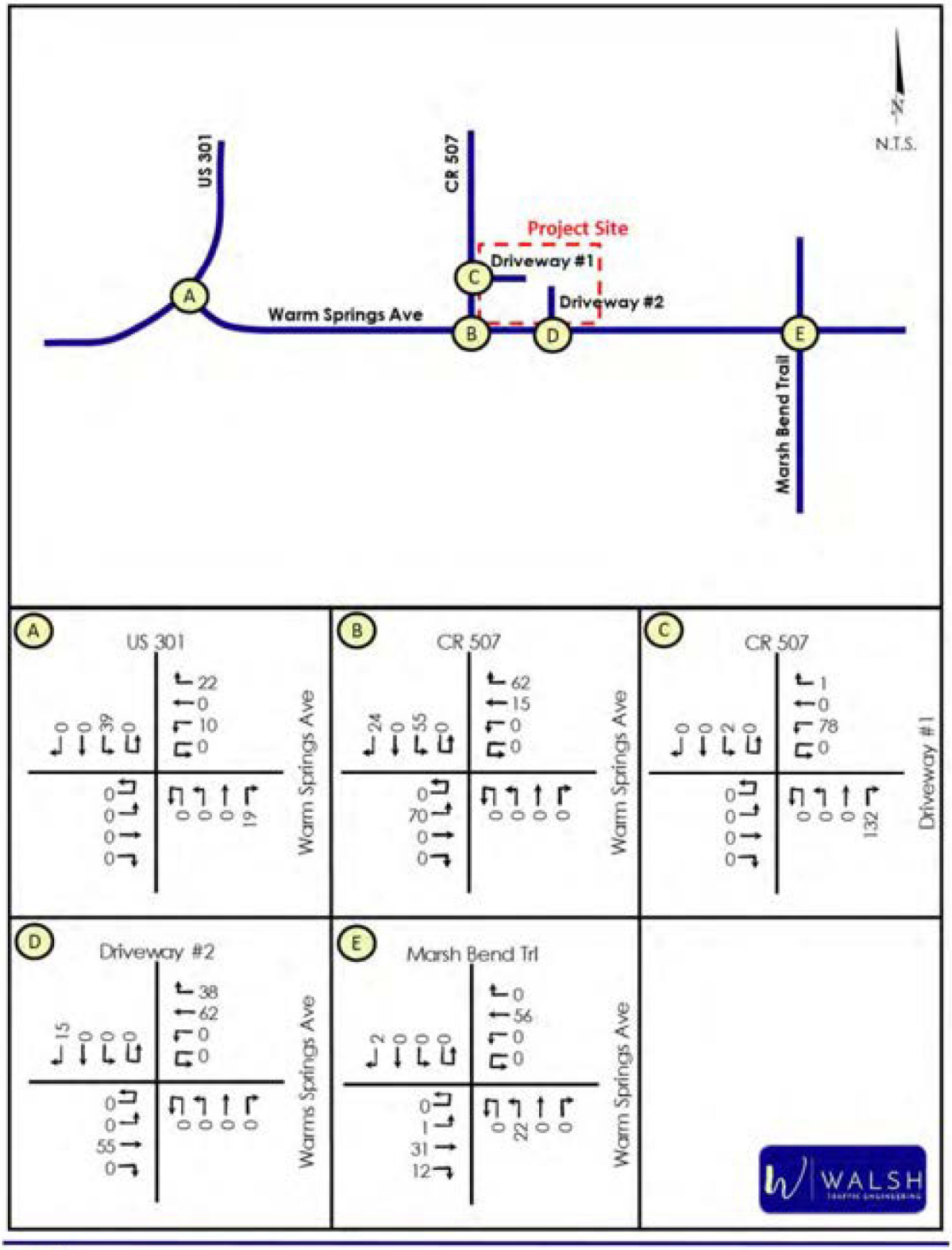
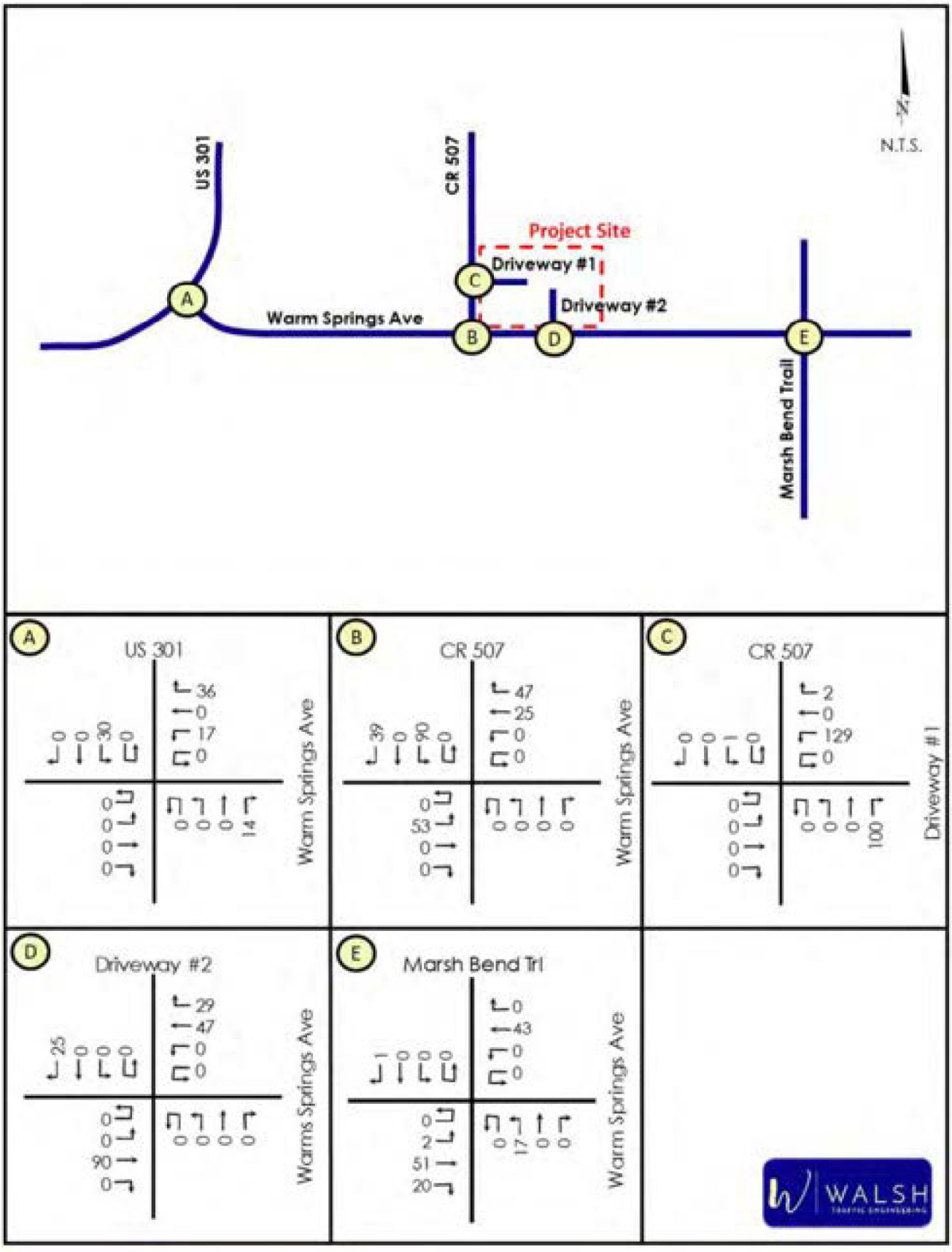
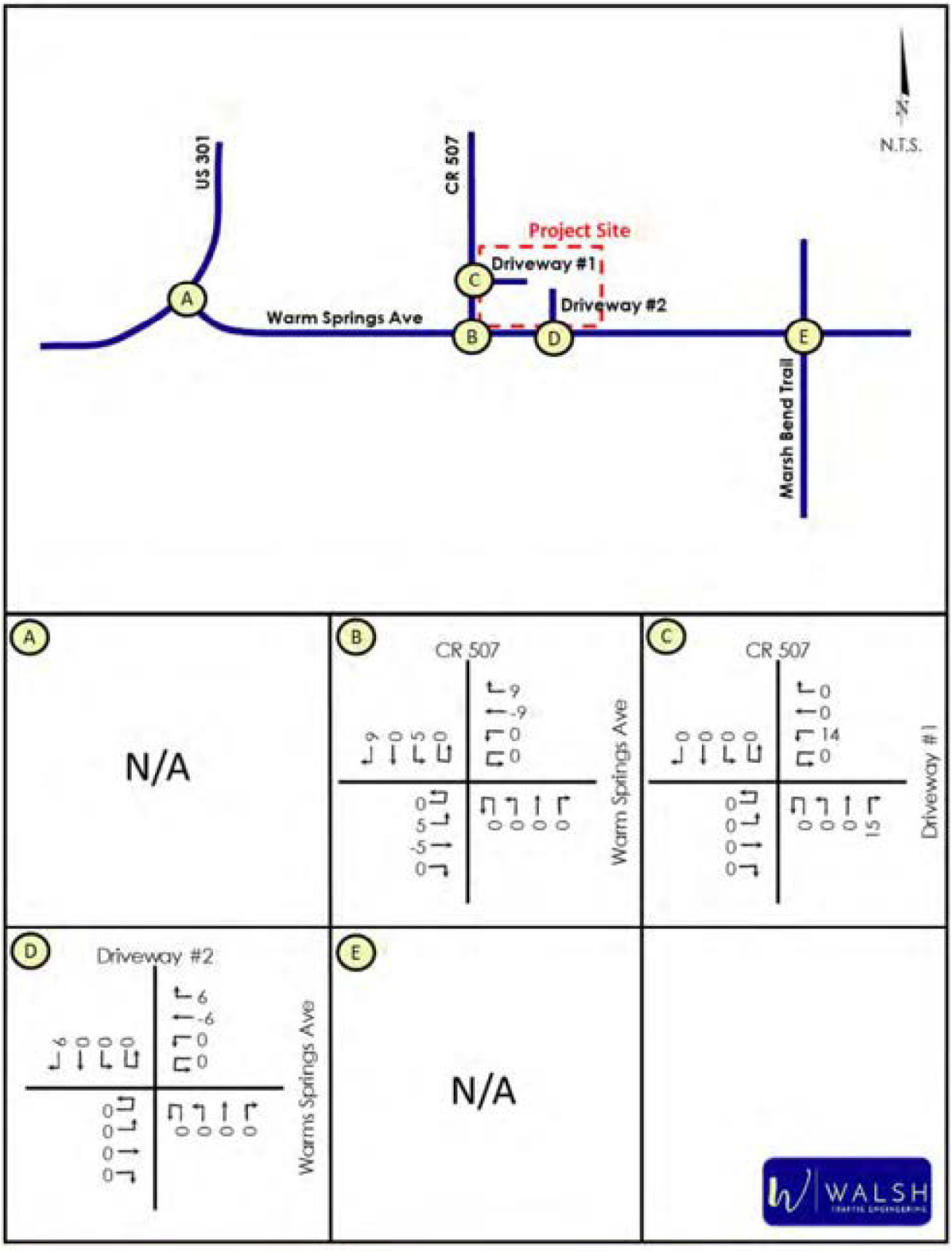


Figure 8 – New External Project Trips (PM Peak Hour)



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	Volume (vph) 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	Volume (vph) 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 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	Approach				Overall
			EB	WB	NB	SB	Intxn	EB	WB	NB	SB	Intxn
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

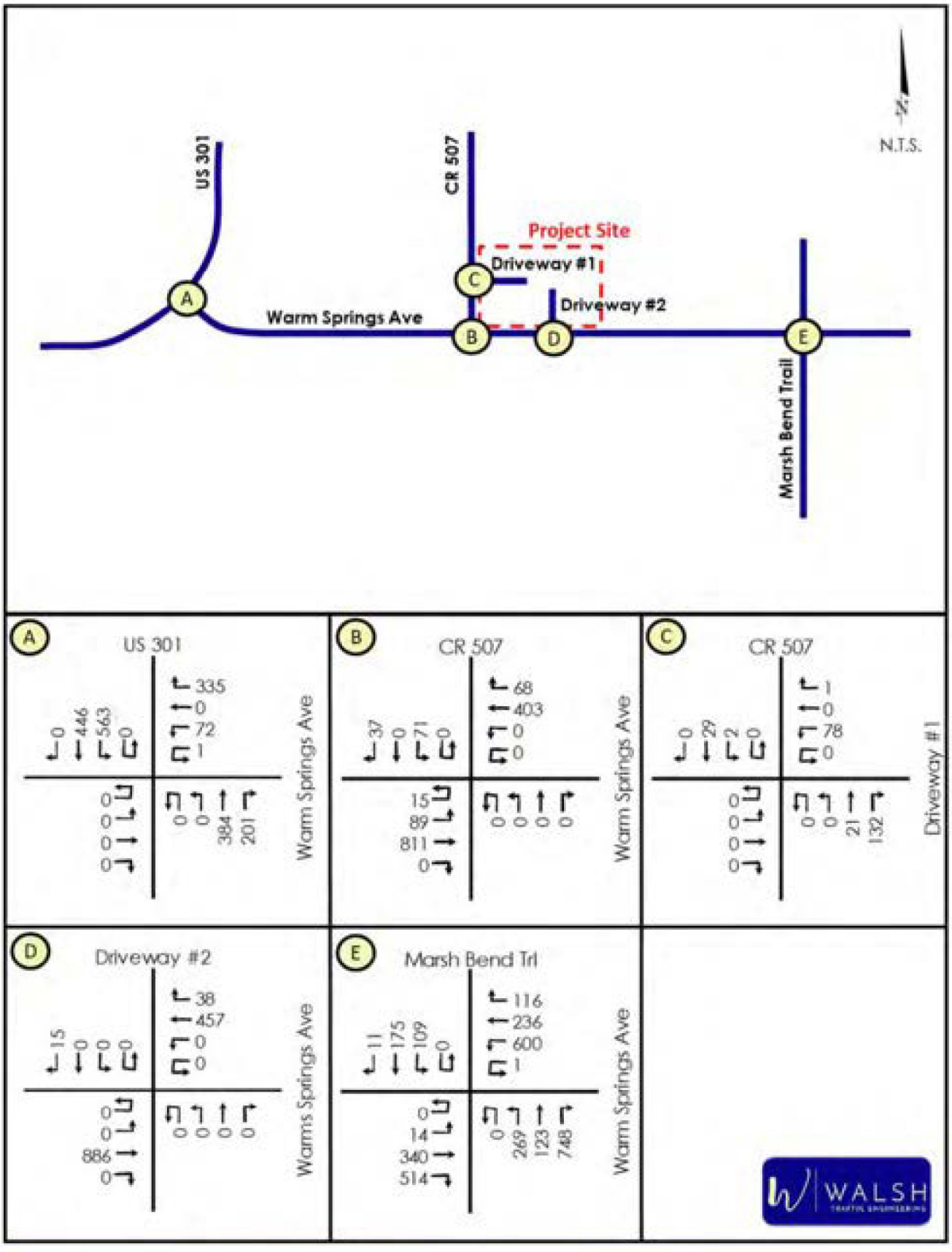
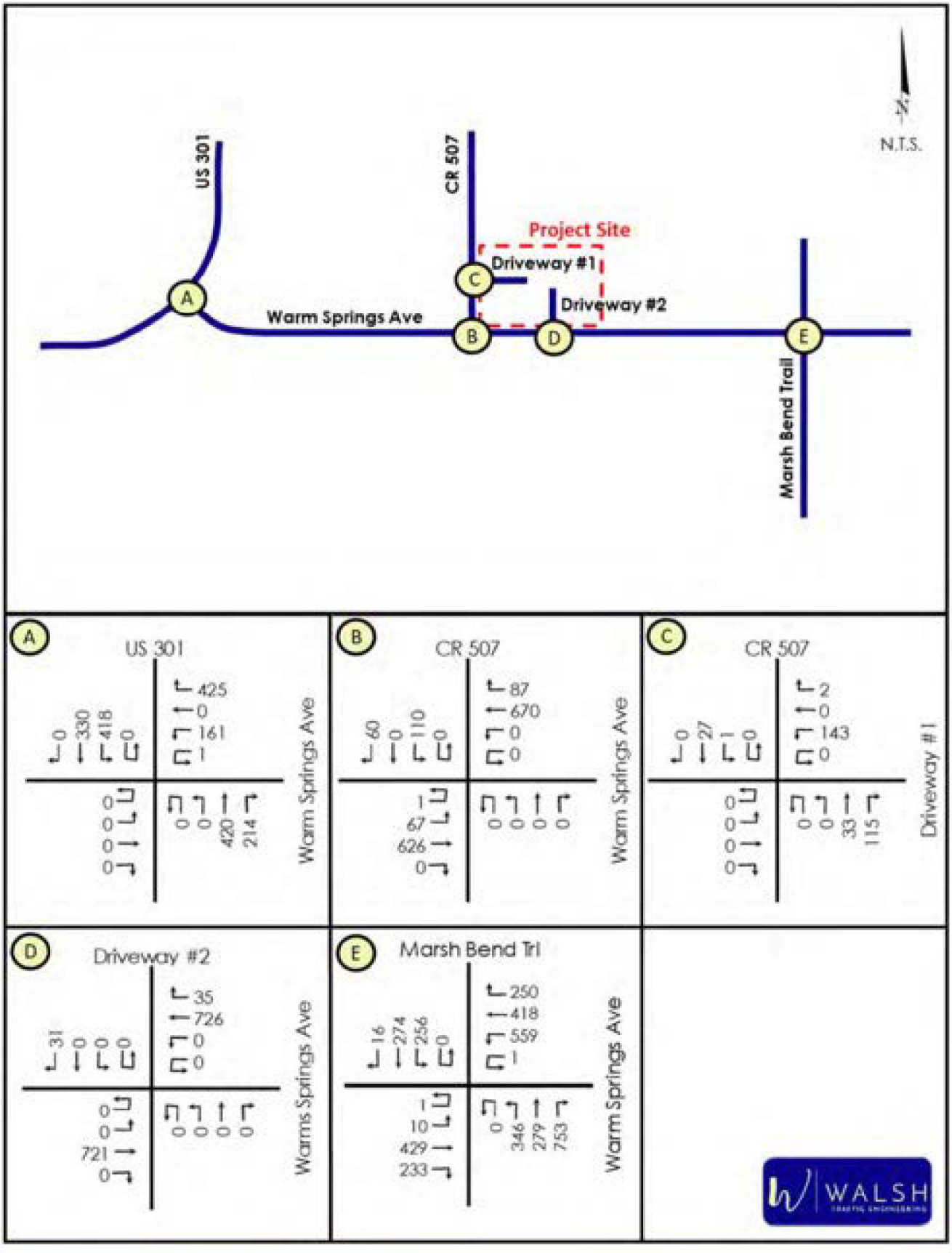


Figure 11 - Future Buildout (2029) PM Peak-Hour Traffic Volumes



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	Approach				Overall
		EB	WB	NB	SB	Intxn	EB	WB	NB	SB	Intxn
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'

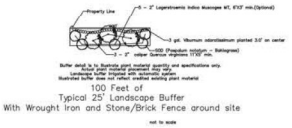
Buffers
Landscaping. The minimum landscape buffer shall contain the following plant material for each one hundred (100) lineal feet or fraction thereof of property boundary: three (3) canopy trees, five (5) understory trees, and a continuous row of shrubs in accordance with the Planting Standards and 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

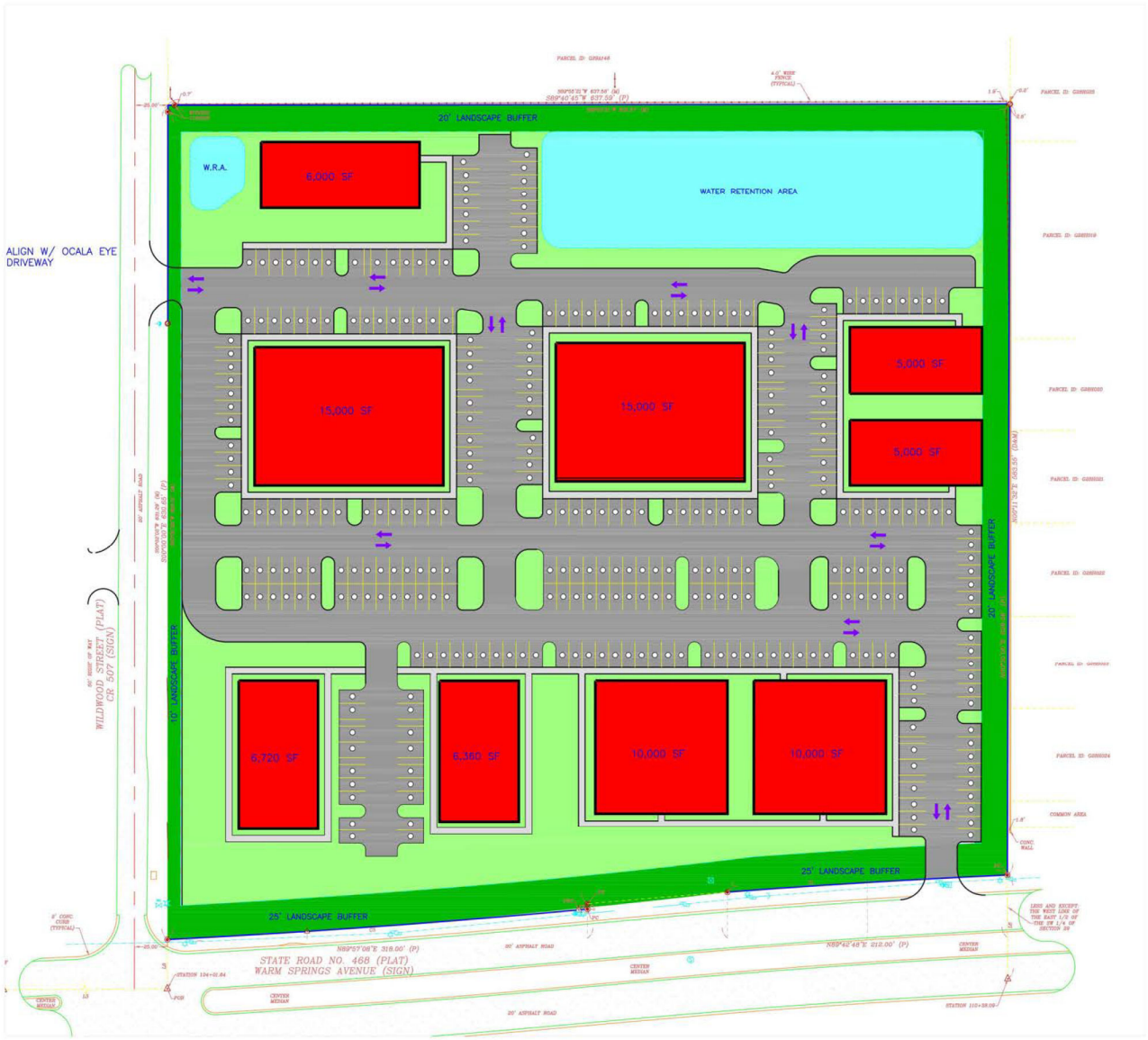
Utility Provider
Water and Sewer: City of Wildwood
Electric Provider: City of Wildwood
Natural Gas Provider: City of Wildwood
Fire Protection: City of Wildwood
Stormwater Management will be through a system of swales and retention ponds as required.
Existing Vegetation to be utilized in landscape buffers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

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



100 Feet of
Typical 25' Landscape Buffer
With Wrought Iron and Stone/Brick Fence around site

not to scale



N
W E
S

45 0 45 135

(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
ENTITLEMENT · PLANNING · CONSULTING
URBAN AND REGIONAL PLANNERS

Project #: 2150
Parcel ID # G29A141, G29A142, G29A143, G29A145, G29A146, G29A142
February 17th, 2026

1 of 1

Appendix B

Traffic Impact Analysis Methodology

Print

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

Date Submitted: 7/10/2024

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

Name of Project:*

Warm Springs at CR 507 Commercial Development

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

Sumter County Traffic Impact Analysis (TIA)

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

Purpose and Applicability

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

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

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

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

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

Methodology Statement

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

Sumter County 2023 County Annual Traffic Reports
Summary Table

Click here to view the table.

Exemption

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

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
- [x] Unincorporated Sumter County

Link

FDOT Systems Implementation Office

Link

FDOT Roadway Design - Florida Greenbook

Link

Lake-Sumter MPO

Link

FDOT Traffic Information

MEMORANDUM

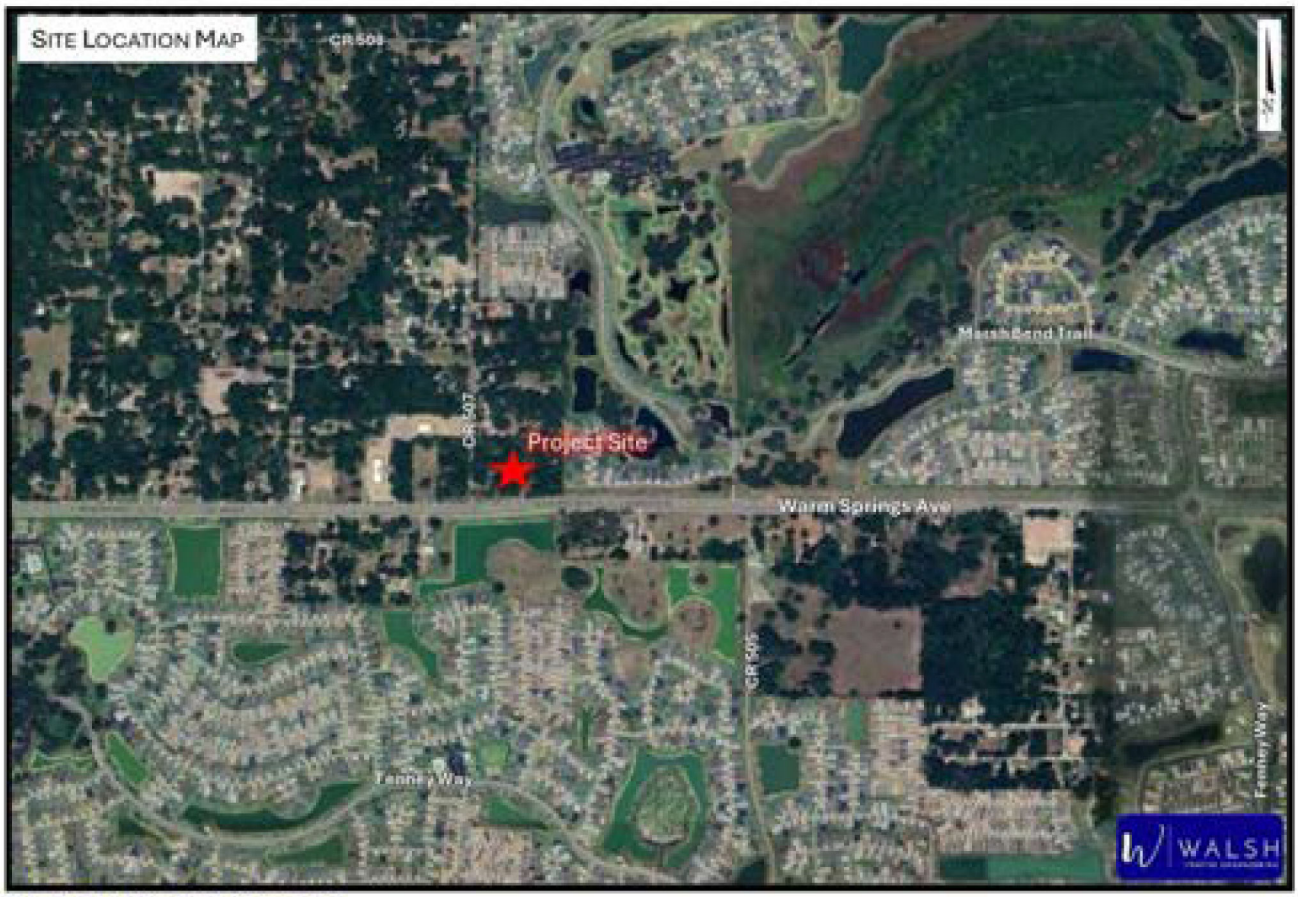
To: Mr. Matthew Tadlock

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).



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 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:

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

Table 4 – Study Area Determination (PM Peal

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

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

The study roadways will include the following:

- 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.

Future Volume Traffic Projections

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

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 conditons using *Synchro 11*, employing HCM methodologies.

In support of the FLU change, an additonal 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.

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

Project Driveway Evaluation

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

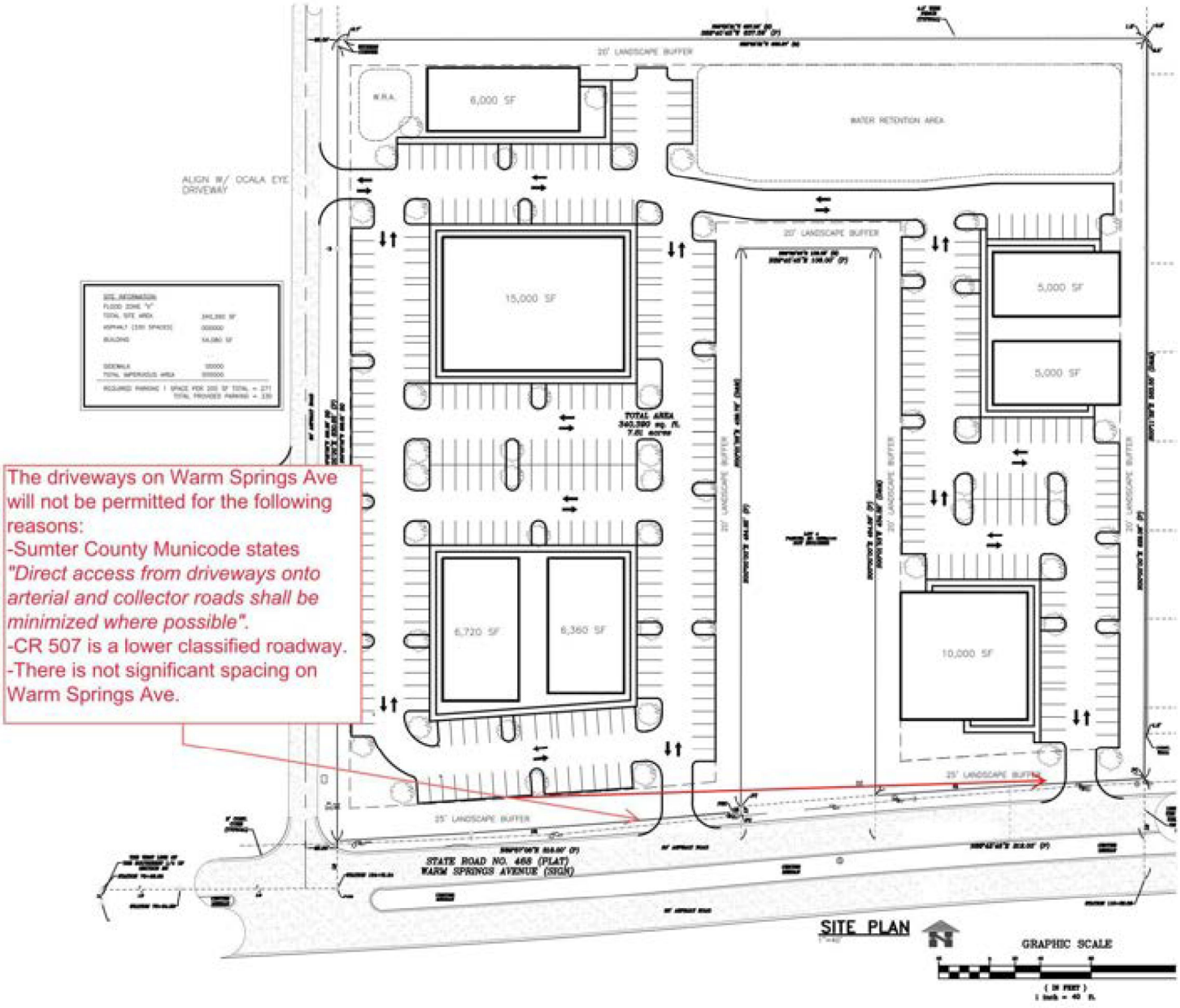
An alternative mode analysis will be conducted to evaluate present and programmed bike, pedestrian, and transit mobility options. Planned bicycle and pedestrian connections within the development will be documented.

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.
20' LANDSCAPE BUFFER
6,000 SF
W.R.A.
WATER RETENTION AREA
ALIGN W/ OCALA EYE DRIVEWAY
15,000 SF
5,000 SF
5,000 SF
6,720 SF
6,360 SF
10,000 SF
25' LANDSCAPE BUFFER
STATE ROAD NO. 468 (PLAT)
WARM SPRINGS AVENUE (SIGN)
SITE PLAN
GRAPHIC SCALE

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

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				59	47	12
Retail				47	28	19
Restaurant				125	69	56
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses[2]				0		
Total				231	144	87

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	8	0	0	0
Retail	2		2	0	0	0
Restaurant	7	2		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	231	144	87
Internal Capture Percentage	21%	17%	28%
External Vehicle-Trips[3]	183	120	63
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	19%	92%
Retail	18%	21%
Restaurant	14%	16%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

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

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

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

[4]Person-Trips

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

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

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

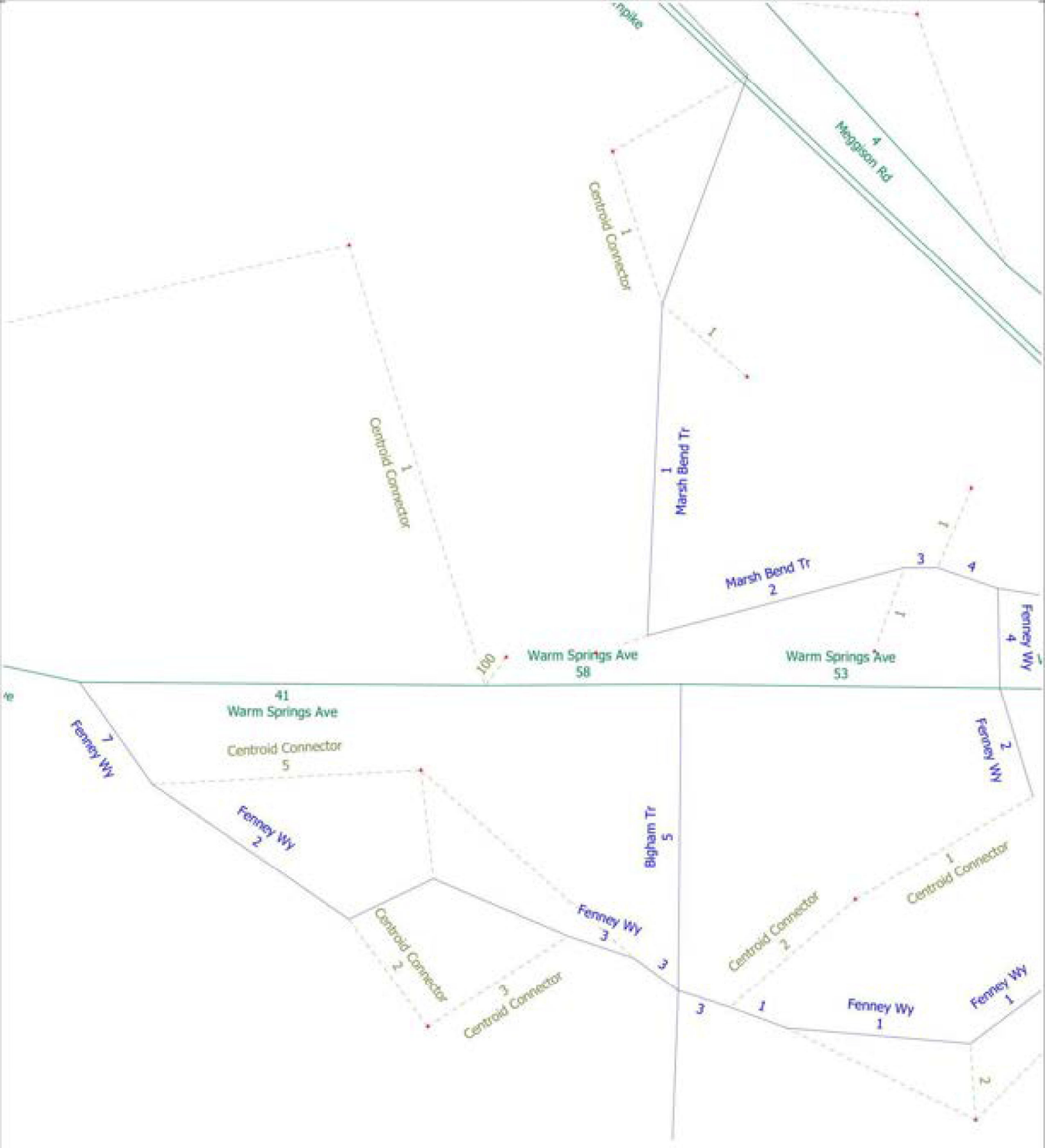
[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

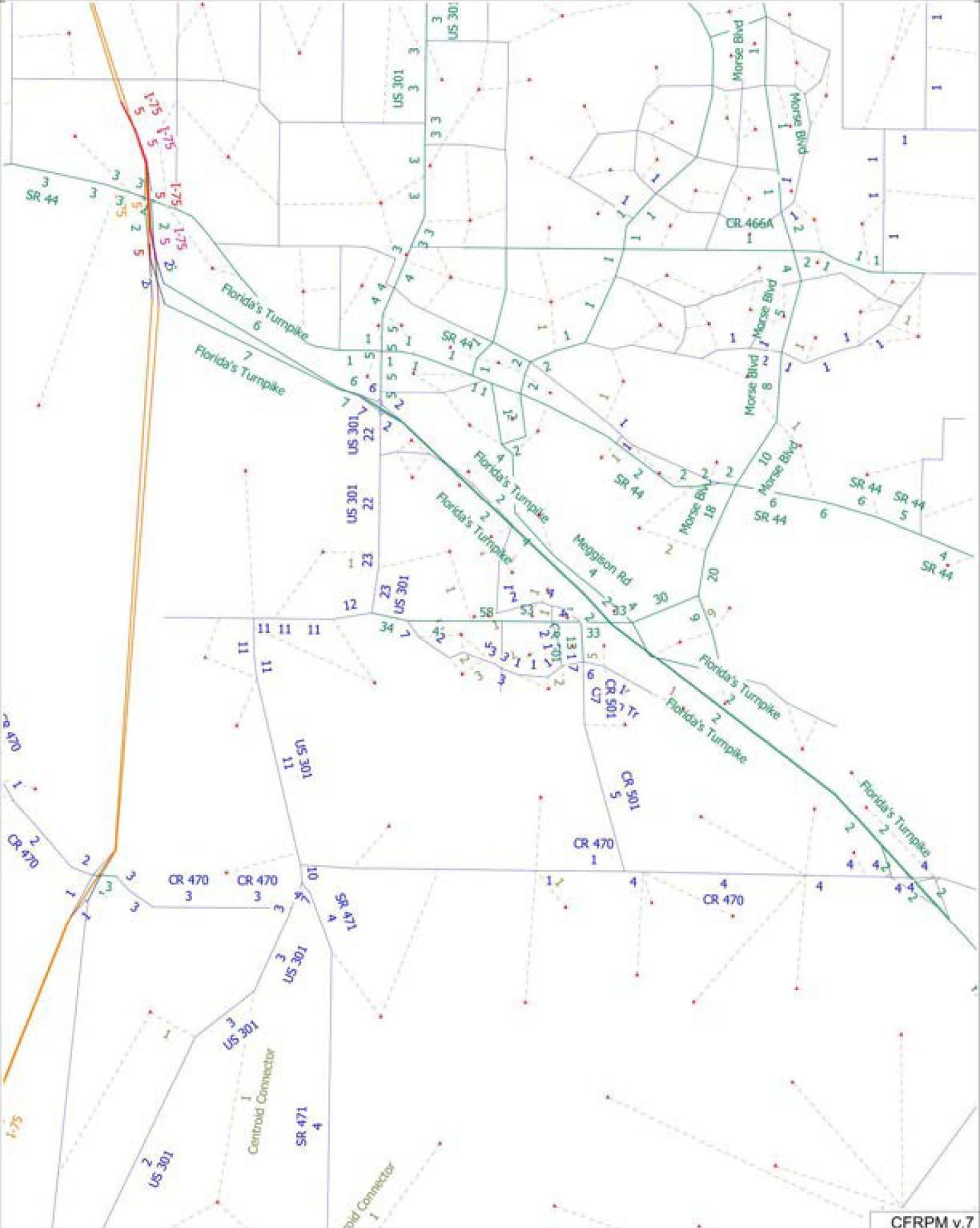
[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

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

Estimation Tool Developed by the Texas Transportation Institute


Centroid Connector
1
Meggison Rd
4
Centroid Connector
1
1
Centroid Connector
1
Marsh Bend Tr
1
Marsh Bend Tr
2
3
4
1
Fenney Wy
4
100
Warm Springs Ave
58
Warm Springs Ave
53
41
Warm Springs Ave
Fenney Wy
7
Centroid Connector
5
Fenney Wy
2
Bigham Tr
5
Fenney Wy
2
1
Centroid Connector
Centroid Connector
2
Centroid Connector
2
3
Centroid Connector
Fenney Wy
3
3
3
1
Fenney Wy
1
Fenney Wy
1
2


I-75
SR 44
Florida's Turnpike
US 301
Morse Blvd
CR 466A
Meggison Rd
CR 501
CR 470
SR 471
Centroid Connector
CFRPM v.7

Sumter County 2023 CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2023)	LANES (2028)	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 A	CR 514 (WARM SPRING AVE)	WARM SPRINGS AVENUE	2	4	URBAN	UNDIVIDED	C3R	D	17,920	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 158 (CLAY DRAIN RD)	2	2	URBAN	DIVIDED	C3C	D	21,700	19,308	0.89	D	1,070	1,950
3557110	36		SUMTER	45	1.02	WARM SPRINGS AVE	US 301/SR 35	CR 513	4	4	RURAL	DIVIDED	C3R	D	33,570	11,448	0.34	C	1,665	3,024
3557120	2020-52		SUMTER	55	1.74	WARM SPRINGS AVE	CR 513	CR 501	4	4	RURAL	DIVIDED	C3R	D	33,570	16,157	0.48	C	1,665	3,024
3557130	35		SUMTER	55	2.00	WARM SPRINGS AVE	CR 501	SANDALWOOD DR	4	4	RURAL	DIVIDED	C3R	D	35,249	25,529	0.72	C	1,748	3,175
3557160	205		SUMTER	35	3.91	MEGGISON RD	WARM SPRINGS AVE	SR 44	4	4	URBAN	DIVIDED	C3R	D	37,300	7,509	0.21	G	1,850	3,360
3557170	206		SUMTER	35	1.47	MEGGISON RD	MORSE BLVD	WARM SPRINGS AVENUE	4	4	URBAN	DIVIDED	C3R	D	37,300	8,804	0.24	C	1,850	3,360
40090002	108		ADJACENT	55	0.48	MARSH BEND TRAIL / CR 501	CORBIN TRL	WARM SPRINGS AVE	4	4	URBAN	DIVIDED	C3R	D	33,570	11,906	0.35	C	1,665	3,024
40090003	131		SUMTER	25	1.20	MARSH BEND TRAIL	WARM SPRINGS AVE	DUNHAM DR	2	2	URBAN	DIVIDED	C3R	D	21,168	7,023	0.33	C	1,049	1,909
40090003	210		SUMTER	35	4.89	MARSH BEND TRAIL	US 301	WARM SPRINGS AVE	2	2	URBAN	DIVIDED	C3R	D	23,520	7,023	0.33	C	1,166	1,909

Appendix C

Traffic Counts

National Data & Surveying Services

Intersection Turning Movement Count

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

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

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	86	39	0	119	120	0	0	0	0	0	0	11	0	68	1	444
7:15 AM	0	84	31	0	150	123	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	107	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	643	341	0	813	705	0	1	0	0	0	0	164	0	517	2	3186
APPROACH % 's :	0.00%	65.35%	34.65%	0.00%	53.52%	46.41%	0.00%	0.07%					24.01%	0.00%	75.70%	0.29%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	338	158	0	484	421	0	0	0	0	0	0	54	0	277	1	1733
PEAK HR FACTOR :	0.000	0.871	0.840	0.000	0.807	0.856	0.000	0.000	0.000	0.000	0.000	0.000	0.675	0.000	0.962	0.250	0.934
		0.861				0.829								0.922			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	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	37	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	33	0	103	0	408
5:30 PM	0	73	27	0	88	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	667	288	0	640	602	0	0	0	0	0	0	252	0	646	3	3098
APPROACH % 's :	0.00%	69.84%	30.16%	0.00%	51.57%	48.47%	0.00%	0.00%					27.97%	0.00%	71.70%	0.33%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	370	170	0	343	311	0	0	0	0	0	0	124	0	330	1	1649
PEAK HR FACTOR :	0.000	0.758	0.867	0.000	0.825	0.884	0.000	0.000	0.000	0.000	0.000	0.000	0.912	0.000	0.878	0.250	0.961
		0.804				0.908								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: 26-130113-001
Date: 4/7/2026

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	76	33	0	116	112	0	0	0	0	0	0	9	0	66	1	413
7:15 AM	0	73	28	0	143	108	0	0	0	0	0	0	5	0	69	0	426
7:30 AM	0	86	42	0	93	69	0	0	0	0	0	0	17	0	64	0	371
7:45 AM	0	55	40	0	96	78	0	0	0	0	0	0	15	0	72	0	356
8:00 AM	0	59	42	0	84	53	0	1	0	0	0	0	23	0	46	1	309
8:15 AM	0	73	26	0	67	52	0	0	0	0	0	0	24	0	55	0	297
8:30 AM	0	65	35	0	67	80	0	0	0	0	0	0	22	0	64	0	313
8:45 AM	0	48	41	0	90	44	0	0	0	0	0	0	22	0	59	0	304
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	535	287	0	756	576	0	1	0	0	0	0	137	0	495	2	2789
APPROACH % 's :	0.00%	65.09%	34.91%	0.00%	56.71%	43.21%	0.00%	0.08%					21.65%	0.00%	78.08%	0.32%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	290	143	0	448	367	0	0	0	0	0	0	46	0	271	1	1566
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	0.941	0.250	0.919
		0.846				0.812								0.914			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	74	37	0	84	75	0	0	0	0	0	0	33	0	76	2	381
4:15 PM	0	80	45	0	76	86	0	0	0	0	0	0	29	0	92	0	408
4:30 PM	0	110	45	0	82	68	0	0	0	0	0	0	26	0	78	0	409
4:45 PM	0	85	37	0	77	73	0	0	0	0	0	0	28	0	57	1	358
5:00 PM	0	69	35	0	104	73	0	0	0	0	0	0	31	0	86	0	398
5:15 PM	0	82	27	0	66	86	0	0	0	0	0	0	33	0	100	0	394
5:30 PM	0	69	27	0	85	74	0	0	0	0	0	0	28	0	69	0	352
5:45 PM	0	57	23	0	54	42	0	0	0	0	0	0	29	0	63	0	268
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	626	276	0	628	577	0	0	0	0	0	0	237	0	621	3	2968
APPROACH % 's :	0.00%	69.40%	30.60%	0.00%	52.12%	47.88%	0.00%	0.00%					27.53%	0.00%	72.13%	0.35%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	344	162	0	339	300	0	0	0	0	0	0	114	0	313	1	1573
PEAK HR FACTOR :	0.000	0.782	0.900	0.000	0.815	0.872	0.000	0.000	0.000	0.000	0.000	0.000	0.919	0.000	0.851	0.250	0.961
		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: 26-130113-001
Date: 4/7/2026

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	10	6	0	3	8	0	0	0	0	0	0	2	0	2	0	31
7:15 AM	0	11	3	0	7	15	0	0	0	0	0	0	0	0	2	0	38
7:30 AM	0	11	5	0	15	17	0	0	0	0	0	0	3	0	2	0	53
7:45 AM	0	16	1	0	11	14	0	0	0	0	0	0	3	0	0	0	45
8:00 AM	0	17	10	0	5	19	0	0	0	0	0	0	4	0	4	0	59
8:15 AM	0	12	11	0	5	14	0	0	0	0	0	0	7	0	5	0	54
8:30 AM	0	17	7	0	5	23	0	0	0	0	0	0	2	0	3	0	57
8:45 AM	0	14	11	0	6	19	0	0	0	0	0	0	6	0	4	0	60
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	108	54	0	57	129	0	0	0	0	0	0	27	0	22	0	397
APPROACH % 's :	0.00%	66.67%	33.33%	0.00%	30.65%	69.35%	0.00%	0.00%					55.10%	0.00%	44.90%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	48	15	0	36	54	0	0	0	0	0	0	8	0	6	0	167
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	0.788
		0.926				0.703								0.700			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	5	2	0	4	3	0	0	0	0	0	0	4	0	2	0	20
4:15 PM	0	3	4	0	1	2	0	0	0	0	0	0	2	0	2	0	14
4:30 PM	0	12	1	0	1	3	0	0	0	0	0	0	2	0	1	0	20
4:45 PM	0	6	1	0	2	3	0	0	0	0	0	0	3	0	7	0	22
5:00 PM	0	5	2	0	0	3	0	0	0	0	0	0	3	0	7	0	20
5:15 PM	0	4	2	0	2	3	0	0	0	0	0	0	0	0	3	0	14
5:30 PM	0	4	0	0	1	4	0	0	0	0	0	0	1	0	1	0	11
5:45 PM	0	2	0	0	1	4	0	0	0	0	0	0	0	0	2	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	41	12	0	12	25	0	0	0	0	0	0	15	0	25	0	130
APPROACH % 's :	0.00%	77.36%	22.64%	0.00%	32.43%	67.57%	0.00%	0.00%					37.50%	0.00%	62.50%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	26	8	0	4	11	0	0	0	0	0	0	10	0	17	0	76
PEAK HR FACTOR :	0.000	0.542	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	0.864
		0.684				0.750								0.675			

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

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH % 's :																	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
APPROACH % 's :	0.00%	50.00%	50.00%	0.00%													
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	0.000	0.250
		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		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
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		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

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

PEAK HOURS		COUNT PERIODS
07:00 AM - 08:00 AM	AM	7:00 AM - 09:00 AM
NONE	NOON	NONE
04:15 PM - 05:15 PM	PM	4:00 PM - 06:00 PM

US 301/SR 35 — SOUTHBOUND

AM	0	421	484	0	615	AM
NOON	0	0	0	0	0	NOON
PM	0	311	343	0	700	PM

EASTBOUND — Warm Springs Ave/CR 468

AM	NOON	PM	
0	0	0	⇦
0	0	0	↶ 0
0	0	0	↱ 0
0	0	0	→ 0
0	0	0	↷ 0
AM	NOON	PM	

WESTBOUND — Warm Springs Ave/CR 468

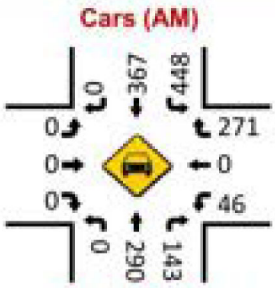
PM	NOON	AM	
330	0	277	↷ 0
0	0	0	← 0
124	0	54	↰ 0
1	0	1	↶ 0
514	0	643	⇨
PM	NOON	AM	

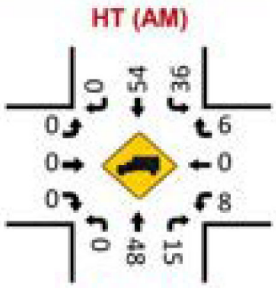
CONTROL: 1-Way Stop(WB)

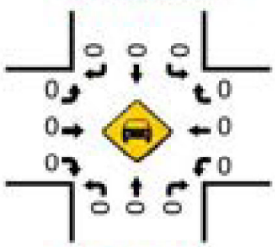
TEV	1733 AM	0 NOON	1649 PM
PHF	0.93		0.96

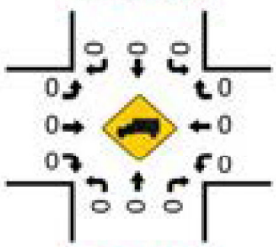
US 301/SR 35 — NORTHBOUND

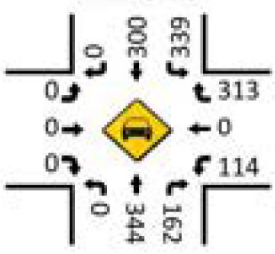
PM	435	0	0	370	170	PM
NOON	0	0	0	0	0	NOON
AM	475	0	0	338	158	AM

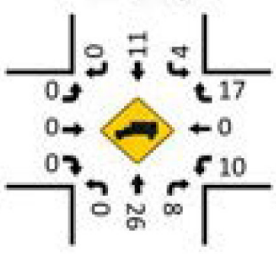


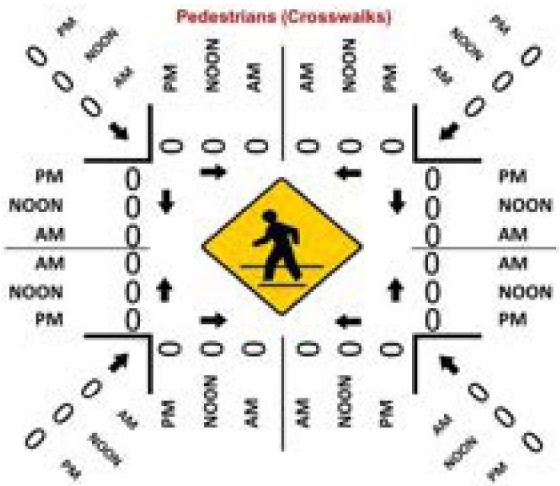












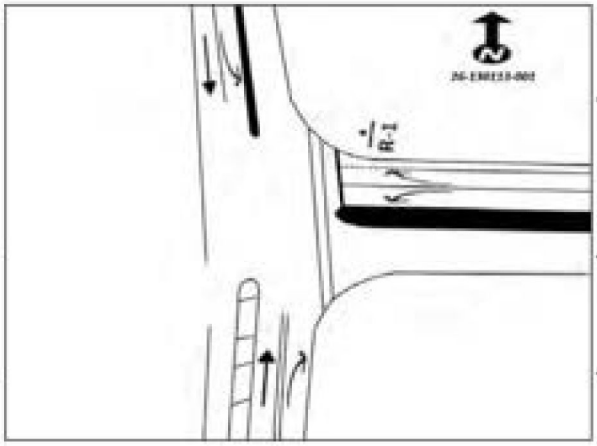
LOCATION: US 301/SR 35 & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

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

Peak Hour Factor
0.93

National Data & Surveying Services



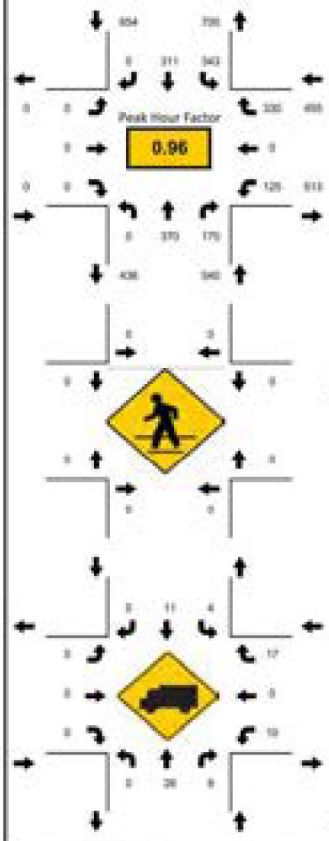
15-Min Count Period Beginning At	US 301/SR 35 Northbound					US 301/SR 35 Southbound					Warm Springs Ave/CR 468 Eastbound					Warm Springs Ave/CR 468 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R²	Left	Thru	Rgt	U	R²	Left	Thru	Rgt	U	R²	Left	Thru	Rgt	U	R²		
7:00 AM	0	86	39	0		119	120	0	0		0	0	0	0		11	0	68	1		444	1733
7:15 AM	0	84	31	0		150	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	1085
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		96	63	0	0		0	0	0	0		28	0	63	0		364	364

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R²	Left	Thru	Rgt	U	R²	Left	Thru	Rgt	U	R²	Left	Thru	Rgt	U	R²	
All Vehicles	0	388	188	0		600	492	0	0		0	0	0	0		80	0	288	4		2040
Heavy Trucks	0	84	24	0		60	68	0	0		0	0	0	0		12	0	8	0		236
Pedestrians		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
Stopped Buses																					

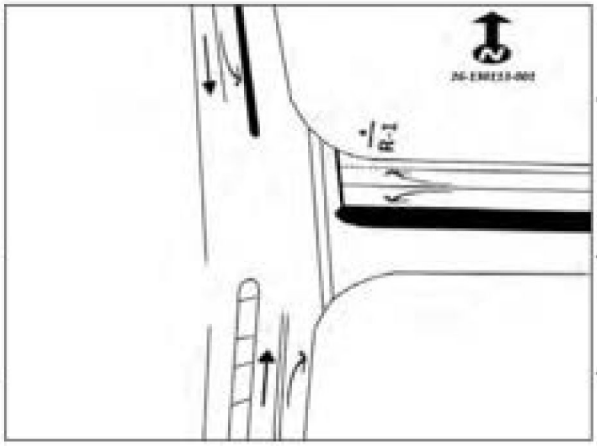
LOCATION: US 301/SR 35 & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

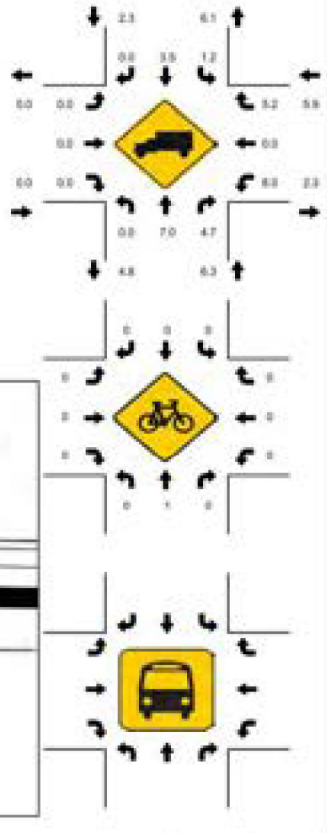
PROJECT ID: 26-130113-001
DATE: Tue, Apr 07, 2026

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		88	78	0	0		0	0	0	0		37	0	78	2		401	1632
4:15 PM	0	83	49	0		77	88	0	0		0	0	0	0		31	0	94	0		422	1649
4:30 PM	0	122	46	0		83	71	0	0		0	0	0	0		28	0	79	0		429	1635
4:45 PM	0	91	36	0		79	76	0	0		0	0	0	0		31	0	64	1		380	1569
5:00 PM	0	74	37	0		104	76	0	0		0	0	0	0		34	0	93	0		418	1466
5:15 PM	0	86	29	0		68	89	0	0		0	0	0	0		33	0	103	0		408	1048
5:30 PM	0	73	27	0		86	78	0	0		0	0	0	0		29	0	70	0		363	640
5:45 PM	0	59	23	0		55	46	0	0		0	0	0	0		29	0	65	0		277	277

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	488	196	0		416	352	0	0		0	0	0	0		136	0	376	4		1968
Heavy Trucks	0	48	16	0		8	12	0	0		0	0	0	0		12	0	28	0		124
Pedestrians		0					0					0					0				0
Bicycles	0	4	0	0		0	0	0	0		0	0	0	0		0	0	0	0		4
Buses																					0
Stopped Buses																					

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Total

NS/ EW Streets:	Sumter County Rd 507				Sumter County Rd 507				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	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	3	0	5	0	1	162	0	1	0	66	1	0	239
7:15 AM	0	0	0	0	5	0	4	0	2	175	0	0	0	64	1	0	251
7:30 AM	0	0	0	0	2	0	1	0	3	151	0	2	0	82	1	0	242
7:45 AM	0	0	0	0	5	0	2	0	8	137	0	9	0	85	2	0	249
8:00 AM	0	0	0	0	5	0	5	0	5	125	0	3	0	74	2	0	219
8:15 AM	0	0	0	0	2	0	1	0	4	128	0	3	0	80	2	0	220
8:30 AM	0	0	0	0	0	0	0	0	0	126	0	2	0	102	2	0	232
8:45 AM	0	0	0	0	3	0	4	0	0	133	0	4	0	90	1	0	235
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	25	0	22	0	24	1137	0	24	0	643	12	0	1887
APPROACH % 's :					53.19%	0.00%	46.81%	0.00%	2.03%	95.95%	0.00%	2.03%	0.00%	98.17%	1.83%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	15	0	12	0	15	625	0	12	0	297	5	0	981
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	0.977
							0.750				0.921				0.868		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	5	0	2	0	5	133	0	0	0	116	6	0	267
4:15 PM	0	0	0	0	4	0	4	0	3	113	0	0	0	136	6	0	266
4:30 PM	0	0	0	0	1	0	1	0	1	130	0	0	0	105	6	0	244
4:45 PM	0	0	0	0	4	0	5	0	2	96	0	0	0	117	8	0	232
5:00 PM	0	0	0	0	5	0	1	0	1	131	0	1	0	130	4	0	273
5:15 PM	0	0	0	0	6	0	1	0	7	106	0	1	0	125	6	0	252
5:30 PM	0	0	0	0	3	0	2	0	1	97	0	0	0	84	6	0	193
5:45 PM	0	0	0	0	0	0	2	0	3	66	0	0	0	97	5	0	173
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	28	0	18	0	23	872	0	2	0	910	47	0	1900
APPROACH % 's :					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 :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	14	0	11	0	7	470	0	1	0	488	24	0	1015
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	0.929
							0.694				0.898				0.901		

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Cars

NS/ EW Streets:	Sumter County Rd 507				Sumter County Rd 507				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	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	3	0	4	0	1	155	0	1	0	62	1	0	227
7:15 AM	0	0	0	0	5	0	4	0	2	166	0	0	0	62	1	0	340
7:30 AM	0	0	0	0	2	0	1	0	3	139	0	2	0	80	1	0	228
7:45 AM	0	0	0	0	5	0	2	0	9	117	0	8	0	80	2	0	223
8:00 AM	0	0	0	0	5	0	4	0	3	113	0	3	0	68	2	0	198
8:15 AM	0	0	0	0	2	0	1	0	3	115	0	3	0	70	1	0	195
8:30 AM	0	0	0	0	0	0	0	0	0	111	0	2	0	96	2	0	211
8:45 AM	0	0	0	0	3	0	1	0	0	119	0	4	0	82	1	0	210
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	25	0	17	0	21	1035	0	23	0	600	11	0	1732
APPROACH % 's :					59.52%	0.00%	40.48%	0.00%	1.95%	95.92%	0.00%	2.13%	0.00%	98.20%	1.80%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	15	0	11	0	15	577	0	11	0	284	5	0	918
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.688	0.000	0.417	0.869	0.000	0.344	0.000	0.888	0.625	0.000	0.956
						0.722				0.897				0.881			

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	5	0	1	0	5	128	0	0	0	113	6	0	258
4:15 PM	0	0	0	0	4	0	4	0	2	109	0	0	0	130	6	0	255
4:30 PM	0	0	0	0	1	0	0	0	1	129	0	0	0	103	6	0	240
4:45 PM	0	0	0	0	4	0	3	0	2	95	0	0	0	106	8	0	218
5:00 PM	0	0	0	0	5	0	1	0	1	128	0	1	0	120	4	0	260
5:15 PM	0	0	0	0	6	0	1	0	6	102	0	1	0	123	6	0	245
5:30 PM	0	0	0	0	3	0	2	0	1	96	0	0	0	81	6	0	189
5:45 PM	0	0	0	0	0	0	2	0	2	66	0	0	0	95	5	0	170
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	28	0	14	0	20	853	0	2	0	871	47	0	1835
APPROACH % 's :					66.67%	0.00%	33.33%	0.00%	2.29%	97.49%	0.00%	0.23%	0.00%	94.88%	5.12%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	14	0	8	0	6	461	0	1	0	459	24	0	973
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.700	0.000	0.500	0.000	0.750	0.893	0.000	0.250	0.000	0.883	0.750	0.000	0.936
						0.688				0.900				0.888			

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - HT

NS/ EW Streets:	Sumter County Rd 507				Sumter County Rd 507				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	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	0	7	0	0	0	4	0	0	12
7:15 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	2	0	0	11
7:30 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	2	0	0	14
7:45 AM	0	0	0	0	0	0	0	0	0	20	0	1	0	5	0	0	26
8:00 AM	0	0	0	0	0	0	1	0	2	12	0	0	0	6	0	0	21
8:15 AM	0	0	0	0	0	0	0	0	1	13	0	0	0	10	1	0	25
8:30 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	6	0	0	21
8:45 AM	0	0	0	0	0	0	3	0	0	14	0	0	0	8	0	0	25
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	5	0	3	102	0	1	0	43	1	0	155
APPROACH % 's :					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 :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	0	48	0	1	0	13	0	0	63
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	0.656
					0.250				0.583				0.650				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	1	0	0	5	0	0	0	3	0	0	9
4:15 PM	0	0	0	0	0	0	0	0	1	4	0	0	0	6	0	0	11
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0	4
4:45 PM	0	0	0	0	0	0	2	0	0	1	0	0	0	11	0	0	14
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	1	4	0	0	0	2	0	0	7
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	1	0	0	0	0	2	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	4	0	3	19	0	0	0	39	0	0	65
APPROACH % 's :					0.00%	0.00%	100.00%	0.00%	13.64%	86.36%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	3	0	1	9	0	0	0	29	0	0	42
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	0.659	0.000	0.000	0.750
					0.375				0.500				0.659				

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Bikes

NS/ EW Streets:	Sumter County Rd 507				Sumter County Rd 507				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	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH % 's :																	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH % 's :									0.00%	100.00%	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	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 Project ID: 26-130113-002
City: Wildwood Date: 4/7/2026

Data - Pedestrians (Crosswalks)

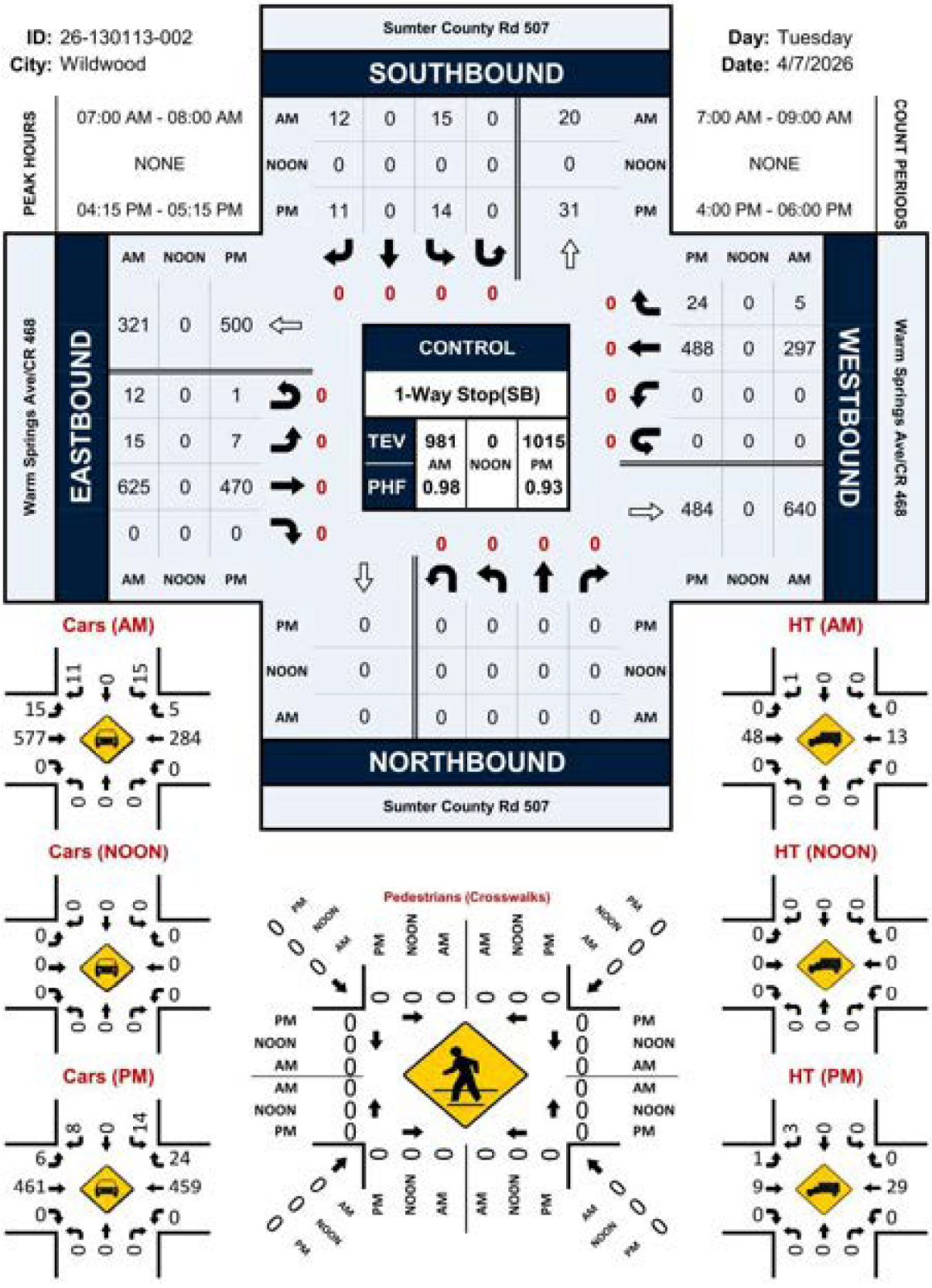
NS/ EW Streets:	Sumter County Rd 507		Sumter County Rd 507		Warm Springs Ave/CR 468		Warm Springs Ave/CR 468		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
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		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Sumter County Rd 507 & Warm Springs Ave/CR 468

Peak Hour Turning Movement Count



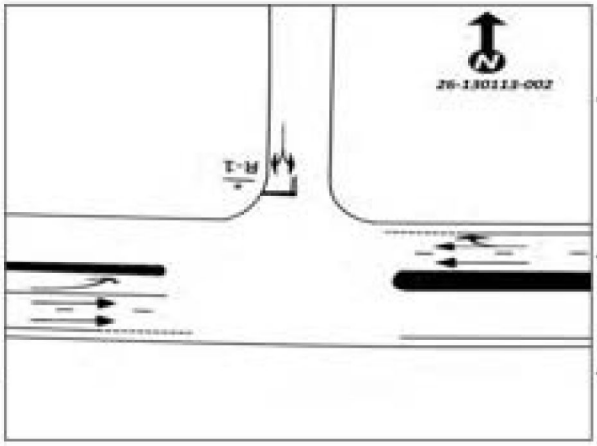
LOCATION: Sumter County Rd 507 & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

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

Peak Hour Factor
0.98

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		3	0	5	0		1	162	0	1		0	66	1	0		239	961
7:15 AM	0	0	0	0		5	0	4	0		2	175	0	0		0	64	1	0		251	961
7:30 AM	0	0	0	0		2	0	1	0		3	151	0	2		0	82	1	0		242	930
7:45 AM	0	0	0	0		5	0	2	0		9	137	0	9		0	85	2	0		249	920
8:00 AM	0	0	0	0		5	0	5	0		5	125	0	3		0	74	2	0		219	906
8:15 AM	0	0	0	0		2	0	1	0		4	128	0	3		0	80	2	0		220	687
8:30 AM	0	0	0	0		0	0	0	0		0	126	0	2		0	102	2	0		232	467
8:45 AM	0	0	0	0		3	0	4	0		0	133	0	4		0	90	1	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		20	0	20	0		36	700	0	36		0	340	8	0		1160
Heavy Trucks	0	0	0	0		0	0	4	0		0	80	0	4		0	20	0	0		104
Pedestrians		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
Stopped Buses																					

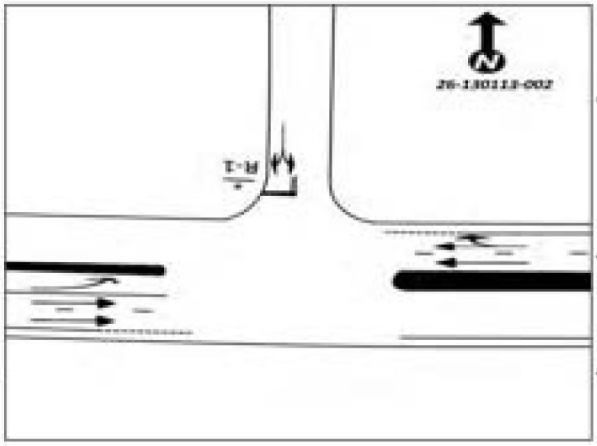
LOCATION: Sumter County Rd 507 & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

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

Peak Hour Factor
0.93

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*		
4:00 PM	0	0	0	0		5	0	2	0		5	133	0	0		0	116	6	0		267	1009
4:15 PM	0	0	0	0		4	0	4	0		3	113	0	0		0	136	6	0		266	1015
4:30 PM	0	0	0	0		1	0	1	0		1	130	0	0		0	105	6	0		244	1001
4:45 PM	0	0	0	0		4	0	5	0		2	96	0	0		0	117	8	0		232	950
5:00 PM	0	0	0	0		5	0	1	0		1	131	0	1		0	130	4	0		273	891
5:15 PM	0	0	0	0		6	0	1	0		7	106	0	1		0	125	6	0		252	618
5:30 PM	0	0	0	0		3	0	2	0		1	97	0	0		0	84	6	0		193	366
5:45 PM	0	0	0	0		0	0	2	0		3	66	0	0		0	97	5	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		20	0	20	0		12	524	0	4		0	544	32	0		1156
Heavy Trucks	0	0	0	0		0	0	8	0		4	16	0	0		0	44	0	0		72
Pedestrians		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
Stopped Buses																					

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

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	39	14	77	0	19	35	3	0	1	42	93	0	192	30	10	0	565
7:15 AM	41	16	138	0	11	45	1	0	1	61	135	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	69	48	34	1	616
8:00 AM	47	16	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	361	185	979	0	252	271	18	0	30	570	606	1	817	436	262	1	4789
APPROACH % 's :	23.67%	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%	
PEAK HR :	07:00 AM - 08:00 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 :	0.767	0.727	0.776	0.000	0.574	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				0.815				0.834		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	63	30	146	0	48	45	4	0	2	80	43	2	103	91	44	0	701
4:15 PM	71	52	143	0	63	55	3	0	1	65	47	0	104	75	55	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	703
5:15 PM	67	67	146	0	56	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	87	58	49	0	641
5:45 PM	48	24	75	2	52	61	4	0	3	46	32	0	102	65	46	0	540
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	485	344	1063	2	427	473	26	0	12	560	321	4	923	639	430	1	5710
APPROACH % 's :	25.61%	18.16%	56.12%	0.11%	46.11%	51.08%	2.81%	0.00%	1.34%	62.43%	35.79%	0.45%	46.31%	32.06%	21.58%	0.05%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	244	213	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	0.927	0.900	0.250	0.839	0.833	0.881	0.250	0.960
			0.914				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: 26-130113-005
Date: 4/7/2026

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	38	14	77	0	19	33	3	0	1	37	89	0	190	27	20	0	548
7:15 AM	39	16	137	0	11	42	1	0	1	60	131	0	180	42	25	0	685
7:30 AM	58	31	182	0	26	36	1	0	3	77	84	0	117	46	28	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	92	0	38	27	2	0	4	83	52	0	63	62	35	0	510
8:30 AM	51	32	107	0	41	27	3	0	6	75	31	1	48	66	37	0	525
8:45 AM	42	22	83	0	40	19	4	0	7	88	51	0	74	62	58	0	550
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	343	184	971	0	249	257	18	0	29	534	550	1	788	408	254	1	4587
APPROACH % 's :	22.90%	12.28%	64.82%	0.00%	47.52%	49.05%	3.44%	0.00%	2.60%	47.94%	49.37%	0.09%	54.31%	28.12%	17.51%	0.07%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	178	93	563	0	98	149	8	0	10	229	361	0	554	160	107	1	2511
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	0.767	0.250	0.911
	0.769				0.768				0.781				0.832				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	60	30	146	0	48	45	4	0	2	80	40	2	102	89	44	0	692
4:15 PM	68	52	143	0	63	54	3	0	1	61	45	0	101	75	55	0	721
4:30 PM	62	47	120	0	56	60	2	0	0	73	39	1	101	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	139	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	32	61	4	0	3	46	32	0	102	65	46	0	538
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	460	343	1054	2	427	471	25	0	12	549	315	4	916	629	430	1	5638
APPROACH % 's :	24.74%	18.45%	56.70%	0.11%	46.26%	51.03%	2.71%	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																TOTAL
PEAK HR VOL :	228	210	561	0	232	247	13	0	6	287	161	1	524	342	236	1	3049
PEAK HR FACTOR :	0.877	0.784	0.929	0.000	0.906	0.858	0.464	0.000	0.500	0.920	0.915	0.250	0.840	0.822	0.881	0.250	0.959
	0.905				0.911				0.910				0.935				

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

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	0	0	0	3	0	0	0	5	4	0	2	3	0	0	17
7:15 AM	2	0	1	0	0	3	0	0	0	1	4	0	3	1	2	0	17
7:30 AM	2	0	0	0	0	2	0	0	0	3	8	0	5	1	0	0	21
7:45 AM	1	0	1	0	1	2	0	0	0	3	14	0	2	3	0	0	27
8:00 AM	5	1	0	0	1	2	0	0	0	5	6	0	4	1	3	0	28
8:15 AM	2	0	1	0	0	1	0	0	1	4	6	0	1	9	0	0	25
8:30 AM	1	0	1	0	1	2	0	0	0	6	7	0	5	6	2	0	31
8:45 AM	4	0	4	0	0	0	0	0	0	9	7	0	7	4	1	0	36
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	18	1	8	0	3	14	0	0	1	36	56	0	29	28	8	0	202
APPROACH % 's :	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%	43.08%	12.31%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	6	0	2	0	1	9	0	0	0	12	30	0	12	8	2	0	82
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	0.759
	0.667				0.833				0.818				0.917				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	0	0	0	0	0	0	0	0	0	3	0	1	2	0	0	9
4:15 PM	3	0	0	0	0	1	0	0	0	4	2	0	3	0	0	0	13
4:30 PM	2	0	3	0	0	0	0	0	0	0	0	0	1	1	0	0	7
4:45 PM	8	1	3	0	0	1	1	0	0	1	0	0	0	3	0	0	18
5:00 PM	4	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	9
5:15 PM	2	0	2	0	0	0	0	0	0	4	1	0	1	1	0	0	11
5:30 PM	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3
5:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	25	1	9	0	0	2	1	0	0	11	6	0	7	10	0	0	72
APPROACH % 's :	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																TOTAL
PEAK HR VOL :	16	1	8	0	0	1	1	0	0	6	1	0	3	8	0	0	45
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	0.625
	0.521				0.250				0.350				0.688				

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

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				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH % 's :																	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	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	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
APPROACH % 's :					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 501/Marsh Bend Trail & Warm Springs Ave/CR 468 Project ID: 26-130113-005
City: Wildwood 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	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
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		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH % 's :									
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

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

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (CR 501/Marsh Bend Trail)

AM	8	158	99	0	212	AM
NOON	0	0	0	0	0	NOON
PM	14	248	232	0	453	PM

EASTBOUND (Warm Springs Ave/CR 468)

AM	NOON	PM	
360	0	609	⇦
0	0	1	↶ 0
10	0	6	↱ 0
241	0	293	→ 0
391	0	162	↱ 0
AM	NOON	PM	

WESTBOUND (Warm Springs Ave/CR 468)

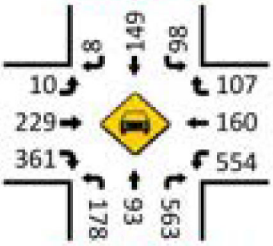
PM	NOON	AM	
236	0	109	↱ 0
350	0	168	← 0
527	0	566	↰ 0
1	0	1	↶ 0
1095	0	906	⇨
PM	NOON	AM	

NORTHBOUND (CR 501/Marsh Bend Trail)

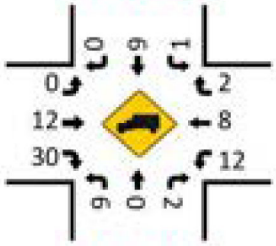
PM	937	0	244	211	569	PM
NOON	0	0	0	0	0	NOON
AM	1115	0	184	93	565	AM

CONTROL			
Signalized			
TEV	2593 AM	0 NOON	3094 PM
PHF	0.91		0.96

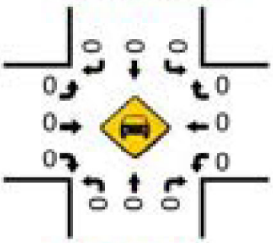
Cars (AM)



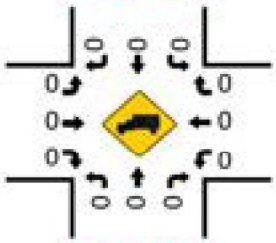
HT (AM)



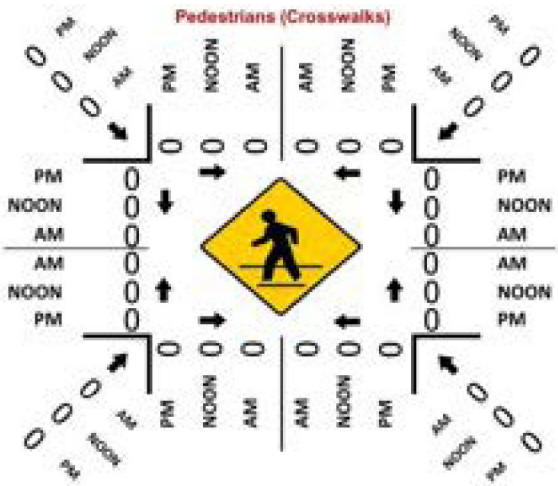
Cars (NOON)



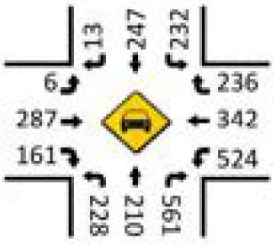
HT (NOON)



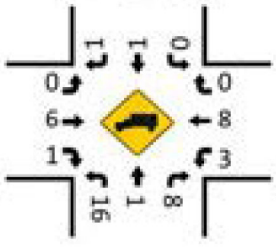
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



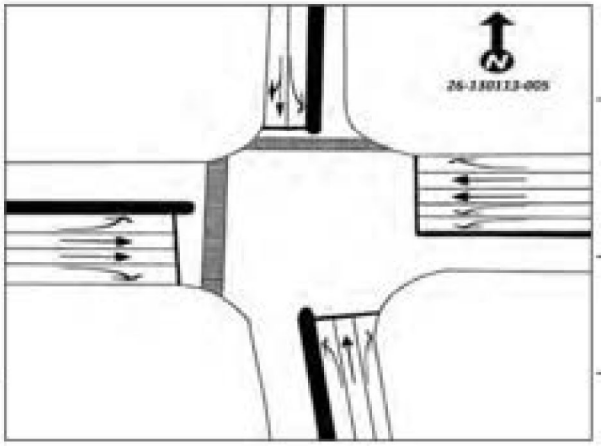
LOCATION: CR 501/Marsh Bend Trail & Warm Springs Ave/CR 468
CITY/STATE: Wildwood, FL

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

Peak Hour Factor: **0.91**

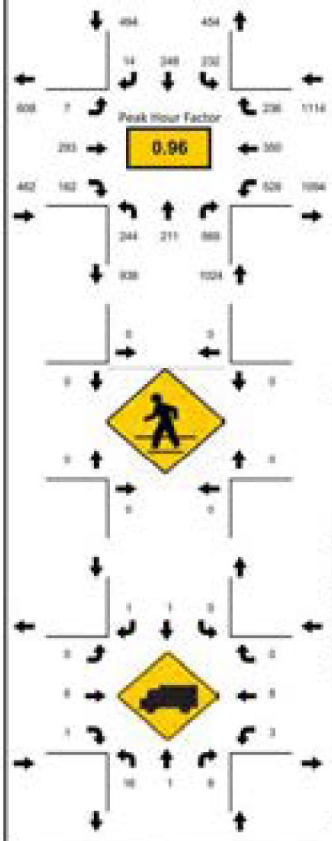
National Data & Surveying Services



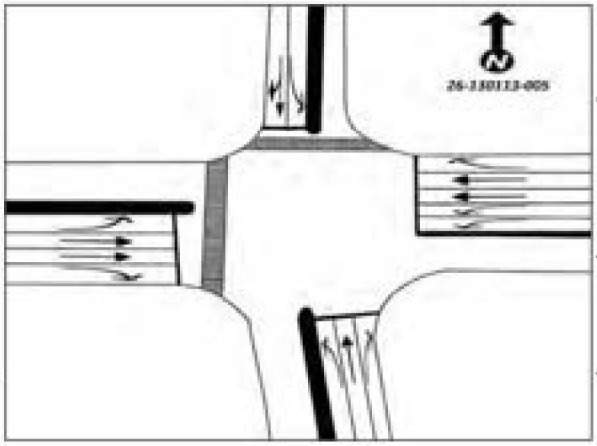
15-Min Count Period Beginning At	CR 501/Marsh Bend Trail Northbound					CR 501/Marsh Bend Trail Southbound					Warm Springs Ave/CR 468 Eastbound					Warm Springs Ave/CR 468 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	39	14	77	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	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**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	240	128	728	0		172	160	12	0		20	320	540	0		768	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**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																					**0**	
Stopped Buses																						

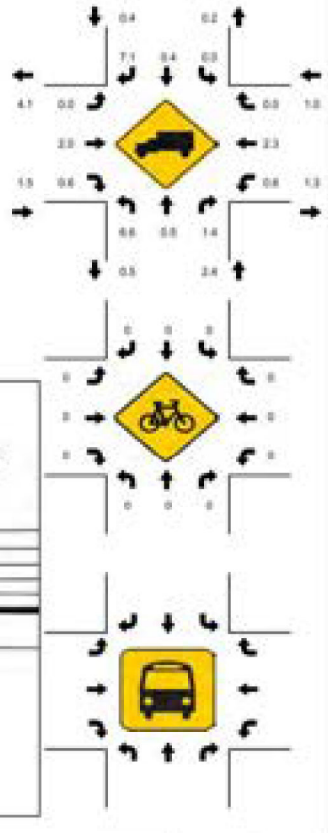
LOCATION: CR 501/Marsh Bend Trail & Warm Springs Ave/CR 468 **PROJECT ID:** 26-130113-005
CITY/STATE: Wildwood, FL **DATE:** Tue, Apr 07, 2026

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



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*		
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		755	2995
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	146	0		56	53	3	0		3	69	45	0		157	81	59	0		806	1967
5:30 PM	59	27	130	0		52	64	1	0		0	76	37	1		87	58	49	0		641	1161
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
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
Buses																					0
Stopped Buses																					

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

MOCP: 0.95

WEEK	DATES	SF	PSCP
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 (2023)	LANES (2035)	URBAN / RURAL	DIVIDED / UNDIVIDED	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2023 AADT	2023 DAILY V/C	2023 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR NB/EB VOLUME	2023 PEAK HOUR SB/WB VOLUME	2023 PEAK HOUR V/C	2023 PEAK HOUR LOS	PEAK HOUR TWO-WAY DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR TWO-WAY VOLUME	2023 PEAK HOUR TWO-WAY V/C	2023 PEAK HOUR TWO-WAY LOS	GROWTH RATE
3253200	1.24	US 301/SR 35 (WARM SPRINGS A	CR 514 (WARM SPRING AVE)	WARM SPRINGS AVENUE	2	4	URBAN	UNDIVIDED	D	17,920	14,200	0.79	C	888	486	497	0.56	C	1,616	982	C	0.61	4.50%
3253210	2.73	US 301/SR 35	WARM SPRINGS AVE	SR 91/FLORIDAS TURNPIKE	2	4	URBAN	UNDIVIDED	D	14,000	16,320	1.17	E	730	689	605	0.94	D	1,330	1,294	D	0.97	1.00%
3253220	0.18	US 301/SR 35 (MAIN ST)	SR 91/FLORIDAS TURNPIKE	CR 158 (CLAY GRAIN RD)	2	2	URBAN	DIVIDED	D	21,700	16,308	0.88	D	1,070	800	690	0.75	D	1,950	1,490	D	0.76	2.00%
3557110	1.02	WARM SPRINGS AVE	US 301/SR 35	CR 513	4	4	RURAL	DIVIDED	D	33,570	11,449	0.34	E	1,665	376	472	0.28	C	3,024	848	C	0.28	3.50%
3557120	1.74	WARM SPRINGS AVE	CR 513	CR 501	4	4	RURAL	DIVIDED	D	33,570	16,157	0.48	C	1,665	378	548	0.33	C	3,024	926	C	0.31	9.25%
3557130	2.00	WARM SPRINGS AVE	CR 501	SANDALWOOD DR	4	4	RURAL	DIVIDED	D	35,249	25,529	0.72	C	1,748	496	521	0.30	C	3,175	1,017	C	0.32	1.00%
3557160	3.01	MEGGISON RD	WARM SPRINGS AVE	SR 44	4	4	URBAN	DIVIDED	D	37,200	7,939	0.21	C	1,850	322	393	0.21	C	3,360	715	C	0.21	3.00%
3557170	1.47	MEGGISON RD	MORSE BLVD	WARM SPRINGS AVENUE	4	4	URBAN	DIVIDED	D	37,300	8,854	0.24	C	1,850	357	436	0.24	C	3,360	792	C	0.24	3.00%
40090002	0.48	MARSH BEND TRAIL / CR 501	CORBIN TRL	WARM SPRINGS AVE	4	4	URBAN	DIVIDED	D	33,570	11,906	0.35	C	1,665	363	348	0.22	C	3,024	711	C	0.24	10.75%
40090003	1.20	MARSH BEND TRAIL	WARM SPRINGS AVE	DUNHAM DR	2	3	URBAN	DIVIDED	D	21,168	7,023	0.33	C	1,049	291	290	0.28	C	1,909	581	C	0.30	9.50%
40090003	4.88	MARSH BEND TRAIL	US 301	WARM SPRINGS AVE	2	2	URBAN	DIVIDED	D	23,520	7,023	0.33	C	1,166	291	290	0.28	C	1,909	581	C	0.30	3.00%

Appendix D

Existing Conditions Synchro Printouts

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	0	533	0
Stage 1	363	-	-	-	-	-
Stage 2	1494	-	-	-	-	-
Critical Hdwy	6.55	6.22	-	-	4.17	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.318	-	-	2.263	-
Pot Cap-1 Maneuver	75	681	-	-	1009	-
Stage 1	676	-	-	-	-	-
Stage 2	192	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 36	681	-	-	1009	-
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	-

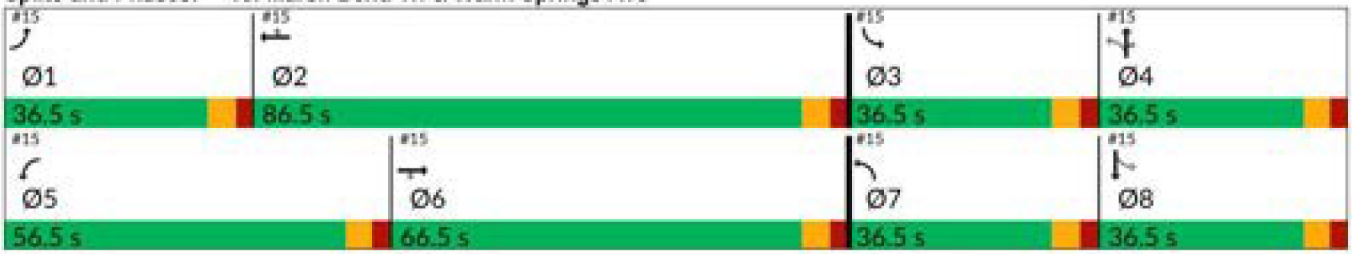
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.33	0	11.51
HCM LOS			B

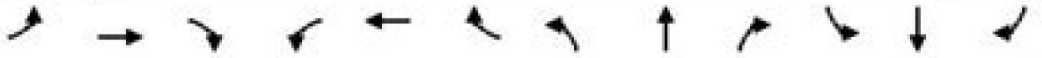
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1225	-	-	-	581
HCM Lane V/C Ratio	0.023	-	-	-	0.049
HCM Ctrl Dly (s/v)	8	-	-	-	11.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

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
v/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





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	0	568	0
Stage 1	389	-	-	-	-	-
Stage 2	1049	-	-	-	-	-
Critical Hdwy	6.47	6.25	-	-	4.12	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.345	-	-	2.218	-
Pot Cap-1 Maneuver	143	652	-	-	1004	-
Stage 1	674	-	-	-	-	-
Stage 2	330	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 91	652	-	-	1004	-
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	-	0	808	275
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	270	-
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	943	-	-	-	319	652
Stage 1	-	-	-	-	550	-
Stage 2	-	-	-	-	751	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	943	-	-	-	316	652
Mov Cap-2 Maneuver	-	-	-	-	424	-
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	751	-

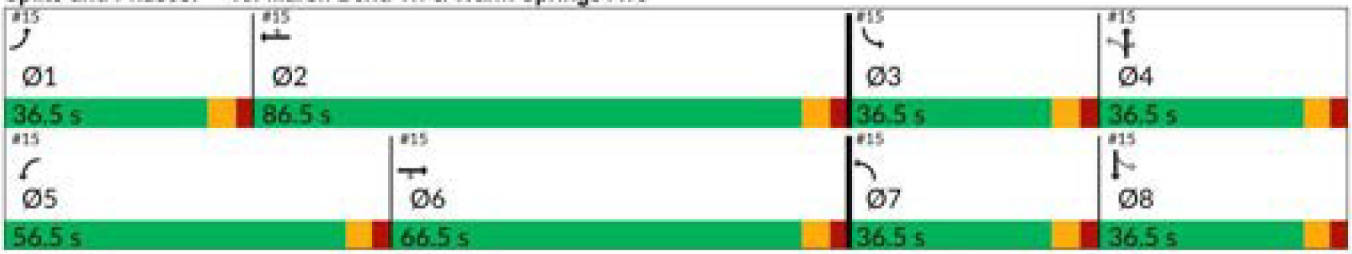
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.15	0	12.59
HCM LOS			B

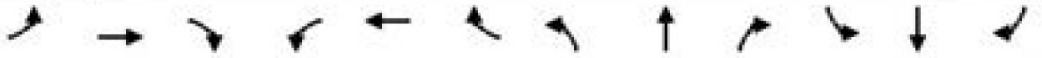
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	943	-	-	-	501
HCM Lane V/C Ratio	0.009	-	-	-	0.054
HCM Ctrl Dly (s/v)	8.9	-	-	-	12.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

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





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

CONTROLLER SETTINGS

Mvmt.	Timing Function	Min Initial	Green Passage	Max I	Green II	Yellow Clear	All Red	Walk	F.D.W.	Recall	Det. Func.
1		7	3.0	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

COORDINATION SETTINGS

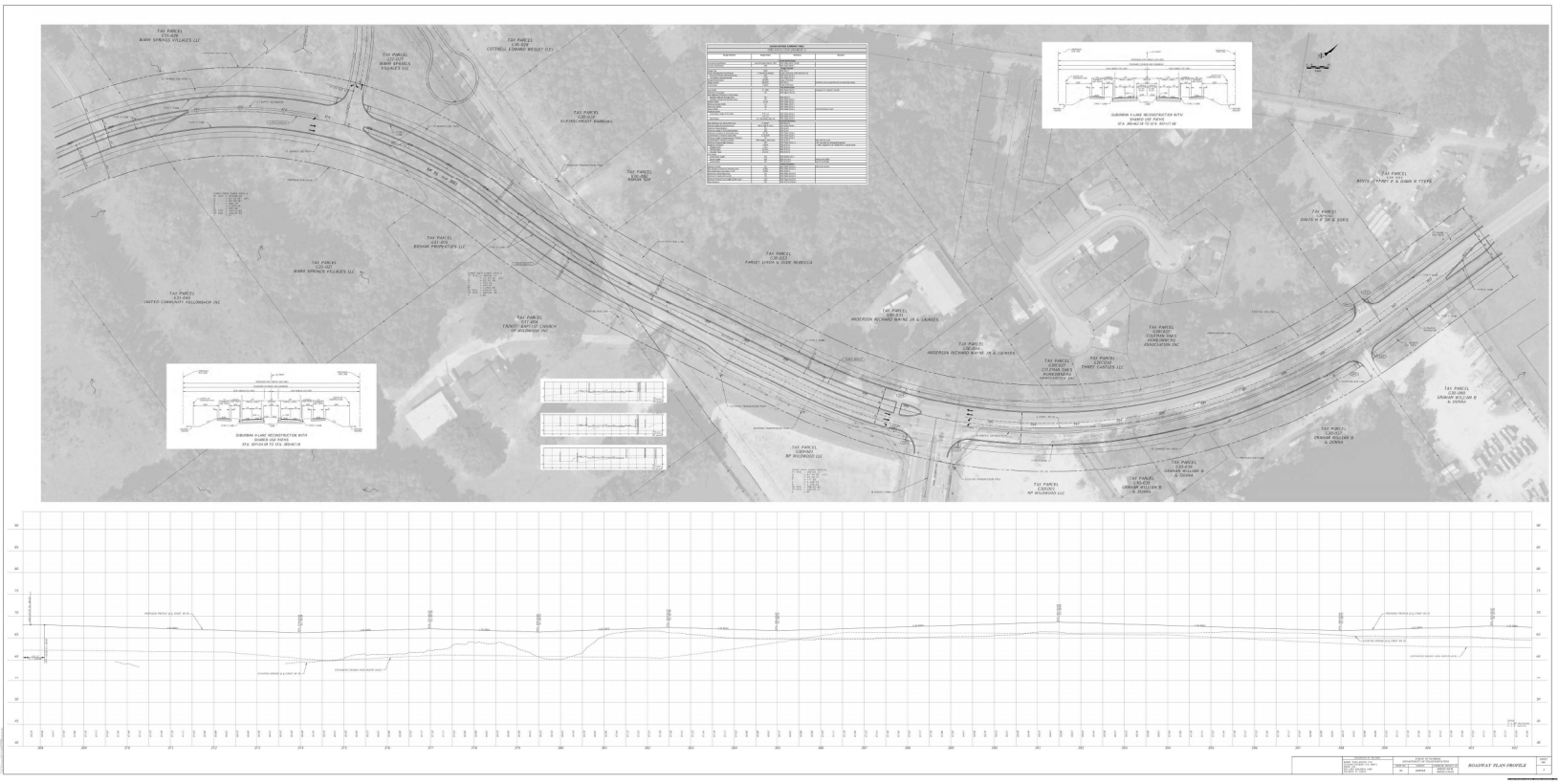
Dial 1 AVC	Dial 2/AM	Dial 3/PM
Split Sec	Split Sec	Split Sec
Off Set		

50 52
INTERSECTION: Warm Springs @ CR501

DATE: June 2019

Appendix E

Improvement Plans for US 301 at Warm Springs Avenue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123-00A
MARK SPRINGS VILLAGES LLC
TAX PARCEL
123-00C
MARK SPRINGS
VILLAGES LLC
TAX PARCEL
123-00D
COTTRELL EDWARD WESLEY (LE)
TAX PARCEL
123-00E
FLETCHER VALLEY BARBARA
TAX PARCEL
123-00F
TAX PARCEL
123-00G
BIGHAM PROPERTIES LLC
TAX PARCEL
123-00J
MARK SPRINGS VILLAGES LLC
TAX PARCEL
123-00K
UNITED COMMUNITY FELLOWSHIP INC
TAX PARCEL
123-00M
TRINITY BAPTIST CHURCH
OF WILMINGTON INC
TAX PARCEL
123-00N
PARKEY LYNDA & JUDE REBECCA
TAX PARCEL
130-01
ANDERSON RICHARD WAYNE JR & CARMEN
TAX PARCEL
130-01A
ANDERSON RICHARD WAYNE JR & CARMEN
TAX PARCEL
130-01B
CLEVELAND COUNTY
HOMEOWNERS
ASSOCIATION INC
TAX PARCEL
130-01C
THREE EASTERN LLC
TAX PARCEL
130-01D
CLEVELAND COUNTY
HOMEOWNERS ASSOCIATION INC
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& DONNA
TAX PARCEL
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ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN	SHEET NO.
BARRY TODD WHITE, P.E. LICENSE NUMBER P.E. 69071 DEPT. OF DOT 941 LAKE BALDWIN LANE ORLANDO, FL 32814	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		8
	35	SUMTER	420132-2-52-01 430032-2-52-01		

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	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.0%	0.0%	23.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	19	0	39	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	11.0%	0.0%	23.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	10	0	22	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	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
Existing Approach & Departure Volumes	EB: 0	EB: 514	NB: 540	NB: 700
	WB: 0	WB: 455	SB: 435	SB: 654
Directional Factors Based on Existing Counts	EB: 0.00	EB: 0.53	NB: 0.55	NB: 0.52
	WB: 0.00	WB: 0.47	SB: 0.45	SB: 0.48

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	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.0%	0.0%	23.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	14	0	30	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	11.0%	0.0%	23.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	17	0	36	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	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	0.0%	41.0%	0.0%	0.0%	0.0%	0.0%	0.0%	36.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	70	0	0	0	0	0	62	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	58.0%	0.0%	25.0%
Volume	0	0	0	0	0	0	15	0	0	0	0	0	0	55	0	24
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	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	0.0%	41.0%	0.0%	0.0%	0.0%	0.0%	0.0%	36.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	53	0	0	0	0	0	47	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	58.0%	0.0%	25.0%
Volume	0	0	0	0	0	0	25	0	0	0	0	0	0	90	0	39
Pass-By Inbound	0.0%	25.0%	-25.0%	0.0%	0.0%	0.0%	-45.0%	45.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	5	-5	0	0	0	-9	9	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	45.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	9
Total Project Trips	0	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	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	77.0%	0.0%	1.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	132	0	2	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	83.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	78	0	1	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	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
Existing Approach & Departure Volumes	EB: 0	EB: 0	NB: 31	NB: 31
	WB: 0	WB: 0	SB: 25	SB: 25
Directional Factors Based on Existing Counts	EB: 0.00	EB: 0.00	NB: 0.55	NB: 0.55
	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	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	77.0%	0.0%	1.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	100	0	1	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	83.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	129	0	2	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	14	0	0	0	0	0	0	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	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	36.0%	22.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	62	38	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	58.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%
Volume	0	0	55	0	0	0	0	0	0	0	0	0	0	0	0	15
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	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	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	36.0%	22.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	47	29	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	58.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%
Volume	0	0	90	0	0	0	0	0	0	0	0	0	0	0	0	25
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-30.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	-6	6	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total Project Trips	0	0	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	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.0%	0.0%	0.0%	13.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%
Volume	0	0	0	0	0	0	56	0	0	22	0	0	0	0	0	2
New Ext Outbound	0.0%	1.0%	33.0%	13.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	1	31	12	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	1	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	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 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	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%
Volume	0	0	0	0	0	0	43	0	0	0	0	0	0	0	0	1
New Ext Outbound	0.0%	1.0%	33.0%	13.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	2	51	20	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	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*	Last Name*	Email Address*
Don	Skelton	dskelton@weyeng.com

Address

City	State	Zip Code

Phone	Alt Phone	Parcel Number
		Parcel Number

Sumter County Traffic Impact Analysis (TIA)

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

Purpose and Applicability

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

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

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

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

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

Methodology Statement

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

Sumter County 2022 County Annual Traffic Reports
Summary Table

Click here to view the table.

Exemption

Choose File No file chosen

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

Please submit your Methodology Statement

Bigham_Plaza_Traffic_Study_Methodology_02_13.pdf

Please submit your TIA

Bigham_Plaza_Sandspur_Traffic_Study_Draft_TIA.pdf

Date of Methodology Acceptance by County

2/2/23

Applicable Jurisdiction

Please check the applicable Jurisdiction:

- [ ] City of Bushnell
- [ ] City of Center Hill
- [ ] City of Coleman
- [x] City of Wildwood
- [ ] Unincorporated Sumter County

Link

FDOT Systems Implementation Office

Link

FDOT Roadway Design - Florida Greenbook

Link

Lake-Sumter MPO

Link

FDOT Traffic Information

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.





Sandspur Construction Company, Inc.

Bigham Plaza Development

Traffic Study Report

Wildwood, Florida

September 4, 2023

WEY ENGINEERING, PLLC

www.weyeng.com

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

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

[2]Fitted Curve Equation: Ln(T) = 0.66Ln(X) + 1.84

[3]Fitted Curve Equation: Ln(T) = 0.71Ln(X) + 2.72

Figure 6. Directional Distribution of Project Trips

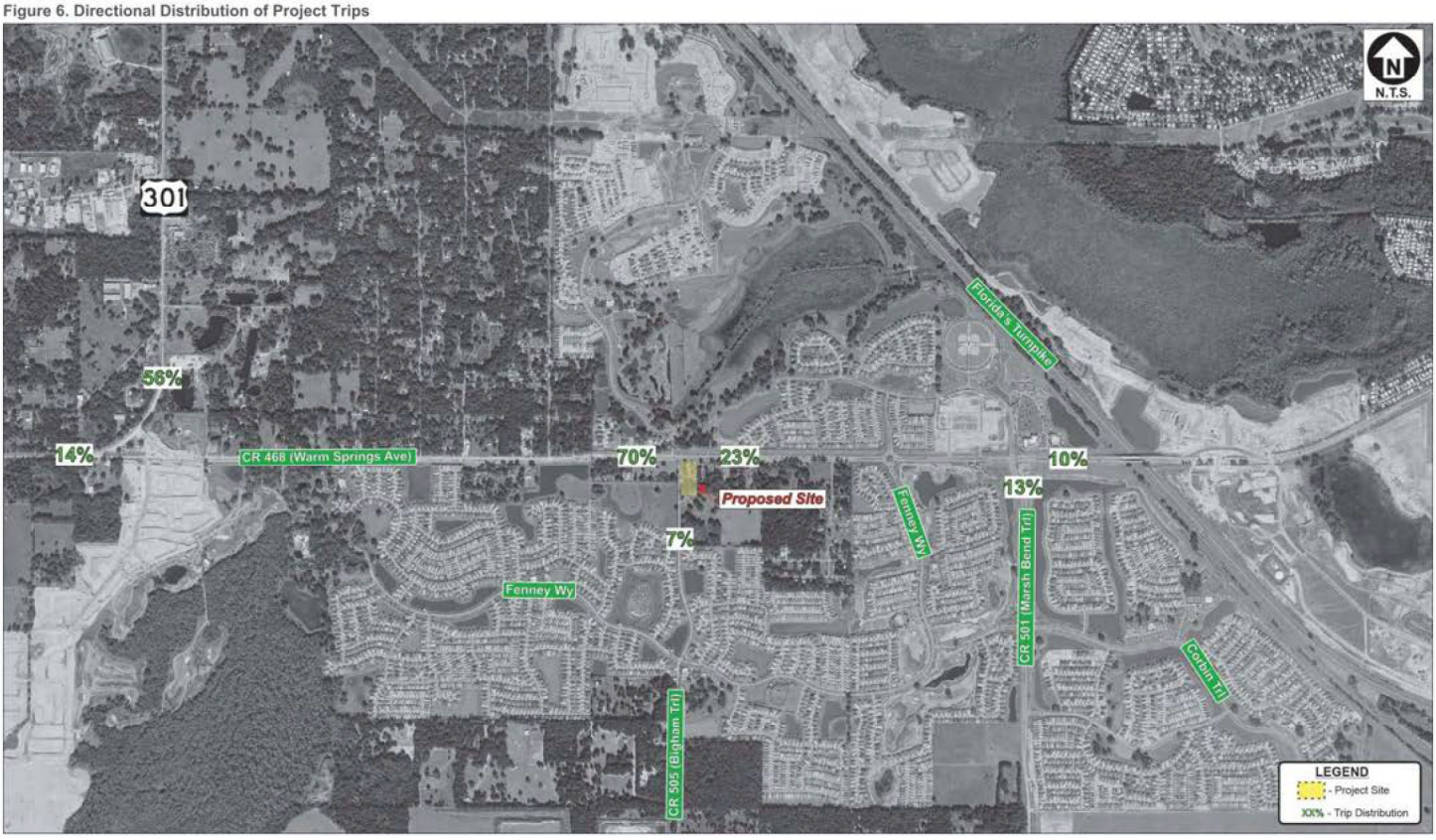
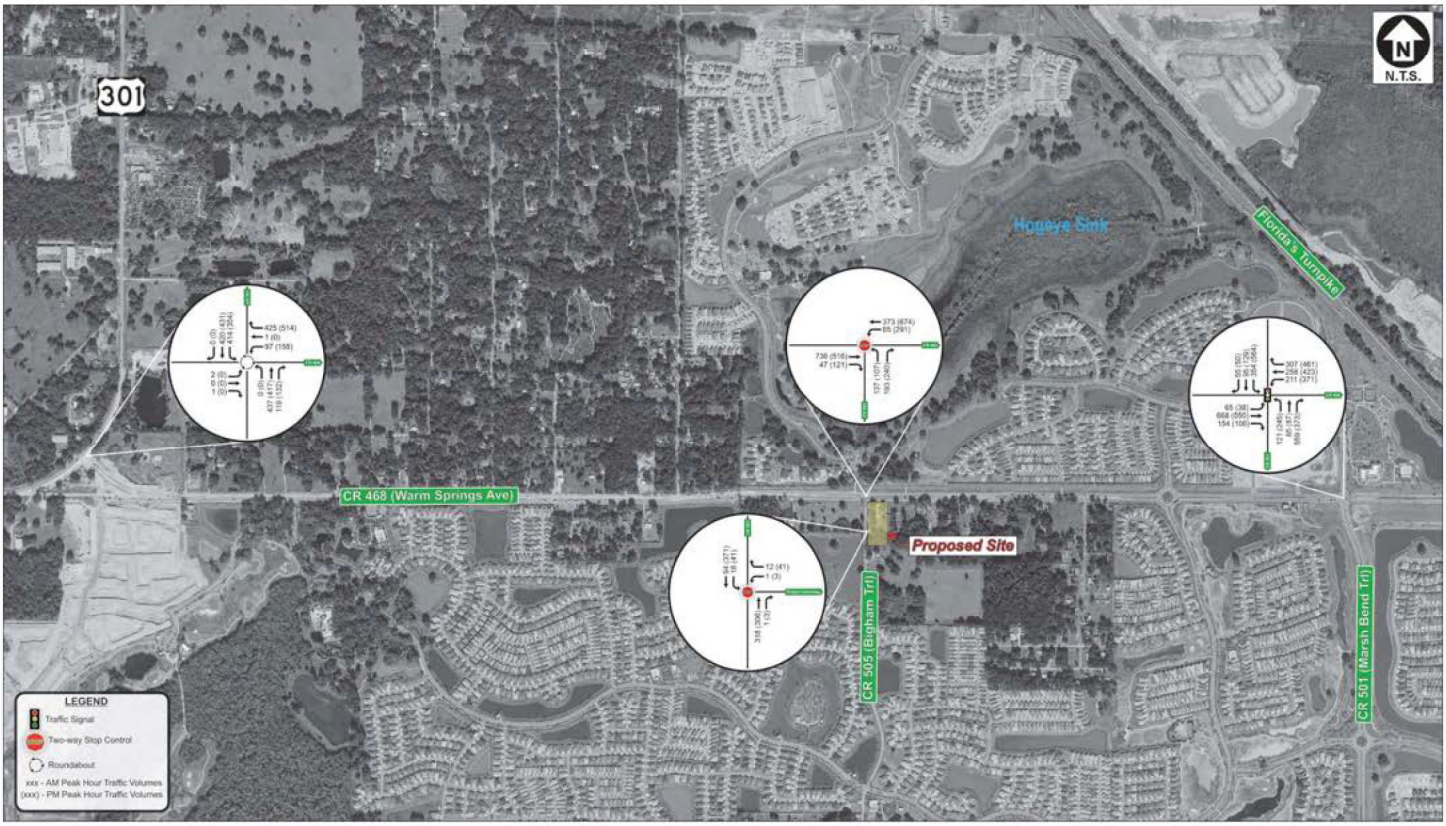


Figure 7. Year 2025 Build AM and PM Peak Hour Traffic Volumes



4.0 Traffic Analysis

4.1 Roadway Segment Analysis

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

4.2 Intersection Analysis

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

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

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

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

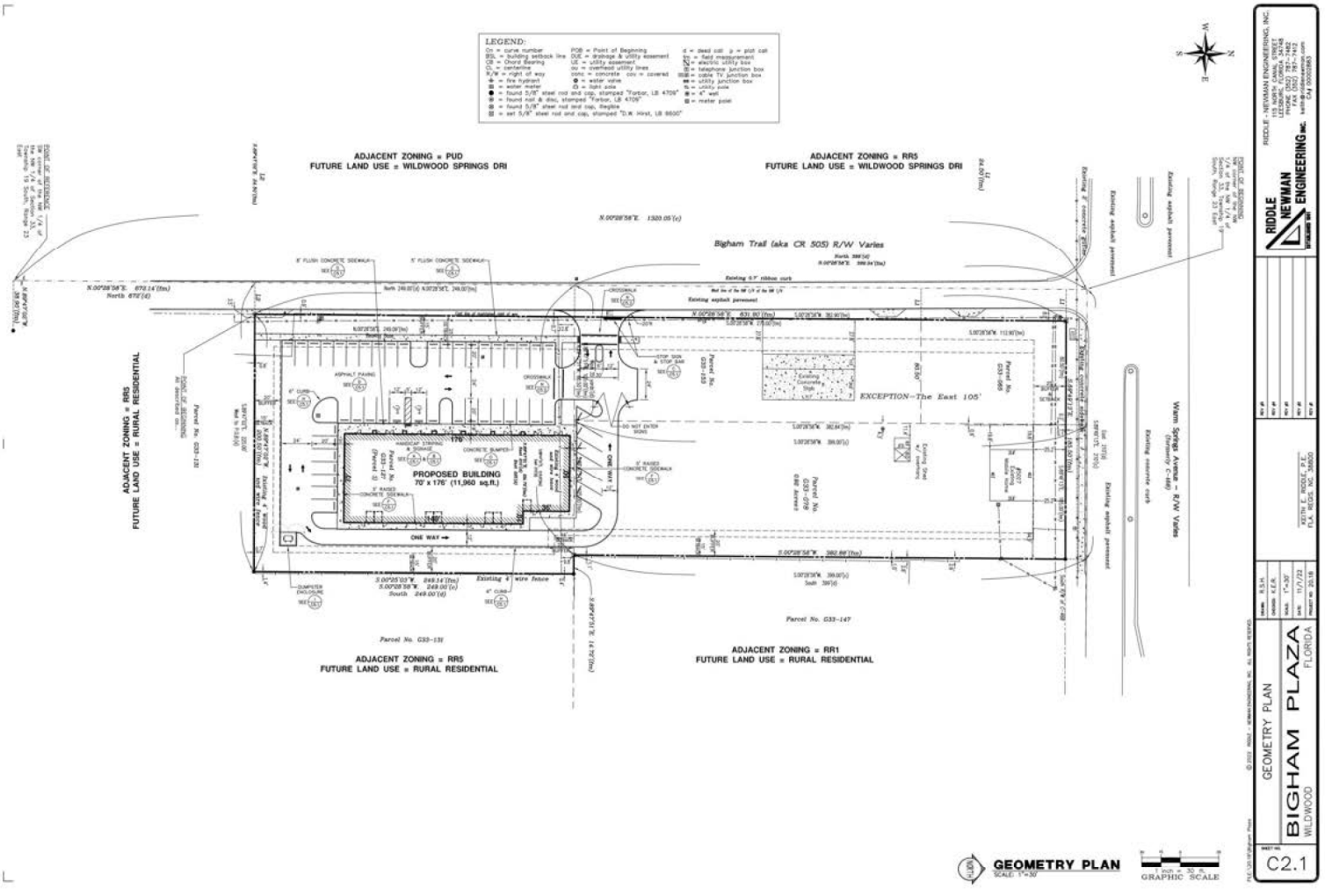
On Roadway	Roadway Segment	Year (2025) AM Peak Hour											
		No Build Scenario						Build Scenario					
		Directional Volume		Level of Service (LOS) Target	Directional Service Volume	Volume to Capacity	Level of Service (LOS)	Project Trips		Directional Volume		Volume to Capacity	Level of Service (LOS)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

FDOT 2023 Generalized LOS Tables

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

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

FDOT 2023 Generalized LOS Tables


LEGEND:
ADJACENT ZONING = PUD
FUTURE LAND USE = WILDWOOD SPRINGS DRI
ADJACENT ZONING = RR5
FUTURE LAND USE = WILDWOOD SPRINGS DRI
Bigham Trail (aka CR 505) R/W Varies
ADJACENT ZONING = RR5
FUTURE LAND USE = RURAL RESIDENTIAL
PROPOSED BUILDING
70' x 176' (11,960 sq.ft.)
EXCEPTION–The East 105'
Warm Springs Avenue – R/W Varies
ADJACENT ZONING = RR5
FUTURE LAND USE = RURAL RESIDENTIAL
ADJACENT ZONING = RR1
FUTURE LAND USE = RURAL RESIDENTIAL
GEOMETRY PLAN
GRAPHIC SCALE
RIDDLE NEWMAN ENGINEERING INC.
GEOMETRY PLAN
BIGHAM PLAZA
WILDWOOD FLORIDA
C2.1

Attachment B – Trip Distribution



Attachment C – Roadway Significance

On Roadway	From/To	Roadway Type	Trip %	PM Site Trips 88	Level of Service (LOS) Target	Two-Way Service Volume[1,2]	3% of Capacity at LOS Target	Impacted Roadway (Yes/No?)
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

[1]Sumter County's 2022 CMP Database
[2]FDOT's 2023 Quality / Level of Service Handbook's Generalized Service Volume Tables

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

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

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

1 — CR 468 (Warm Springs Avenue) / US 301 (SR 35)

MVMNT	BAL ADJ	% GROW	FTR ADJ
EBUT	0	11.5%	0
EBLT	2	11.5%	2
EBTH	0	11.5%	0
EBRT	1	11.5%	1
WBUT	0	11.5%	0
WBLT	85	11.5%	95
WBTH	1	11.5%	1
WBRT	375	11.5%	418
NBUT	0	2.0%	0
NBLT	0	2.0%	0
NBTH	428	2.0%	437
NBRT	114	2.0%	116
SBUT	0	7.5%	0
SBLT	375	7.5%	403
SBTH	391	7.5%	420
SBRT	0	7.5%	0

2 — CR 468 (Warm Springs Avenue) / CR 505 (Bigham Trail)

MVMNT	BAL ADJ	% GROW	FTR ADJ
EBUT	0	15.5%	0
EBLT	0	15.5%	0
EBTH	503	15.5%	581
EBRT	14	15.5%	16
WBUT	0	15.5%	0
WBLT	25	15.5%	29
WBTH	286	15.5%	330
WBRT	0	15.5%	0
NBUT	0	15.5%	0
NBLT	42	15.5%	49
NBTH	0	15.5%	0
NBRT	90	15.5%	104
SBUT	0	15.5%	0
SBLT	0	15.5%	0
SBTH	0	15.5%	0
SBRT	0	15.5%	0

3 — CR 468 (Warm Springs Avenue) / CR 501 (Marsh Bend Trail)

MVMNT	BAL ADJ	% GROW	FTR ADJ
EBUT	0	15.5%	0
EBLT	15	15.5%	17
EBTH	386	15.5%	446
EBRT	131	15.5%	151
WBUT	0	4.0%	0
WBLT	159	4.0%	165
WBTH	249	4.0%	259
WBRT	139	4.0%	145
NBUT	0	16.5%	0
NBLT	106	16.5%	123
NBTH	33	16.5%	38
NBRT	329	16.5%	383
SBUT	0	10.0%	0
SBLT	168	10.0%	185
SBTH	57	10.0%	63
SBRT	7	10.0%	8

4 — CR 505 (Bigham Trail) / Project Driveway

MVMNT	BAL ADJ	% GROW	FTR ADJ
EBUT	0	15.5%	0
EBLT	0	15.5%	0
EBTH	0	15.5%	0
EBRT	0	15.5%	0
WBUT	0	15.5%	0
WBLT	0	15.5%	0
WBTH	0	15.5%	0
WBRT	0	15.5%	0
NBUT	0	15.5%	0
NBLT	0	15.5%	0
NBTH	132	15.5%	152
NBRT	0	15.5%	0
SBUT	0	15.5%	0
SBLT	0	15.5%	0
SBTH	39	15.5%	45
SBRT	0	15.5%	0

2023 TO 2025 BACKGROUND TRAFFIC GROWTH PER YEAR

UNBALANCED 2025 INTERSECTION TURNING MOVEMENT DIAGRAM

	1	2	3	4
^	0	0	0	0
N	420	0	8	0
<	v	<	v	<
v	403	0	63	45
>	>	v	>	>
U	0	0	185	0
	U	U	U	U
				v
				0
^	418	^ 0	^ 145	^ 0
<	1	< 330	< 259	< 0
v	95	v 29	v 165	v 0
U	0	U 0	U 0	U 0
U	U	U	U	U
<	<	<	<	<
^	^	^	^	^
>	>	>	>	>
0	0	0	0	0
		1		
		^		
		49		

BALANCING

	1	2	3	4
^				
N	<	<	<	<
<	v	v	v	v
v	>	>	>	>
>	U	U	U	U
U	^	^	^	^
	<	<	<	<
	v	v	v	v
	U	U	U	U
U	U	U	U	U
<	<	<	<	<
^	^	^	^	^
>	>	>	>	>
0	0	0	0	0

The Enclave Vested Trips

MVMNT	VOLUME
EBLT	0
EBTH	0
EBRT	0
WBLT	0
WBTH	0
WBRT	0
NBLT	0
NBTH	0
NBRT	0
SBLT	0
SBTH	0
SBRT	0

MVMNT	VOLUME
EBLT	0
EBTH	428
EBRT	17
WBLT	32
WBTH	284
WBRT	0
NBLT	79
NBTH	0
NBRT	86
SBLT	0
SBTH	0
SBRT	0

MVMNT	VOLUME
EBLT	48
EBTH	304
EBRT	20
WBLT	312
WBTH	319
WBRT	162
NBLT	73
NBTH	47
NBRT	535
SBLT	169
SBTH	32
SBRT	47

MVMNT	VOLUME
EBLT	0
EBTH	0
EBRT	0
WBLT	0
WBTH	0
WBRT	0
NBLT	0
NBTH	165
NBRT	0
SBLT	0
SBTH	49
SBRT	0

2025 INTERSECTION TURNING MOVEMENT DIAGRAM

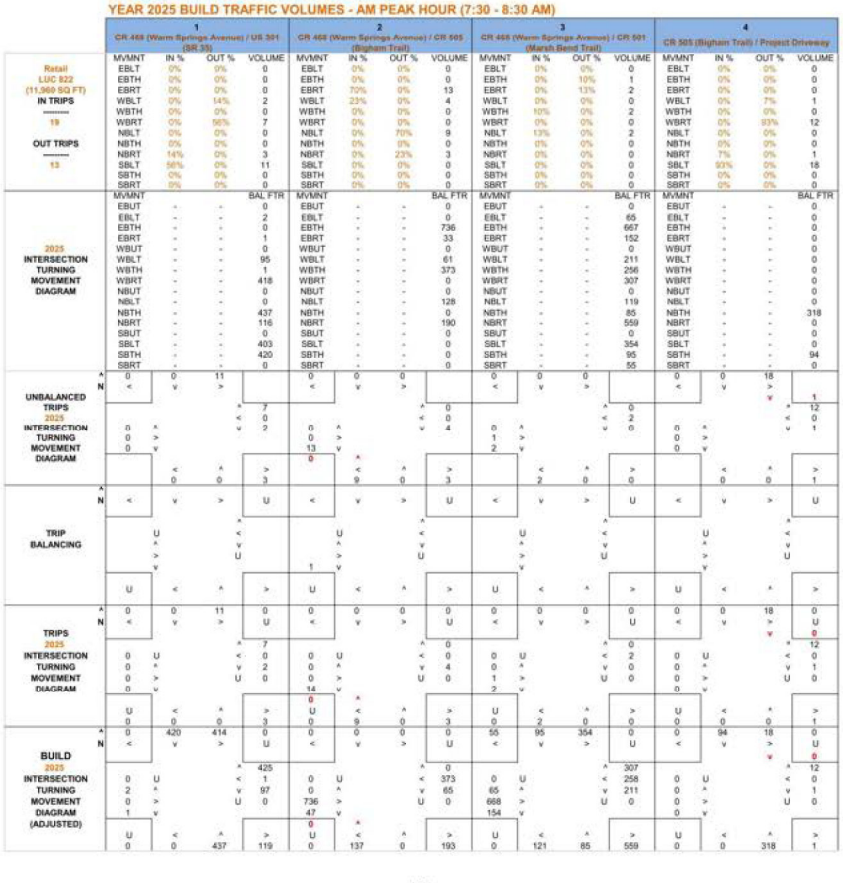
	1	2	3	4
^	0	0	55	0
N	420	0	95	94
<	v	<	v	<
v	403	0	354	0
>	>	v	>	>
U	0	0	0	0
	U	U	U	U
				v
				0
^	418	^ 0	^ 307	^ 0
<	1	< 614	< 578	< 0
v	95	v 61	v 477	v 0
U	0	U 0	U 0	U 0
U	U	U	U	U
<	<	<	<	<
^	^	^	^	^
>	>	>	>	>
0	0	0	0	0
		0		
		^		
		128		

2025 INTERSECTION TURNING MOVEMENT DIAGRAM (ADJUSTED)

	1	2	3	4
^	0	0	55	0
N	420	0	95	94
<	v	<	v	<
v	403	0	354	0
>	>	v	>	>
U	0	0	0	0
	U	U	U	U
				v
				0
^	418	^ 0	^ 307	^ 0
<	1	< 373	< 256	< 0
v	95	v 61	v 211	v 0
U	0	U 0	U 0	U 0
U	U	U	U	U
<	<	<	<	<
^	^	^	^	^
>	>	>	>	>
0	0	0	0	0
		0		
		^		
		128		

BIGHAM PLAZA COMMERCIAL DEVELOPMENT

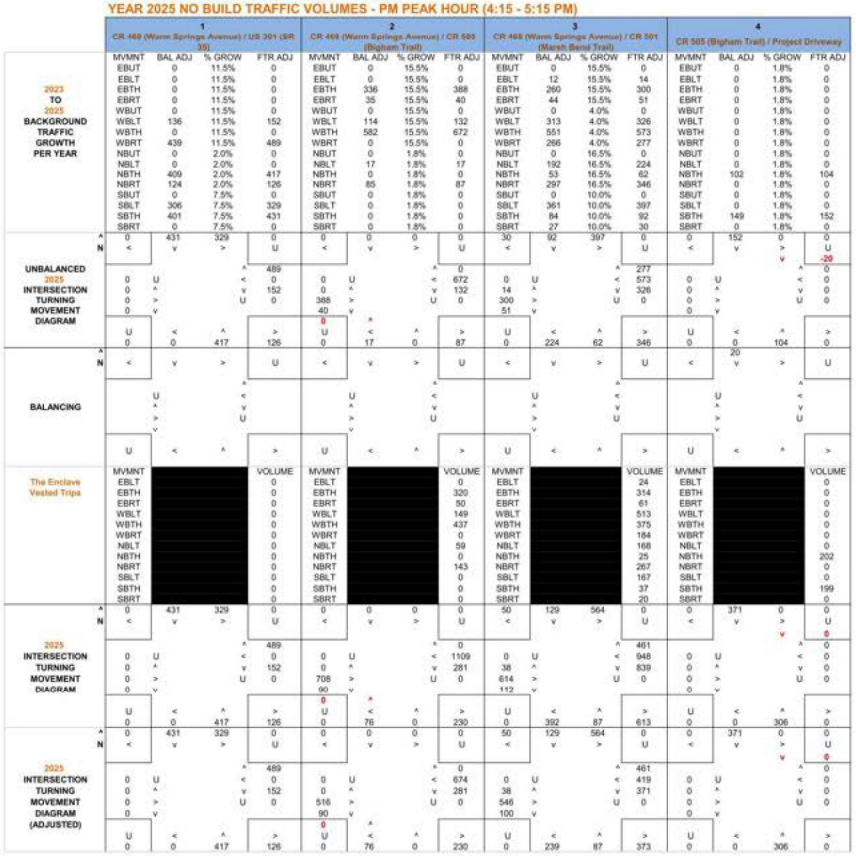
YEAR 2025 BUILD TRAFFIC VOLUMES - AM PEAK HOUR (7:30 - 8:30 AM)



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

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

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



	1 CR 469 (Warm Springs Avenue) / US 301 (SR 39)				2 CR 468 (Warm Springs Avenue) / CR 505 (Bigham Trail)				3 CR 468 (Warm Springs Avenue) / CR 501 (Marsh Bend Trail)				4 CR 505 (Bigham Trail) / Project Driveway			
	MVMNT	BAL ADJ	% GROW	FTR ADJ	MVMNT	BAL ADJ	% GROW	FTR ADJ	MVMNT	BAL ADJ	% GROW	FTR ADJ	MVMNT	BAL ADJ	% GROW	FTR ADJ
	EBUT	0	11.5%	0	EBUT	0	15.5%	0	EBUT	0	15.5%	0	EBUT	0	1.8%	0
	EBLT	0	11.5%	0	EBLT	0	15.5%	0	EBLT	12	15.5%	14	EBLT	0	1.8%	0
2023	EBTH	0	11.5%	0	EBTH	336	15.5%	388	EBTH	260	15.5%	300	EBTH	0	1.8%	0
TO	EBRT	0	11.5%	0	EBRT	35	15.5%	40	EBRT	44	15.5%	51	EBRT	0	1.8%	0
2025	WBUT	0	11.5%	0	WBUT	0	15.5%	0	WBUT	0	4.0%	0	WBUT	0	1.8%	0
BACKGROUND	WBLT	136	11.5%	152	WBLT	114	15.5%	132	WBLT	313	4.0%	326	WBLT	0	1.8%	0
TRAFFIC	WBTH	0	11.5%	0	WBTH	582	15.5%	672	WBTH	551	4.0%	573	WBTH	0	1.8%	0
GROWTH	WBRT	439	11.5%	489	WBRT	0	15.5%	0	WBRT	266	4.0%	277	WBRT	0	1.8%	0
PER YEAR	NBUT	0	2.0%	0	NBUT	0	1.8%	0	NBUT	0	16.5%	0	NBUT	0	1.8%	0
	NBLT	0	2.0%	0	NBLT	17	1.8%	17	NBLT	192	16.5%	224	NBLT	0	1.8%	0
	NBTH	409	2.0%	417	NBTH	0	1.8%	0	NBTH	53	16.5%	62	NBTH	102	1.8%	104
	NBRT	124	2.0%	126	NBRT	85	1.8%	87	NBRT	297	16.5%	346	NBRT	0	1.8%	0
	SBUT	0	7.5%	0	SBUT	0	1.8%	0	SBUT	0	10.0%	0	SBUT	0	1.8%	0
	SBLT	306	7.5%	329	SBLT	0	1.8%	0	SBLT	361	10.0%	397	SBLT	0	1.8%	0
	SBTH	401	7.5%	431	SBTH	0	1.8%	0	SBTH	84	10.0%	92	SBTH	149	1.8%	152
	SBRT	0	7.5%	0	SBRT	0	1.8%	0	SBRT	27	10.0%	30	SBRT	0	1.8%	0
UNBALANCED 2025 INTERSECTION TURNING MOVEMENT DIAGRAM	^ 0 N < v > U				^ 0 N < v > U				^ 30 N < v > U				^ 0 N < v > U	^ 152	^ 0	^ 0 N < v > U -20
	^ 489				^ 0				^ 277				^ 0			
	0 U < 0				0 U < 672				0 U < 573				0 U < 0			
	0 ^ v 152				0 ^ v 132				14 ^ v 326				0 ^ v 0			
	0 > U 0				388 > U 0				300 > U 0				0 > U 0			
	0 v				40 v				51 v				0 v			
	0				0											
	U < ^ >				U < ^ >				U < ^ >				U < ^ >			
	0 0 417 126				0 17 0 87				0 224 62 346				0 0 104 0			
BALANCING	^ N < v > U				^ < v > U				^ < v > U				^ 20 v > U			
	^ < v U				^ < v U				^ < v U				^ < v U			
	U < ^ >				U < ^ >				U < ^ >				U < ^ >			
	MVMNT			VOLUME	MVMNT			VOLUME	MVMNT			VOLUME	MVMNT			VOLUME
The Enclave Vested Trips	EBLT			0	EBLT			0	EBLT			24	EBLT			0
	EBTH			0	EBTH			320	EBTH			314	EBTH			0
	EBRT			0	EBRT			50	EBRT			61	EBRT			0
	WBLT			0	WBLT			149	WBLT			513	WBLT			0
	WBTH			0	WBTH			437	WBTH			375	WBTH			0
	WBRT			0	WBRT			0	WBRT			184	WBRT			0
	NBLT			0	NBLT			59	NBLT			168	NBLT			0
	NBTH			0	NBTH			0	NBTH			25	NBTH			202
	NBRT			0	NBRT			143	NBRT			267	NBRT			0
	SBLT			0	SBLT			0	SBLT			167	SBLT			0
	SBTH			0	SBTH			0	SBTH			37	SBTH			199
	SBRT			0	SBRT			0	SBRT			20	SBRT			0
2025 INTERSECTION TURNING MOVEMENT DIAGRAM	^ 0 N < v > U	431	329		^ 0 N < v > U	0	0		^ 50 N < v > U	129	564		^ 0 N < v > U	^ 371	^ 0	^ 0 N < v > U 0
	^ 489				^ 0				^ 461				^ 0			
	0 U < 0				0 U < 1109				0 U < 948				0 U < 0			
	0 ^ v 152				0 ^ v 281				38 ^ v 839				0 ^ v 0			
	0 > U 0				708 > U 0				614 > U 0				0 > U 0			
	0 v				90 v				112 v				0 v			
	0				0											
	U < ^ >				U < ^ >				U < ^ >				U < ^ >			
	0 0 417 126				0 76 0 230				0 392 87 613				0 0 306 0			
2025 INTERSECTION TURNING MOVEMENT DIAGRAM (ADJUSTED)	^ 0 N < v > U	431	329		^ 0 N < v > U	0	0		^ 50 N < v > U	129	564		^ 0 N < v > U	^ 371	^ 0	^ 0 N < v > U 0
	^ 489				^ 0				^ 461				^ 0			
	0 U < 0				0 U < 674				0 U < 419				0 U < 0			
	0 ^ v 152				0 ^ v 281				38 ^ v 371				0 ^ v 0			
	0 > U 0				516 > U 0				546 > U 0				0 > U 0			
	0 v				90 v				100 v				0 v			
	0				0											
	U < ^ >				U < ^ >				U < ^ >				U < ^ >			
	0 0 417 126				0 76 0 230				0 239 87 373				0 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 301 (SR 35)				2 CR 468 (Warm Springs Avenue) / CR 505 (Bigham Trail)				3 CR 468 (Warm Springs Avenue) / CR 501 (Marsh Bend Trail)				4 CR 505 (Bigham Trail) / Project Driveway			
	MVMNT	IN %	OUT %	VOLUME	MVMNT	IN %	OUT %	VOLUME	MVMNT	IN %	OUT %	VOLUME	MVMNT	IN %	OUT %	VOLUME
Retail LUC 822 (11,969 SQ FT) IN TRIPS 44 OUT TRIPS 44	EBLT	0%	0%	0	EBLT	0%	0%	0	EBLT	0%	0%	0	EBLT	0%	0%	0
	EBTH	0%	0%	0	EBTH	0%	0%	0	EBTH	0%	10%	4	EBTH	0%	0%	0
	EBRT	0%	0%	0	EBRT	70%	0%	31	EBRT	0%	13%	6	EBRT	0%	0%	0
	WBLT	0%	14%	6	WBLT	23%	0%	10	WBLT	0%	0%	0	WBLT	0%	7%	3
	WBTH	0%	0%	0	WBTH	0%	0%	0	WBTH	10%	0%	4	WBTH	0%	0%	0
	WBRT	0%	56%	25	WBRT	0%	0%	0	WBRT	0%	0%	0	WBRT	0%	93%	41
	NBLT	0%	0%	0	NBLT	0%	70%	31	NBLT	13%	0%	6	NBLT	0%	0%	0
	NBTH	0%	0%	0	NBTH	0%	0%	0	NBTH	0%	0%	0	NBTH	0%	0%	0
	NBRT	14%	0%	6	NBRT	0%	23%	10	NBRT	0%	0%	0	NBRT	7%	0%	3
	SBLT	56%	0%	25	SBLT	0%	0%	0	SBLT	0%	0%	0	SBLT	93%	0%	41
	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	MVMNT			BAL FTR	MVMNT			BAL FTR	MVMNT			BAL FTR	MVMNT			BAL FTR
	EBUT	-	-	0	EBUT	-	-	0	EBUT	-	-	0	EBUT	-	-	0
	EBLT	-	-	0	EBLT	-	-	0	EBLT	-	-	38	EBLT	-	-	0
	EBTH	-	-	0	EBTH	-	-	516	EBTH	-	-	546	EBTH	-	-	0
	EBRT	-	-	0	EBRT	-	-	90	EBRT	-	-	100	EBRT	-	-	0
	WBUT	-	-	0	WBUT	-	-	0	WBUT	-	-	0	WBUT	-	-	0
	WBLT	-	-	152	WBLT	-	-	281	WBLT	-	-	371	WBLT	-	-	0
	WBTH	-	-	0	WBTH	-	-	674	WBTH	-	-	419	WBTH	-	-	0
	WBRT	-	-	489	WBRT	-	-	0	WBRT	-	-	461	WBRT	-	-	0
	NBUT	-	-	0	NBUT	-	-	0	NBUT	-	-	0	NBUT	-	-	0
	NBLT	-	-	0	NBLT	-	-	76	NBLT	-	-	239	NBLT	-	-	0
	NBTH	-	-	417	NBTH	-	-	0	NBTH	-	-	87	NBTH	-	-	306
	NBRT	-	-	126	NBRT	-	-	230	NBRT	-	-	373	NBRT	-	-	0
	SBUT	-	-	0	SBUT	-	-	0	SBUT	-	-	0	SBUT	-	-	0
	SBLT	-	-	329	SBLT	-	-	0	SBLT	-	-	564	SBLT	-	-	0
	SBTH	-	-	431	SBTH	-	-	0	SBTH	-	-	129	SBTH	-	-	371
	SBRT	-	-	0	SBRT	-	-	0	SBRT	-	-	50	SBRT	-	-	0
UNBALANCED TRIPS	^ N	0	0	25		0	0	0		0	0	0		0	0	41	
		<	v	>		<	v	>		<	v	>		<	v	>	0
				^	25			^	0			^	0			^	41
2025 INTERSECTION TURNING MOVEMENT DIAGRAM				<	0			<	0			<	4			<	0
		0	^	v	6	0	^	v	10	0	^	v	0	0	^	v	3
		0	>			0	>			4	>			0	>		
		0	v			31	v			6	v			0	v		
						0	^										
			<	^	>		<	^	>		<	^	>		<	^	>
			0	0	6		31	0	10		6	0	0		0	0	3
TRIP BALANCING	^ N	<	v	>	U	<	v	>	U	<	v	>	U	<	v	>	U
			U		^		U		^		U		^		U		^
			^		<		^		<		^		<		^		<
			v		v		v		v		v		v		v		v
			>		U		>		U		>		U		>		U
			v				v				v				v		
		U	<	^	>	U	<	^	>	U	<	^	>	U	<	^	>
TRIPS 2025 INTERSECTION TURNING MOVEMENT DIAGRAM	^ N	0	0	25	0	0	0	0	0	0	0	0	0	0	0	41	0
		<	v	>	U	<	v	>	U	<	v	>	U	<	v	>	U
				^	25			^	0			^	0			^	41
		0	U	<	0	0	U	<	0	0	U	<	4	0	U	<	0
		0	^	v	6	0	^	v	10	0	^	v	0	0	^	v	3
		0	>	U	0	0	>	U	0	4	>	U	0	0	>	U	0
		0	v			31	v			6	v			0	v		
						0	^										
		U	<	^	>	U	<	^	>	U	<	^	>	U	<	^	>
		0	0	0	6	0	31	0	10	0	6	0	0	0	0	0	3
BUILD 2025 INTERSECTION TURNING MOVEMENT DIAGRAM (ADJUSTED)	^ N	0	431	354	0	0	0	0	0	50	129	564	0	0	371	41	0
		<	v	>	U	<	v	>	U	<	v	>	U	<	v	>	U
				^	514			^	0			^	461			^	41
		0	U	<	0	0	U	<	674	0	U	<	423	0	U	<	0
		0	^	v	158	0	^	v	291	38	^	v	371	0	^	v	3
		0	>	U	0	516	>	U	0	550	>	U	0	0	>	U	0
		0	v			121	v			106	v			0	v		
		U	<	^	>	U	<	^	>	U	<	^	>	U	<	^	>
		0	0	417	132	0	107	0	240	0	245	87	373	0	0	306	3

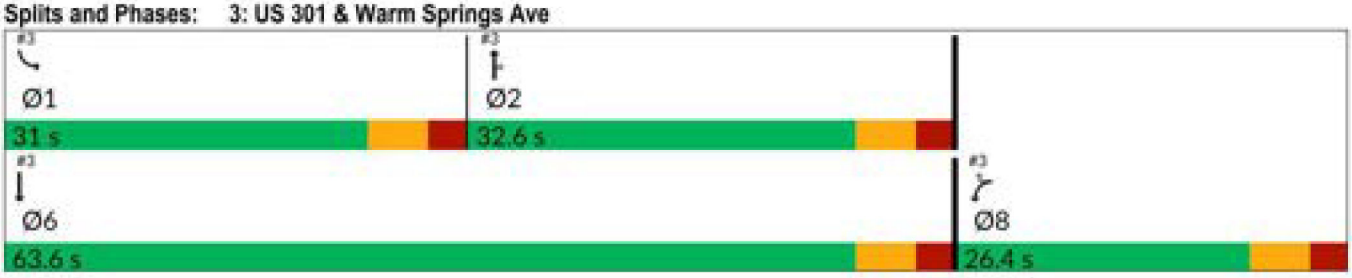
Appendix G

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 Effct 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	NBR	WBLn1	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	-	261
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	738
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	738
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

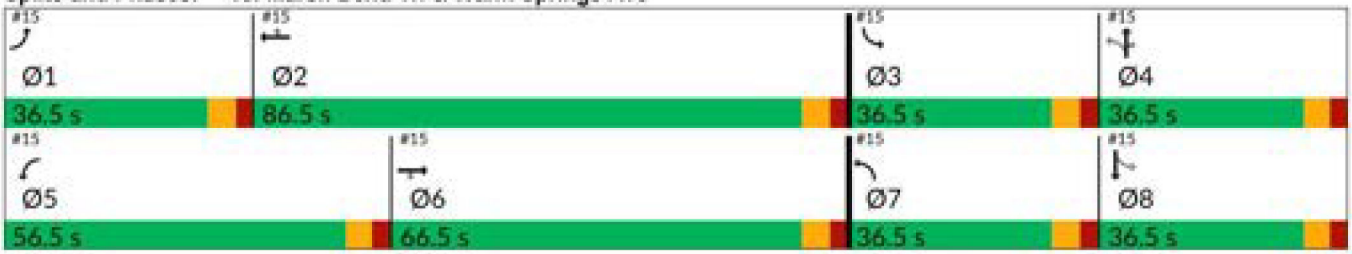
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.98
HCM LOS			A

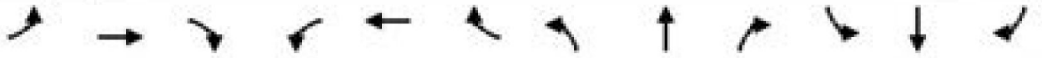
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	738
HCM Lane V/C Ratio	-	-	-	0.021
HCM Ctrl Dly (s/v)	-	-	-	10
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1

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 Effct 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





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	

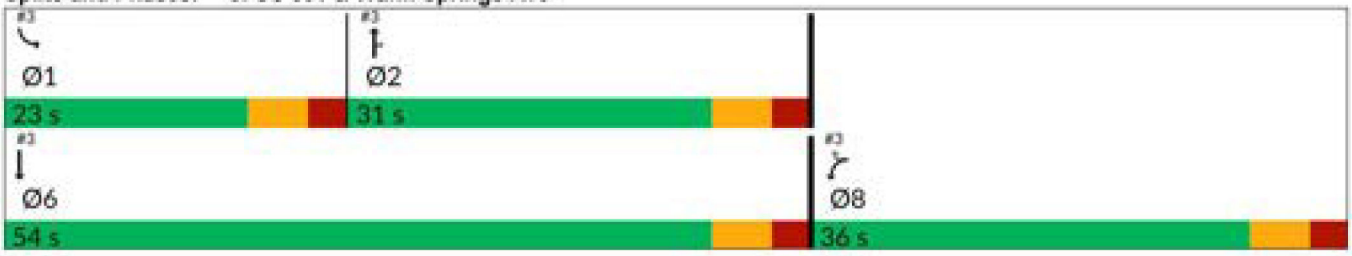
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	98.8	18.6	42.6	42.4	66.5	33.0	28.2
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	30.0	80.0	30.0	30.0	50.0	60.0	30.0	30.0
Max Q Clear Time (g_c+I1), s	3.4	8.8	11.8	38.1	33.7	62.0	26.1	21.1
Green Ext 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 Effct 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	NBR	WBLn1	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	-	-	-	-	-	-

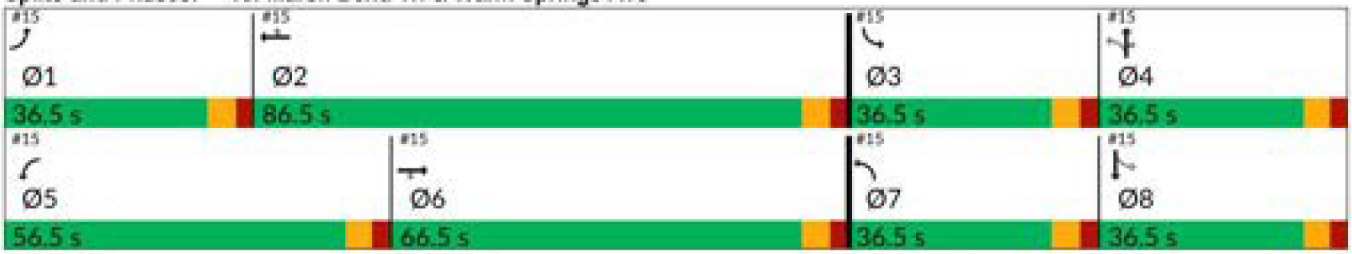
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.45
HCM LOS			B

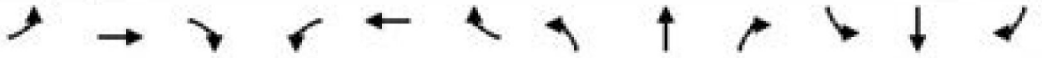
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	592
HCM Lane V/C Ratio	-	-	-	0.056
HCM Ctrl Dly (s/v)	-	-	-	11.4
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2

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 Effct 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





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			574	
Approach Delay, s/veh		47.6			37.6			294.8			45.0	
Approach LOS		D			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	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

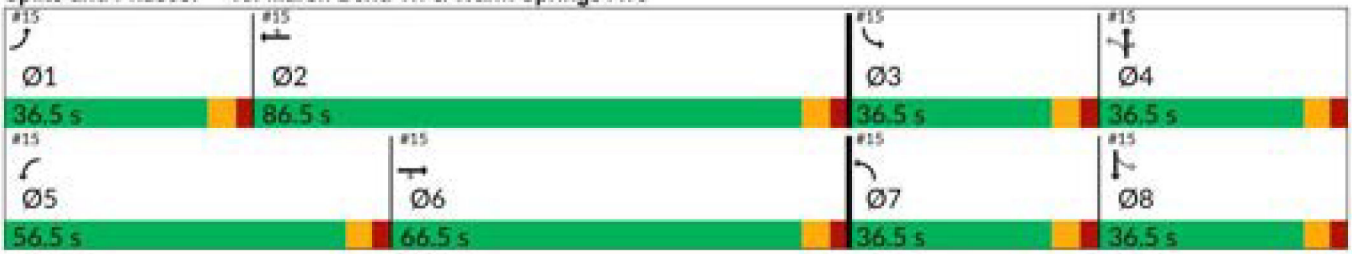
Intersection Summary	
HCM 7th Control Delay, s/veh	133.1
HCM 7th LOS	F

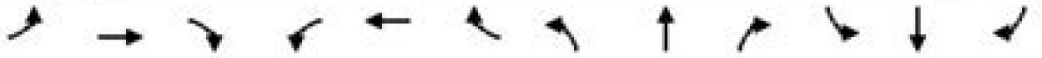
Warm Springs Avenue at Marsh Bend Trail Improvements Analyses

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 Effct 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





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	

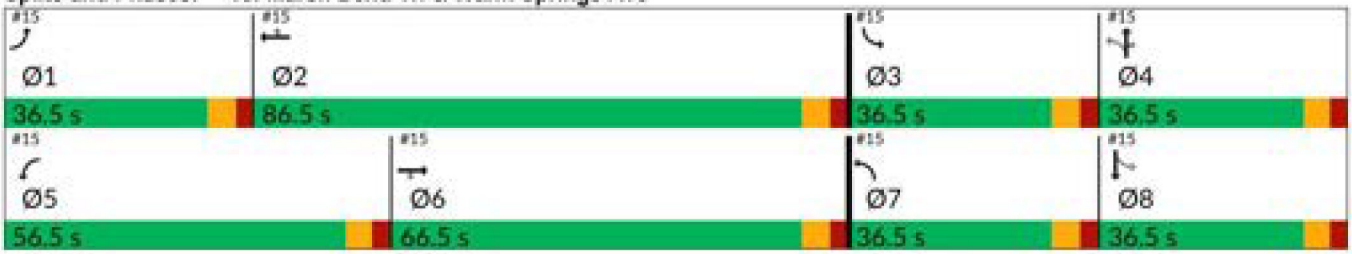
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	98.4	18.4	39.8	41.7	66.5	30.5	27.6
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	30.0	80.0	30.0	30.0	50.0	60.0	30.0	30.0
Max Q Clear Time (g_c+I1), s	3.3	8.5	11.6	35.3	33.0	62.0	23.6	20.4
Green Ext Time (p_c), s	0.0	1.6	0.3	0.0	2.2	0.0	0.4	0.7

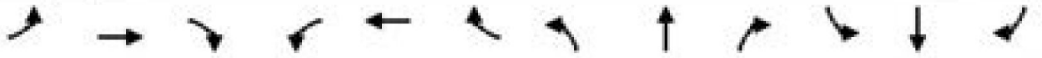
Intersection Summary			
HCM 7th Control Delay, s/veh		238.9	
HCM 7th LOS		F	

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





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	

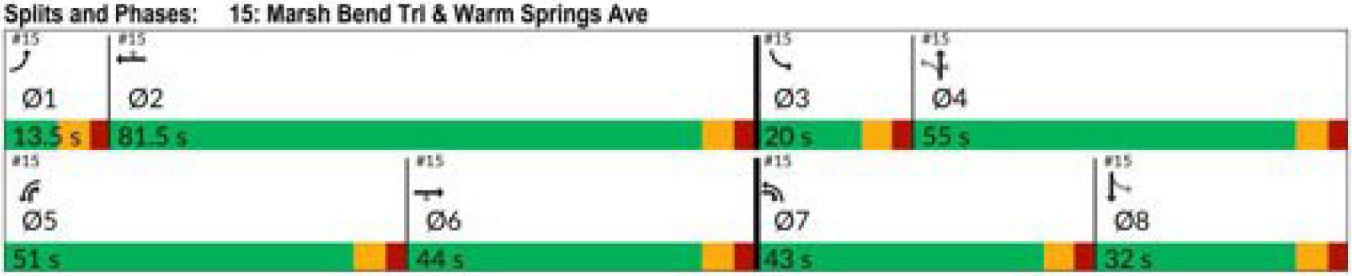
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	49.0	22.5	36.5	29.7	27.5	27.1	31.9
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	30.0	80.0	30.0	30.0	50.0	60.0	30.0	30.0
Max Q Clear Time (g_c+I1), s	2.6	16.7	15.3	32.0	21.1	17.7	19.8	19.8
Green Ext Time (p_c), s	0.0	3.5	0.7	0.0	2.1	3.3	0.8	1.2

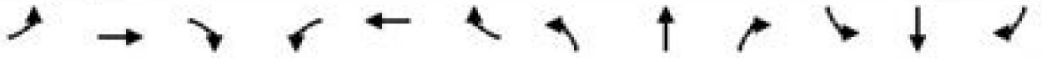
Intersection Summary			
HCM 7th Control Delay, s/veh		128.4	
HCM 7th LOS		F	

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 Effct 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
v/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





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	

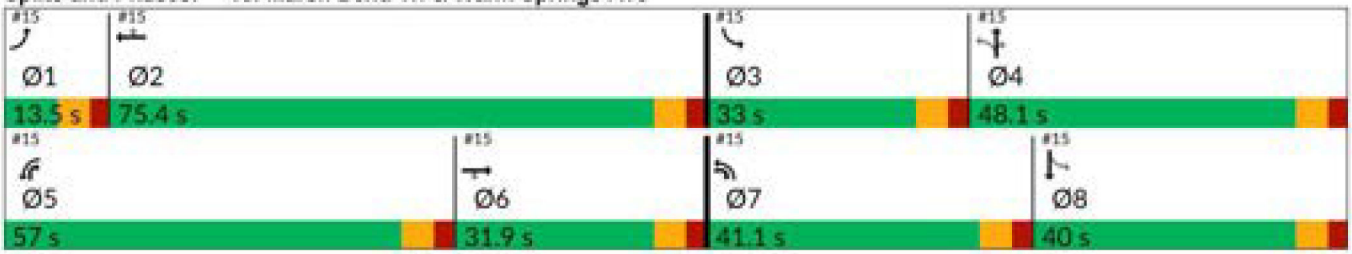
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	71.1	16.0	43.0	36.6	44.0	25.8	33.2
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	7.0	75.0	13.5	48.5	44.5	37.5	36.5	25.5
Max Q Clear Time (g_c+I1), s	3.1	8.5	9.5	32.5	27.8	39.5	18.6	16.3
Green Ext Time (p_c), s	0.0	1.6	0.1	4.0	2.2	0.0	0.7	0.7

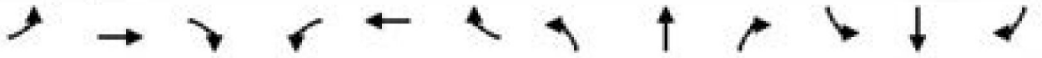
Intersection Summary	
HCM 7th Control Delay, s/veh	42.5
HCM 7th LOS	D

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
v/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





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	

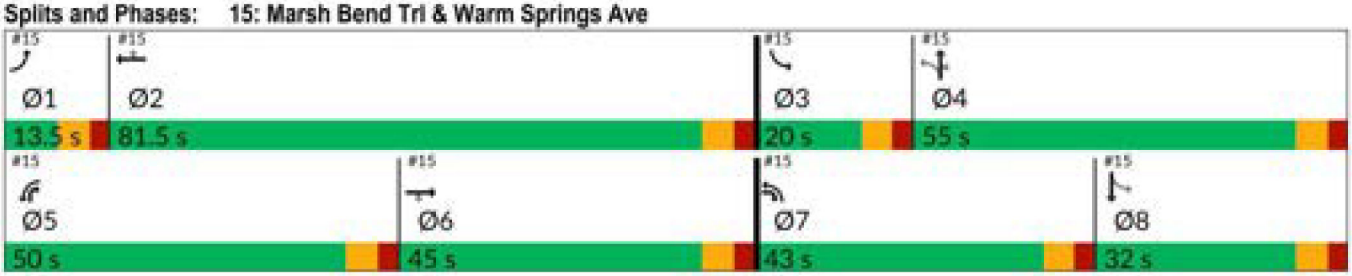
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	48.0	22.2	37.7	29.7	26.5	26.9	33.1
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	7.0	68.9	26.5	41.6	50.5	25.4	34.6	33.5
Max Q Clear Time (g_c+I1), s	2.6	16.9	15.1	26.5	21.1	14.5	19.5	19.6
Green Ext Time (p_c), s	0.0	3.5	0.6	4.7	2.1	2.4	0.9	1.5

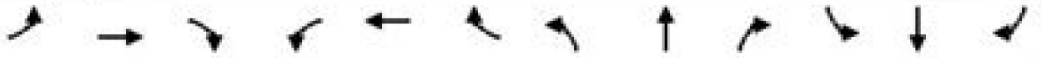
Intersection Summary	
HCM 7th Control Delay, s/veh	34.7
HCM 7th LOS	C

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 Effct 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
v/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





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	

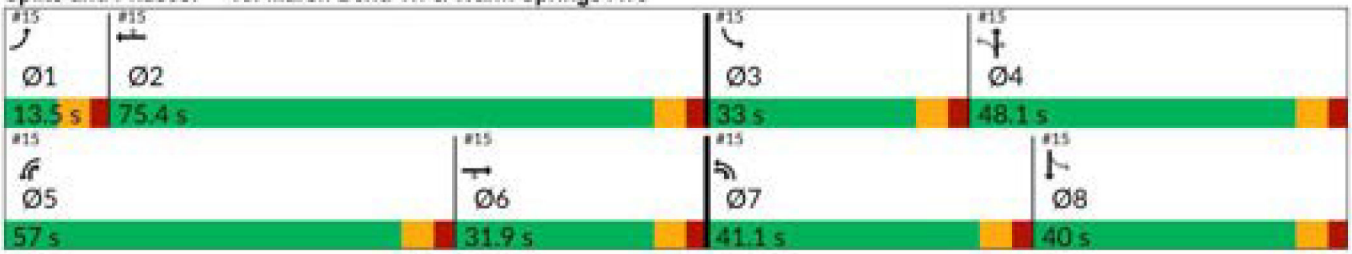
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	72.3	16.2	43.5	36.9	45.0	28.0	31.7
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	7.0	75.0	13.5	48.5	43.5	38.5	36.5	25.5
Max Q Clear Time (g_c+I1), s	3.2	8.6	9.7	33.0	28.3	40.5	20.7	16.9
Green Ext Time (p_c), s	0.0	2.0	0.1	4.0	2.2	0.0	0.8	0.7

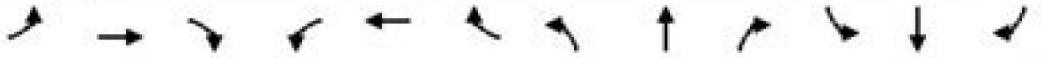
Intersection Summary	
HCM 7th Control Delay, s/veh	42.7
HCM 7th LOS	D

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 Effct 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





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			574	
Approach Delay, s/veh		42.1			37.5			28.9			39.6	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	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

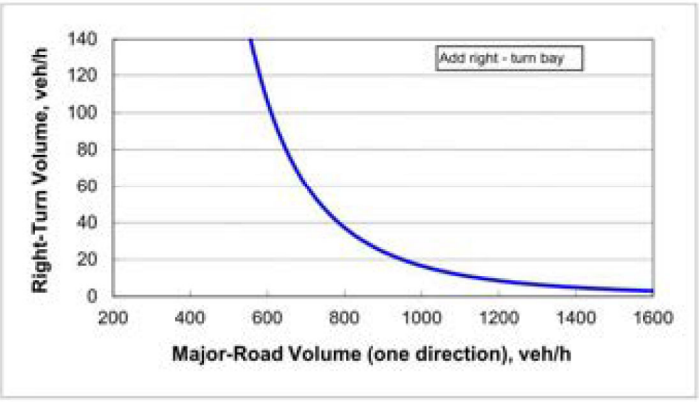
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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

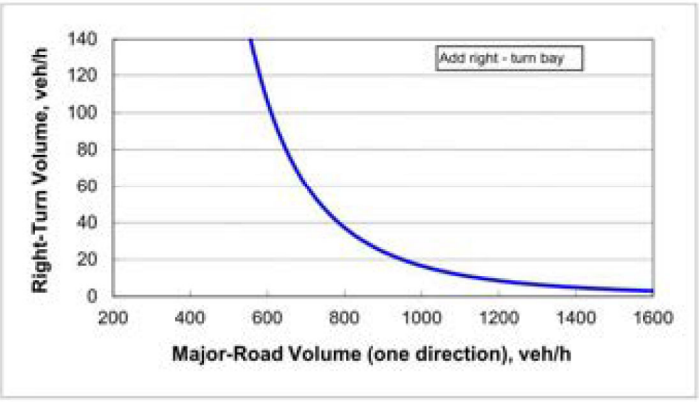
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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

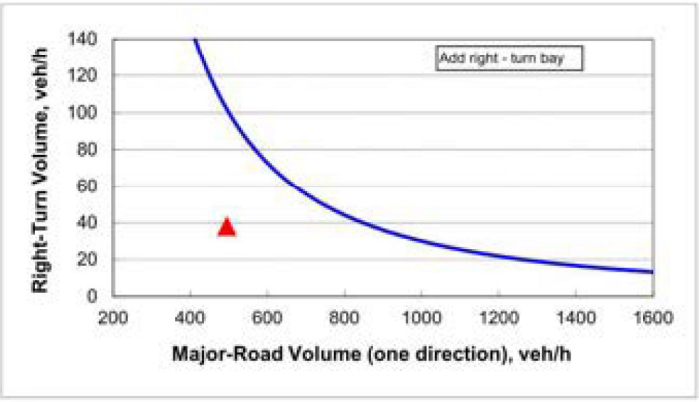
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	495
Right-turn volume, veh/h:	38

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	102
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	



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

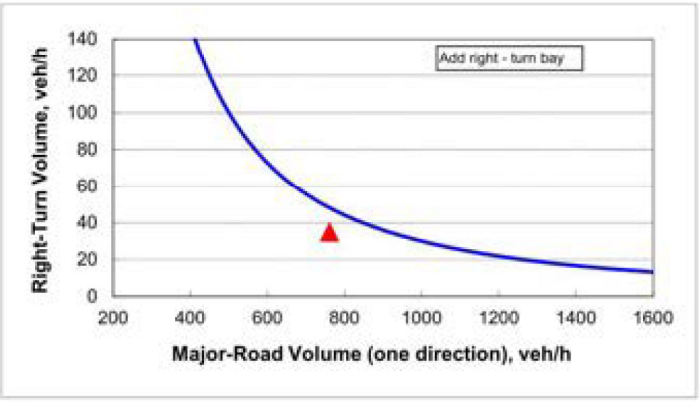
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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.	



CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **26-2210 - AN - 7310 CR 213**

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The owner Audrey N. Riche has submitted a voluntary annexation application for parcel F01-025. The property to be annexed totals 0.5 acres MOL and is located on the east side of CR 213, approximately 0.19 miles south of the intersection of CR 213 and C 44A.

Annexation into the City is appropriate because the property is contiguous to the City limits and is within the City's Joint Planning Area with Sumter County.

City water and sewer are available to the subject property. The applicant would like to place a new mobile home on the property. The applicant will work with the City Utilities department to connect to water and sewer services.

Staff recommends approval of Ordinance O2026-35.

Alex Lammers

Planner I, Development Services

ORDINANCE NO. O2026-35

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 0.5 ACRES LOCATED ON CR 213, APPROXIMATELY 0.19 MILES SOUTH OF C 44A, IN SECTION 1, TOWNSHIP 19 SOUTH, RANGE 22 EAST; WHICH IS CONTIGUOUS TO THE CITY LIMITS OF THE CITY OF WILDWOOD AND LOCATED IN THE CITY'S JOINT PLANNING AREA; PROVIDING THAT SECTION 1-14 OF THE CITY OF WILDWOOD CODE OF ORDINANCES IS AMENDED TO INCLUDE THE ANNEXED PROPERTY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

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

SECTION 1. Based upon the petition of the owner of the following described real property, which is located on CR 213, approximately 0.19 miles south of C 44A, to be annexed into the City, the property is hereby annexed into the City of Wildwood pursuant to Sections 171.044 and 171.204, Florida Statutes. The City Commission finds that the property is contiguous to the City of Wildwood; is located within the City's Joint Planning Area with Sumter County; and meets all legal requirements for annexation. The annexed property lying in Sumter County, Florida, owned by Audrey N. Riche, is more particularly described as follows:

Parcel F01-025
Audrey N. Riche
0.5 Acres +/-

LEGAL DESCRIPTION

Begin 987 feet South of the NE corner of the NE 1/4 of SE 1/4; run S 105 feet, W 210 feet, N 105 feet, E 210 feet to the Point of Beginning, LESS Road Right-of-Way. Section 1, Township 19 South, Range 22 East.

SECTION 2. All of the above-described annexed property shall be liable for its proportionate share of the future and existing indebtedness of the City of Wildwood.

SECTION 3. All of the above-described annexed property shall be subject to the laws and ordinances of the City of Wildwood as if this territory had been a part of the City of Wildwood at the time of passage and approval of said laws and ordinances.

SECTION 4. Until such time as the City amends its comprehensive plan, the current Sumter County zoning classification and future land use regulations will remain in full force and effect.

SECTION 5. Section 1-14 of the City of Wildwood Code of Ordinances is hereby amended to include the legal description of the annexed parcel pursuant to this ordinance. The location map identifying the property to be annexed are attached hereto as "Exhibit A" and incorporated herein by reference.

SECTION 6. If any portion of this ordinance is declared invalid for any purpose, the remaining portion shall remain valid and in full force and effect.

SECTION 7. This ordinance shall take effect upon final approval by the City Commission.

SECTION 8. 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 EST. 1877

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

N
US Feet
0 90 180 360

#26-2210

7310 CR 213

PARCEL F01-025

MAP 1A

LOCATION MAP

JUN 2026

Business Impact Estimate

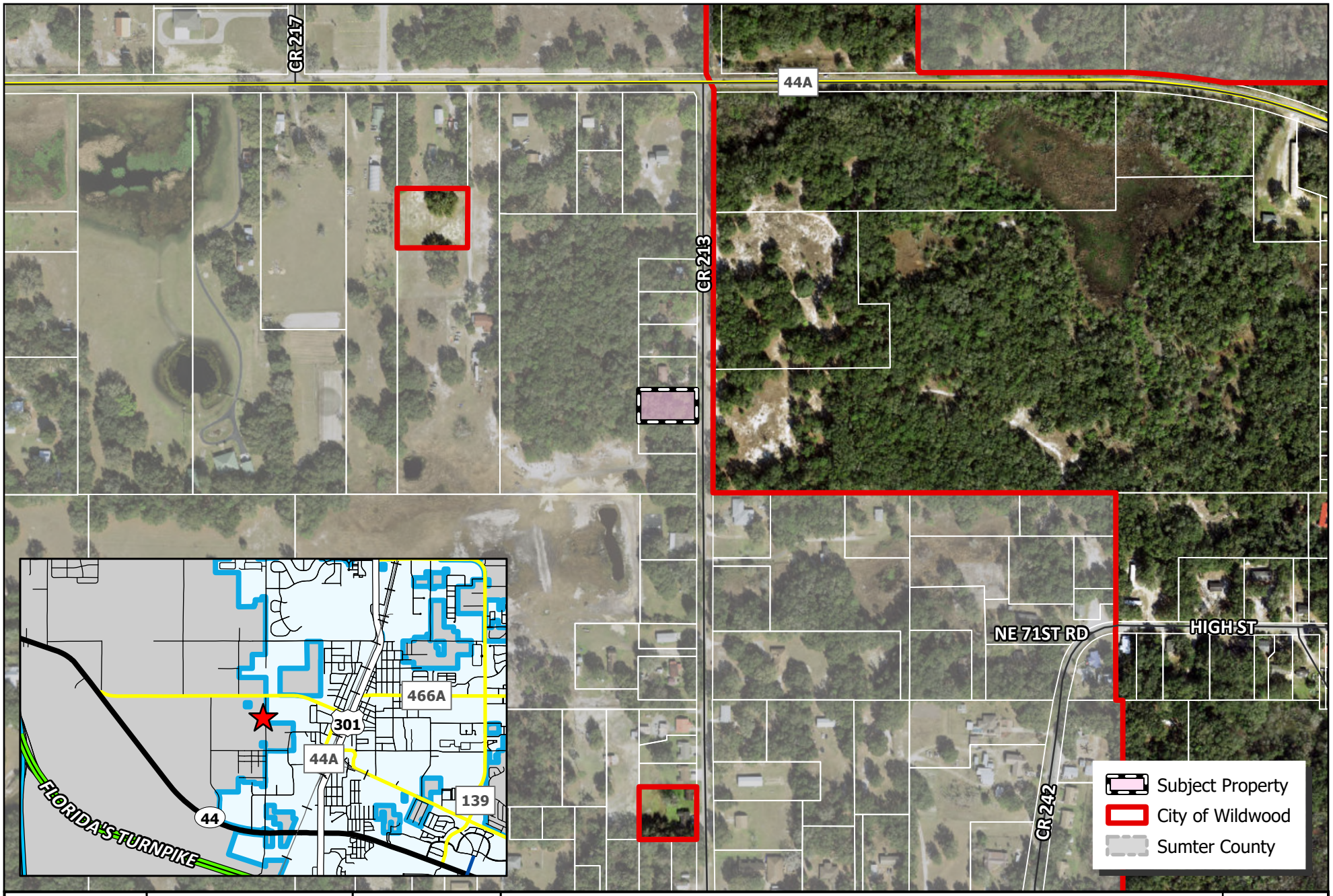
This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Wildwood website by the time notice of the proposed ordinance is published.

Proposed ordinance's title/reference: O2026-35

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, a business impact estimate is not required by state law[1] for the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

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

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



WILDWOOD FLORIDA EST. 1877

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

N

US Feet
0 95 190 380

#26-2210

7310 CR 213

PARCEL F01-025

MAP 1B

LOCATION MAP

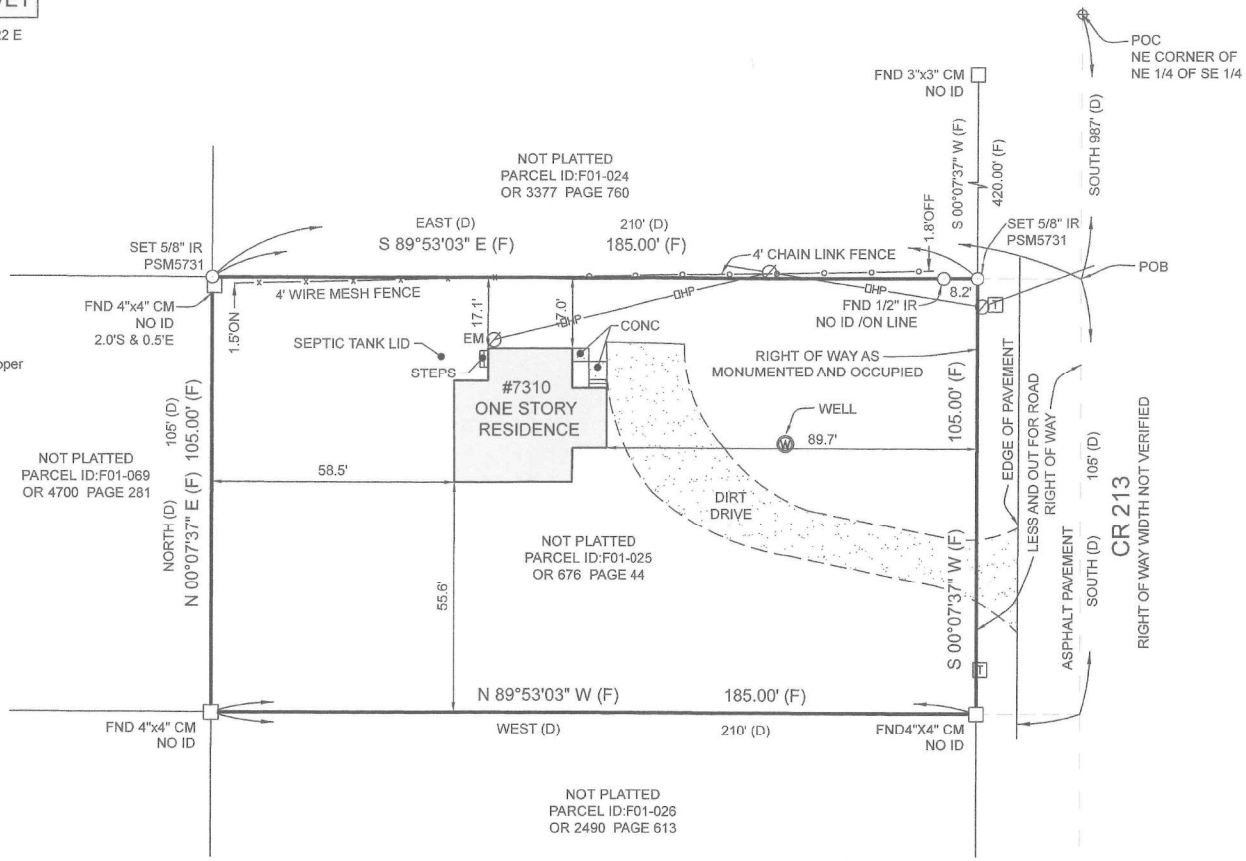
JUN 2026

MAP OF BOUNDARY SURVEY

SECTION 1, TOWNSHIP 19 S, RANGE 22 E
SUMTER COUNTY, FLORIDA

LEGEND

- □ = Concrete Monument (CM)
- ◎ = Iron Pipe & Cap (IP)
- ○ = Iron Rod & Cap (IR)
- ⊙ = Nail & Disk (N&D)
- POB = Point of Beginning
- POC = Point of Commencement
- O.R. Book = Official Record Book
- Pg = Page
- CONC. = Concrete
- FND = Found
- ID = Identification
- PSM = Professional Surveyor & Mapper
- (D) = Deed Dimension
- (F) = Field Measurement
- ON/OFF = On or Off Subject Property
- OHP = Overhead Utilities
- ∅ = Power Pole
- T = Telephone Riser
- Ⓦ = Well



NOTES

1. Neither underground utility installations, underground improvements, foundations and/or other underground structures, nor roof overhangs were located by this survey.
2. Additions or deletions to this survey by anyone other than the signing party or parties is prohibited without the written consent of the signing party or parties.
3. The property shown hereon is subject to all easements, restrictions, and reservations which may be shown or noted on the record plat and within the public records of the county the subject property is located. This survey only depicts survey-related information such as easements and setbacks that are shown on a record plat or have been furnished to the surveyor.
4. Building ties and dimensions for improvements should not be used to reconstruct boundary lines.

I HEREBY CERTIFY THAT THIS SURVEY IS A TRUE AND ACCURATE REPRESENTATION OF A SURVEY PREPARED UNDER MY DIRECTION. ALAN W. MORGAN, PSM #5731, FLORIDA. 06/22/26
COPIES NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF THE FLORIDA LICENSED SURVEYOR AND MAPPER SHOWN ABOVE.

NORTH

BASIS OF BEARING IS ASSUMED SOUTH LINE OF SUBJECT PROPERTY, WHICH HAS A BEARING OF N 89°53'03" W.

PROPERTY ADDRESS:
7310 CR 213
Wildwood, FL 34785

CERTIFIED TO:
Audrey N. Riche

FLOOD ZONE INFORMATION
PROPERTY LIES WITHIN FLOOD ZONE "X" PER COMMUNITY PANEL NO. 12119C0131D, EFFECTIVE DATE 9/27/2013. (PER INFORMATION OBTAINED FROM WWW.MSC.FEMA.GOV)

I HEREBY CERTIFY THAT THIS SURVEY IS A TRUE AND ACCURATE REPRESENTATION OF A SURVEY PREPARED UNDER MY DIRECTION. THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY ALAN W. MORGAN, P.S.M 5731 ON 06/22/2026.

Alan W. Morgan License Number 5731 STATE OF FLORIDA Professional Surveyor and Mapper

Job: PSMCO 26-0149
Field Date: 06/17/2026 (R.R)
Client Ref:
Revision: n/a
Scale: 1"=30'

30' 0 15' 30'

LEGAL DESCRIPTION (O.R. Book 676, page 44):
Begin 987 feet S of NE corner of NE 1/4 of SE 1/4 runs S 105 feet W 210 feet N 105 feet E 210 feet to point of beginning less Road R/W.

PENINSULA SURVEYING & MAPPING CO., LLC
38820 OTIS ALLEN RD., ZEPHYRHILLS, FLORIDA 33540
(407) 553-2688 www.pensurv.com
Certificate of Authorization: LB7249

PENINSULA
Surveying & Mapping Co.

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Barwick Street Improvements Project Payment Application No. 2 in the Amount of $262,269.19**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department: Public Works

BUDGET IMPACT: Funding for this project is allocated to 301-541-60-6302.

HISTORY/FACTS/ISSUES:

On March 9, 2026, the City Commission approved the award of the Barwick Street Improvements Project to Art Walker Construction Inc. Art Walker Construction has submitted Payment Application No. 2 in the amount of $262,269.19 for work performed through June 30, 2026. Work during this period included continued site preparation, pond improvements, installation of potable water infrastructure, and erosion control. The project is approximately 13.5% complete.

Kimley-Horn, serving as the City's consulting engineer, has reviewed the Payment Application and recommends approval.

SECTION 00622 – APPLICATION FOR PAYMENT NO. 2

To: Art Walker Construction, Inc.

Contract for: Barwick Street Improvements

For Work Accomplished through the date of: June 30, 2026

ITEM			CONTRACTOR'S Schedule of Values			Work Completed	
			Unit Price	Quantity	Amount	Quantity	Amount
See attached schedule of items.							
C.O. No. C.O. No.	Total	$ $			$		$

Accompanying Documentation:	GROSS AMOUNT DUE	$	390,048.63
Schedule of Items	LESS RETAINAGE	$	19,502.43
	AMOUNT DUE TO DATE	$	370,546.20
	LESS PREVIOUS PAYMENTS	$	108,277.01
	AMOUNT DUE THIS APPLICATION	$	262,269.19

CONTRACTOR'S CERTIFICATION:

The undersigned CONTRACTOR certifies that (1) all previous progress payments received from OWNER an account of Work done under the Contract referred to above have been applied to discharge in full all obligations of CONTRACTOR incurred in connection with Work covered by prior Applications for Payment numbered 1 through NA inclusive; and (2) title to all materials and equipment incorporated in said Work or otherwise listed in or covered by this Application for Payment will pass to OWNER at time of payment free and clear of all liens, claims, security interests and encumbrances (except such as covered by Bond acceptable to OWNER).

By: Jarah Walker, CONTRACTOR

Dated: July 1, 2026

Payment of the above AMOUNT DUE THIS APPLICATION is recommended.

By: MARIO PETROLA P.E., ENGINEER

Date: 07/14/2026

END OF SECTION

Kimley»Horn

- [x] NO EXCEPTIONS TAKEN
- [ ] CORRECTIONS NOTED
- [ ] REJECTED
- [ ] VERIFY & MAKE CORRECTIONS
- [ ] RESUBMIT
- [ ] FOR INFORMATION ONLY

Our limited review is only for conformance with the design concept of the project and general compliance with the information given in our Plans and Specifications. Contractor is responsible for: dimensions to be confirmed and correlated at the job site, information that pertains to the fabrication processes or to techniques of construction, quantities, safety, coordination with other work, and for conformance to the requirements of the plans and specifications. Review does not authorize changes to contract unless stated specifically in separate letter or change order.

Reviewed By: MARIO PETROLA, P.E. Date: 7/14/26

Progress Estimate - Unit-Price Work

Contractor's Application

For (Contract): Barwick Street Improvements

Application No.: 2

Application Period: June 1, 2026 through June 30, 2026

Application Date: 6/30/2026

A					B	C				D	E	F	G	H
Item						Estimated Quantity Installed Previous Period		Estimated Quantity Installed This Period						
Bid Item No.	Description	Bid Item Quantity	Bid Item Unit	Unit Price	Bid Item Value ($)	Quantity	Amount	Quantity	Amount	Value of Work Installed to Date	Materials Presently Stored (not in C)	Total Completed and Stored to Date (D + E)	% (F / B)	Balance to Finish (B - F)
1	Mobilization	1.00	LS	$ 150,040.00	$ 150,040.00	0.10	$ 15,004.00	0.10	$ 15,004.00	$30,008.00		$30,008.00	20.0%	$120,032.00
2	Maintenance of Traffic	1.00	LS	$ 76,587.50	$ 76,587.50	0.10	$ 7,658.75	0.10	$ 7,658.75	$15,317.50		$15,317.50	20.0%	$61,270.00
3	Performance Bond	1.00	LS	$ 25,300.00	$ 25,300.00	1.00	$ 25,300.00		$ -	$25,300.00		$25,300.00	100.0%	
4	Full Depth Reclamation (pulverization) (10.5" avg depth)	2900.00	SY	$ 24.30	$ 70,470.00		$ -		$ -					$70,470.00
5	Portland Cement	10.80	TN	$ 258.00	$ 2,786.40		$ -							$2,786.40
6	Asphalt Emulsion (ccs-1h)	7100.00	GA	$ 3.60	$ 25,560.00		$ -		$ -					$25,560.00
7	As-Built Plans and Construction Layout Survey	1.00	LS	$ 60,720.00	$ 60,720.00	0.10	$ 6,072.00	0.25	$ 15,180.00	$21,252.00		$21,252.00	35.0%	$39,468.00
8	Pollution Prevention and Control	1.00	LS	$ 8,800.00	$ 8,800.00	0.10	$ 880.00	0.10	$ 880.00	$1,760.00		$1,760.00	20.0%	$7,040.00
9	100% Gopher Tortoise Survey	1.00	LS	$ 3,300.00	$ 3,300.00	1.00	$ 3,300.00		$ -	$3,300.00		$3,300.00	100.0%	
10	Gopher Tortoise Relocations and Associated Permitting (if required)	3.00	EA	$ 9,350.00	$ 28,050.00		$ -		$ -					$28,050.00
11	Sediment Barrier (standard)	7970.00	LF	$ 1.65	$ 13,150.50	6400.00	$ 10,560.00		$ -	$10,560.00		$10,560.00	80.3%	$2,590.50
12	Inlet Protection System	14.00	EA	$ 82.50	$ 1,155.00		$ -		$ -					$1,155.00
13	Clearing and Grubbing	5.50	AC	$ 25,283.50	$ 139,059.25	1.30	$ 32,868.55	3.70	$ 93,548.95	$126,417.50		$126,417.50	90.9%	$12,641.75
14	Excavation, Regular	1.00	LS	$ 681,774.50	$ 681,774.50		$ -		$ -					$681,774.50
15	Embankment, Regular	398.00	CY	$ 9.35	$ 3,721.30		$ -		$ -					$3,721.30
16	Type B Stabilization	1246.00	SY	$ 11.09	$ 13,818.14		$ -		$ -					$13,818.14
17	Optional Group Base 6	1084.00	SY	$ 29.88	$ 32,389.92		$ -		$ -					$32,389.92
18	Milling Existing Asphalt Pavement, 1.5" Avg Depth	1740.00	SY	$ 11.86	$ 20,636.40		$ -		$ -					$20,636.40
19	Superpave Asphaltic Concrete, Traffic C, PG76-33, (SP 9.5) (1")	308.90	TN	$ 217.86	$ 67,296.95		$ -		$ -					$67,296.95
20	Superpave Asphaltic Concrete, Traffic C, PG76-22 (SP 12.5) (1.5")	463.30	TN	$ 180.71	$ 83,722.94		$ -		$ -					$83,722.94
21	Miami Curb (see detail on sheet DR-01)	555.00	LF	$ 40.98	$ 22,743.90		$ -		$ -					$22,743.90
22	Inlets, Curb, Type P-6, Modify	4.00	EA	$ 8,388.60	$ 33,554.40		$ -							$33,554.40
23	Inlets (ditch bottom inlet) Type C, <10'	9.00	EA	$ 5,755.20	$ 51,796.80		$ -		$ -					$51,796.80
24	Manholes, P-7, <10'	5.00	EA	$ 5,280.00	$ 26,400.00		$ -		$ -					$26,400.00
25	Manholes, P-7, >10'	2.00	EA	$ 6,352.50	$ 12,705.00		$ -		$ -					$12,705.00
26	Pipe Culvert, Optional Material, Round, 18" SD	485.00	LF	$ 110.92	$ 53,796.20		$ -		$ -					$53,796.20
27	Pipe Culvert, Optional Material, 24" SD	320.00	LF	$ 128.15	$ 41,008.00		$ -		$ -					$41,008.00
28	Pipe Culvert, Optional Material, 18" S/CD	151.00	LF	$ 110.92	$ 16,748.92		$ -		$ -					$16,748.92
29	Pipe Culvert, Optional Material, 24" S/CD	1255.00	LF	$ 129.34	$ 162,321.70		$ -		$ -					$162,321.70
30	Mitered End Section, Optional Round, 18" SD	2.00	EA	$ 2,116.40	$ 4,232.80		$ -		$ -					$4,232.80
31	Mitered End Section, Optional Round 24" SD	1.00	EA	$ 2,814.90	$ 2,814.90		$ -		$ -					$2,814.90
32	Concrete Sidewalk and Driveways, 4" Thick	190.00	SY	$ 127.33	$ 24,192.70		$ -		$ -					$24,192.70
33	Concrete Sidewalk and Driveways, 6" Thick	440.00	SY	$ 142.45	$ 62,678.00		$ -		$ -					$62,678.00
34	Riprap, Rubble, F&I, Two 10'x10' Pads Around Pond Outfall Structure	1.00	LS	$ 7,653.80	$ 7,653.80		$ -		$ -					$7,653.80
35	Fencing, Type B, 5.1'-6.0', Standard (black coated)	1654.00	LF	$ 27.50	$ 45,485.00		$ -		$ -					$45,485.00
36	Fence Gate, Type B, Double, 12.1-18.0' Opening	1.00	EA	$ 1,815.00	$ 1,815.00		$ -		$ -					$1,815.00
37	Performance Turf, Sod	33450.00	SY	$ 4.68	$ 156,546.00		$ -		$ -					$156,546.00
38	Retroreflective Pavement Marker (type B)	22.00	EA	$ 11.00	$ 242.00		$ -		$ -					$242.00
39	Painted Pavement Markings - Final, Surface	1.00	LS	$ 4,950.00	$ 4,950.00		$ -		$ -					$4,950.00
40	Thermoplastic, Standard, White, Solid, 12" for Crosswalk and Roundabout	80.00	LF	$ 11.00	$ 880.00		$ -		$ -					$880.00
41	Thermoplastic, Standard, White, Solid 24" for Stop Line and Crosswalk	120.00	LF	$ 22.00	$ 2,640.00		$ -		$ -					$2,640.00
42	Thermoplastic, Standard-Other Surfaces, Yellow, Solid 6"	0.191	GM	$ 11,000.00	$ 2,101.00		$ -		$ -					$2,101.00
43	Sanitary Service Line Adjustment	4.00	EA	$ 5,975.20	$ 23,900.80		$ -		$ -					$23,900.80
44	Professional Site Video (pre & post construction)	1.00	LS	$ 2,255.00	$ 2,255.00	0.50	$ 1,127.50		$ -	$1,127.50		$1,127.50	50.0%	$1,127.50
45	Restoration General (includes all site restoration for open trench construction, complete)	1.00	LS	$ 42,259.80	$ 42,259.80		$ -		$ -					$42,259.80
46	Tree Removal	1.00	EA	$ 5,005.00	$ 5,005.00	1.00	$ 5,005.00		$ -	$5,005.00		$5,005.00	100.0%	
47	Reconnect Existing Hydrant to Proposed Water Main	1.000	EA	$ 8,402.50	$ 8,402.50		$ -		$ -					$8,402.50
48	6" PVC Water Main (including restraints and fittings, complete)	25.000	LF	$ 133.00	$ 3,325.00		$ -		$ -					$3,325.00
							$ -		$ -					

REV 10/13

Item		Bid Item Quantity	Bid Item Unit	Unit Price	Bid Item Value ($)	Estimated Quantity Installed Previous Period		Estimated Quantity Installed This Period		Value of Work Installed to Date	Materials Presently Stored (not in C)	Total Completed and Stored to Date (D + E)	% (F / B)	Balance to Finish (B - F)
Bid Item No.	Description					Quantity	Amount	Quantity	Amount					
49	8" PVC Water Main (including restraints and fittings, complete)	1900.00	LF	$ 52.62	$ 99,978.00		$ -	500.00	$ 26,310.00	$26,310.00		$26,310.00	26.3%	$73,668.00
50	2" Gate Valve	2.00	EA	$ 1,823.49	$ 3,646.98		$ -	1.00	$ 1,823.49	$1,823.49		$1,823.49	50.0%	$1,823.49
51	2" PE Water Service (includes fittings and restraints)	50.00	LF	$ 44.48	$ 2,224.00		$ -		$ -					$2,224.00
52	8" Gate Valve	3.00	EA	$ 3,766.53	$ 11,299.59		$ -		$ -					$11,299.59
53	Above Grade Offset Air Release Valve	2.00	EA	$ 5,524.68	$ 11,049.36		$ -		$ -					$11,049.36
54	Bacteriological Sample Points	6.00	EA	$ 1,428.50	$ 8,571.00		$ -		$ -					$8,571.00
55	8" Linestop	4.00	EA	$ 10,081.50	$ 40,326.00		$ -							$40,326.00
56	Restrained 2" Cap	2.00	EA	$ 256.30	$ 512.60		$ -		$ -					$512.60
57	Restrained 8" Cap	7.00	EA	$ 518.54	$ 3,629.78		$ -		$ -					$3,629.78
58	8"X"2" Service Saddle	2.00	EA	$ 932.54	$ 1,865.08		$ -		$ -					$1,865.08
59	8" Tapping Sleeve & Valve	3.00	EA	$ 9,169.73	$ 27,509.19		$ -	2.00	$ 18,339.46	$18,339.46		$18,339.46	66.7%	$9,169.73
60	Tie Into Existing 8" Water Main	1.00	EA	$ 3,260.84	$ 3,260.84		$ -		$ -					$3,260.84
61	Tie Into Existing 2" Water Main	2.00	EA	$ 2,897.31	$ 5,794.62		$ -		$ -					$5,794.62
62	Excavatable Fill	75.00	CY	$ 494.34	$ 37,075.50		$ -		$ -					$37,075.50
63	Install Single Meter Assembly and Water Service to Proposed Water Main	14.00	EA	$ 3,529.37	$ 49,411.18		$ -		$ -					$49,411.18
64	Install Dual Meter Assembly and Water Service to Proposed Water Main	3.00	EA	$ 4,236.23	$ 12,708.69		$ -		$ -					$12,708.69
65	Existing Sewer Lining	510.00	LF	$ 132.00	$ 67,320.00		$ -		$ -					$67,320.00
66	Existing Sewer Point Repair (<6' Depth)	1.00	LF	$ 6,775.91	$ 6,775.91		$ -		$ -					$6,775.91
67	Existing Sewer Point Repair (>6' Depth)	1.00	LF	$ 6,775.91	$ 6,775.91		$ -		$ -					$6,775.91
	Osceola Pond Improvements													
68	Clearing & Grubbing	0.82	AC	$ 33,536.80	$ 27,500.18		$ -	0.82	$ 27,500.18	$27,500.18		$27,500.18	100.0%	
69	Excavation, Regular	1.00	LS	$ 58,608.00	$ 58,608.00		$ -	1.00	$ 58,608.00	$58,608.00		$58,608.00	100.0%	
70	Fencing, Type B, 5.1-6.0', Standard (black coated)	1000.00	LF	$ 35.20	$ 35,200.00		$ -		$ -					$35,200.00
71	Fence Gate, Type B, Single, 12.1-18.0' Opening	2.00	EA	$ 3,217.50	$ 6,435.00		$ -		$ -					$6,435.00
72	Performance Turf Sod	2250.00	SY	$ 5.50	$ 12,375.00		$ -		$ -					$12,375.00
73	Erosion Control	1.00	LS	$ 3,300.00	$ 3,300.00		$ -	1.00	$ 3,300.00	$3,300.00		$3,300.00	100.0%	
74	Demolition	1.00	LS	$ 7,920.00	$ 7,920.00		$ -	1.00	$ 7,920.00	$7,920.00		$7,920.00	100.0%	
	Payment and Performance Bond	1.00	LS	$ 6,200.00	$ 6,200.00	1.00	$ 6,200.00		$ -	$6,200.00		$6,200.00	100.0%	
	Totals				**$2,888,065.43**		**$113,975.80**		**$276,072.83**	**$390,048.63**		**$390,048.63**	13.5%	**$2,498,016.80**

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **CR 501 WTP Iron Filter Project Pay App #12 in the Amount of $96,718.30**

REQUESTED ACTION: Staff Recommend Approval

CONTRACT: Vendor/Entity: SGS Contracting Services Inc.

Effective Date: July 8, 2026 Termination Date:

Managing Division/Department: Utility Department (Water Division)

BUDGET IMPACT: Funding for the project has been allocated in account 408-533-70-7351.

HISTORY/FACTS/ISSUES:

The CR 501 WTP Improvement project was approved by the Commission and awarded to SGS Contracting Services Inc. in August 2024. SGS Contracting Services is requesting Pay App #12 in the amount of $96,718.30. The project's engineer of record, Kimley-Horn, has reviewed Pay App #12 and recommends approval.

EJCDC
ENGINEERS JOINT CONTRACT DOCUMENTS COMMITTEE

Contractor's Application for Payment No. 12

	Application Period: 4/1/26-5/31/26	Application Date: 5/31/26
To (Owner): City of Wildwood	From (Contractor): SGS Contracting Services, Inc.	Via (Engineer): Kimley-Horn
Project: CR 501 WTP Iron Filter Improvements	Contract:	
Owner's PO No.:	Contractor's Project No.: 2024-010	Engineer's Project No.:

Application For Payment

Change Order Summary

Approved Change Orders

Number	Additions	Deductions
1		$1,006,872.42
3	$3,905.94	
4	$36,288.73	
TOTALS	$40,194.67	$1,006,872.42
NET CHANGE BY CHANGE ORDERS	-$966,677.75	

1.	**ORIGINAL CONTRACT PRICE**	$ $2,715,700.00
2.	**Net change by Change Orders**	$ -$966,677.75
3.	**Current Contract Price (Line 1 ± 2)**	$ $1,749,022.25
4.	**TOTAL COMPLETED AND STORED TO DATE (Column F on Progress Estimate)**	$ $1,741,022.25
5.	**RETAINAGE:**	
	a. 5% X $1,741,022.25 **Work Completed**	$ $87,051.11
	b. 5% X $0.00 **Stored Material**	$ $0.00
	c. **Total Retainage (Line 5a + Line 5b)**	$ $87,051.11
6.	**AMOUNT ELIGIBLE TO DATE (Line 4 - Line 5c)**	$ $1,653,971.14
7.	**LESS PREVIOUS PAYMENTS (Line 6 from prior Application)**	$ $1,557,252.84
8.	**AMOUNT DUE THIS APPLICATION**	$ $96,718.30
9.	**BALANCE TO FINISH, PLUS RETAINAGE (Column G on Progress Estimate + Line 5 above)**	$ $95,051.11

Contractor's Certification

The undersigned Contractor certifies that to the best of its knowledge: (1) all previous progress payments received from Owner on account of Work done under the Contract have been applied on account to discharge Contractor's legitimate obligations incurred in connection with Work covered by prior Applications for Payment; (2) title of all Work, materials and equipment incorporated in said Work or otherwise listed in or covered by this Application for Payment will pass to Owner at time of payment free and clear of all Liens, security interests and encumbrances (except such as are covered by a Bond acceptable to Owner indemnifying Owner against any such Liens, security interest or encumbrances); and (3) all Work covered by this Application for Payment is in accordance with the Contract Documents and is not defective.

By: [signature] Date: 5/31/26

Payment of: $ $96,718.30
(Line 8 or other - attach explanation of the other amount)

is recommended by: ___

Payment of: $ ___

is approved by: ___

Approved by: ___

Kimley»Horn

- [x] NO EXCEPTIONS TAKEN
- [ ] CORRECTIONS NOTED
- [ ] REJECTED
- [ ] VERIFY & MAKE CORRECTIONS
- [ ] RESUBMIT
- [ ] FOR INFORMATION ONLY

Our limited review is only for conformance with the design concept of the project and general compliance with the information given in our Plans and Specifications. Contractor is responsible for: dimensions to be confirmed and correlated at the job site, information that pertains to the fabrication processes or to techniques of construction, quantities, safety, coordination with other work, and for conformance to the requirements of the plans and specifications. Review does not authorize changes to contract unless stated specifically in separate letter or change order.

Reviewed By: HEATH.SMITH Date: 7/7/26

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Progress Estimate - Lump Sum Work

Contractor's Application

For (Contract):	CR 501 WTP Iron Filter Improvements	Application Number:	12	
Application Period:	4/1/26-5/31/26	Application Date:	5/31/26	

			Work Completed		E	F		G	
	A	B	C	D	Materials Presently Stored (not in C or D)	Total Completed and Stored to Date (C + D + E)	% (F / B)	Balance to Finish (B - F)	
	Description	Scheduled Value ($)	From Previous Application (C+D)	This Period					
1.01	**MOBILIZATION**								
1.01.01	Mobilization	$40,000.00	$40,000.00			$40,000.00	100%	$0.00	
1.01.02	Demobilization	$10,000.00	$5,000.00	$5,000.00		$10,000.00	100%	$0.00	
1.01.03	Prepaid Bonds & Insurance	$20,000.00	$20,000.00			$20,000.00	100%	$0.00	
1.02	**SURVEY, LAYOUT, PERMITTING, RECORD DRAWINGS**								
1.02.01	Permitting	$3,000.00	$3,000.00			$3,000.00	100%	$0.00	
1.02.02	Survey & Layout (General)	$4,000.00	$4,000.00			$4,000.00	100%	$0.00	
1.02.03	Record Drawings	$3,000.00				$0.00		$3,000.00	
1.03	**RESTORATION**								
1.03.01	Cleanup, Final Grade, Misc. Sod/Grassing	$10,000.00	$9,000.00	$1,000.00		$10,000.00	100%	$0.00	
2.01	**INSTALL NEW GREENSAND FILTER (INCL ALL PIPE) FOR FUNCTIONAL SYSTEM**								
2.01.01	Site Prep	$10,000.00	$10,000.00			$10,000.00	100%	$0.00	
2.01.02	Gravel Around Tanks	$15,000.00	$15,000.00			$15,000.00	100%	$0.00	
2.01.03	Concrete Pedestals	$50,000.00	$50,000.00			$50,000.00	100%	$0.00	
2.01.04	Misc. Protective Coatings	$10,000.00	$10,000.00			$10,000.00	100%	$0.00	
2.01.05	Furnish Filter System (Materials/Equipment only)	$1,006,872.42				$0.00		$1,006,872.42	
2.01.06	Installation of Filter System	$498,127.58	$498,127.58			$498,127.58	100%	$0.00	
2.01.07	Filter System Testing & Startup	$15,000.00	$7,500.00	$7,500.00		$15,000.00	100%	$0.00	
2.01.08	Furnish & Install Pipe, Valves, Fittings, Appurtenances	$150,000.00	$150,000.00			$150,000.00	100%	$0.00	
2.01.09	Install Control & Power Euipment (related to Filter System only)	$35,000.00	$35,000.00			$35,000.00	100%	$0.00	
2.01.10	Approval of Filter System (including documentation)	$10,000.00		$10,000.00		$10,000.00	100%	$0.00	
2.02	**SITE YARD PIPING**								
2.02.01	Yard Piping for Water Main Connection	$24,575.00	$24,575.00			$24,575.00	100%	$0.00	
2.02.02	Drain Piping to Pond	$12,000.00	$12,000.00			$12,000.00	100%	$0.00	
2.02.03	Buried Chlorine Injection Piping	$10,000.00	$10,000.00			$10,000.00	100%	$0.00	
2.02.04	Buried Corrosion Inhibitor Piping	$10,000.00	$10,000.00			$10,000.00	100%	$0.00	
2.02.05	Buried Service Water Piping	$12,000.00	$12,000.00			$12,000.00	100%	$0.00	
2.03	**INSTALL NEW MOTORIZED ACUATOR**								
2.03.01	Furnish & Install New Motorized Actuator	$28,000.00	$28,000.00			$28,000.00	100%	$0.00	
2.03.02	Startup of Actuator	$2,000.00		$2,000.00		$2,000.00	100%	$0.00	
2.04	**SITEWORK**								
2.04.01	Misc. Sitework	$5,000.00	$5,000.00			$5,000.00	100%	$0.00	
2.05	**SODIUM HYPOCHLORITE SYSTEM**								
2.05.01	Furnish & Install Sodium Hypo System	$49,000.00	$49,000.00			$49,000.00	100%	$0.00	
2.05.02	Startup & Testing	$1,000.00		$1,000.00		$1,000.00	100%	$0.00	
2.06	**SODIUM HYPOCHLORITE SYSTEM INJECTION VAULT**								
2.06.01	Demolish/Remove Existing Vault & Appurtenances	$10,000.00	$10,000.00			$10,000.00	100%	$0.00	
2.06.02	Furnish & Install New Vault	$37,000.00	$37,000.00			$37,000.00	100%	$0.00	
2.06.03	Furnish & Install New Injection Point	$3,000.00	$3,000.00			$3,000.00	100%	$0.00	
2.07	**SODIUM HYPOCHLORITE STORAGE STRUCTURE**								
2.07.01	Site Prep & Concrete Pad	$15,000.00	$15,000.00			$15,000.00	100%	$0.00	
2.07.02	Furnish & Install Canopy Structure	$35,000.00	$35,000.00			$35,000.00	100%	$0.00	
2.08	**CORROSION INHIBITOR SYSTEM**								
2.08.01	Furnish & Install Corrosion Inhibitor System	$32,000.00	$25,605.00	$6,395.00		$32,000.00	100%	$0.00	
2.08.02	Startup & Testing	$3,000.00		$3,000.00		$3,000.00	100%	$0.00	
2.09	**CORROSION INHIBITOR VAULT**								
2.09.01	Furnish & Install New Vault	$17,000.00	$17,000.00			$17,000.00	100%	$0.00	
2.09.02	Furnish & Install New Injection Point	$3,000.00	$3,000.00			$3,000.00	100%	$0.00	
2.10	**CORROSION INHIBITOR SYSTEM STORAGE STRUCTURE**								
2.10.01	Site Prep & Concrete Pad	$12,000.00	$12,000.00			$12,000.00	100%	$0.00	
2.10.02	Furnish & Install Canopy Structure	$28,000.00	$28,000.00			$28,000.00	100%	$0.00	
2.11	**POND EARTHWORK**								
2.11.01	Survey & Layout	$4,000.00	$4,000.00			$4,000.00	100%	$0.00	
2.11.02	Rough Excavation (including export)	$36,000.00	$36,000.00			$36,000.00	100%	$0.00	
2.11.03	Final Grading	$10,000.00	$10,000.00			$10,000.00	100%	$0.00	
2.12	**FDOT MITERED END SECTION & RIP RAP**								
2.12.01	MES & Rip-Rap	$10,000.00	$10,000.00			$10,000.00	100%	$0.00	
2.13	**SOD (POND & MAINTENANCE PATH)**								
2.13.01	Sod (1,900 SY @ $3.75 per SY)	$7,125.00	$7,125.00			$7,125.00	100%	$0.00	
3.01	**ELECTRICAL & INSTRUMENTATION**								
3.01.01	Instrumentation & Controls - Submittal Package	$5,000.00	$5,000.00			$5,000.00	100%	$0.00	
3.01.02	PLC Programming & Support	$40,000.00	$36,000.00	$4,000.00		$40,000.00	100%	$0.00	
3.01.03	VTScada Development & Support	$25,000.00	$22,400.00	$2,600.00		$25,000.00	100%	$0.00	
3.01.04	Sci-Text Modifications	$2,000.00	$1,600.00	$400.00		$2,000.00	100%	$0.00	
3.01.05	HMI Development & Updating	$6,000.00	$5,375.00	$625.00		$6,000.00	100%	$0.00	
3.01.06	Furnish & Install Network Communication Panel	$10,000.00	$10,000.00			$10,000.00	100%	$0.00	
3.01.07	Furnish & Install Fiber Patch Panel	$7,000.00	$7,000.00			$7,000.00	100%	$0.00	
3.01.08	Furnish & Install Eyewash Panel	$7,000.00	$7,000.00			$7,000.00	100%	$0.00	
3.01.09	Final Approval of Controls & Integration (includes documentation)	$5,000.00				$0.00		$5,000.00	
3.01.10	Electrical Components - Submittal Package	$5,000.00	$5,000.00			$5,000.00	100%	$0.00	
3.01.11	Conduit & Fittings	$150,000.00	$150,000.00			$150,000.00	100%	$0.00	
3.01.12	Wire & Cable (including terminations)	$65,000.00	$65,000.00			$65,000.00	100%	$0.00	
3.01.13	Lighting Fixtures	$18,000.00	$6,000.00	$12,000.00		$18,000.00	100%	$0.00	
3.01.14	Power Supply Equipment	$55,000.00	$55,000.00			$55,000.00	100%	$0.00	
3.01.15	Final Electrical Review and Completion, Startup & Testing	$10,000.00		$10,000.00		$10,000.00	100%	$0.00	
	CHANGE ORDERS								
	Change Order #01 - ODP of Filter Equipment	($1,006,872.42)				$0.00		($1,006,872.42)	
	Change Order #03 - Flowmeter Sensor Cables	$3,905.94	$3,905.94			$3,905.94	100%	$0.00	
	Change Order #04 - Communication Improvements	$36,288.73		$36,288.73		$36,288.73	100%	$0.00	
	Totals	**$1,749,022.25**	**$1,639,213.52**	**$101,808.73**	**$0.00**	**$1,741,022.25**	100%	**$8,000.00**	

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Progress Estimate - Unit Price Work

Contractor's Application

For (Contract): 0							Application Number: 12		
Application Period: 4/1/26-5/31/26							Application Date: 5/31/26		
A				B	C	D	E	F	
Item		Bid Item Quantity	Unit Price	Bid Item Value ($)	Estimated Quantity Installed	Value of Work Installed to Date	Materials Presently Stored (not in C)	Total Completed and Stored to Date (D + E)	% (F / B)	Balance to Finish (B - F)
Bid Item No.	Description									
				$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
				$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
				$0.00		$0.00		$0.00		$0.00
				$0.00		$0.00		$0.00		$0.00
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				$0.00		$0.00		$0.00		$0.00
				$0.00		$0.00		$0.00		$0.00
	Totals			**$0.00**		**$0.00**	**$0.00**	**$0.00**		**$0.00**

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Stored Material Summary

Contractor's Application

For (Contract):	CR 501 WTP Iron Filter Improvements	Application Number:	12
Application Period:	4/1/26-5/31/26	Application Date:	5/31/26

A		B	C		D		E		F		G
					Stored Previously				Incorporated in Work		
Bid Item No.	Supplier Invoice No.	Submittal No. (with Specification Section No.)	Storage Location	Description of Materials or Equpment Stored	Date Placed into Storage (Month/Year)	Amount ($)	Amount Stored this Month ($)	Subtotal Amount Completed and Stored to Date (D + E)	Date (Month/ Year)	Amount ($)	Materials Remaining in Storage ($) (D + E - F)
5	20089	11550	Onsite	2500gal Houston Chemical Storage Tank	12/2024	$29,360.00		$29,360.00	8/2025	$29,360.00	$0.00
5	20089	11552	Onsite	Simplex Chemical Skid	12/2024	$18,760.00		$18,760.00	8/2025	$18,760.00	$0.00
3.01.07	10973	271343	SGS Office	Network Communication Panel	2/2025	$6,680.64		$6,680.64	10/2025	$6,680.64	$0.00
3.01.08	10973	271343	SGS Office	Fiber Patch Panel	2/2025	$4,691.46		$4,691.46	9/2025	$4,691.46	$0.00
3.01.09	10973	271343	SGS Office	Eye Wash Alarm Panel	2/2025	$4,559.19		$4,559.19	9/2025	$4,559.19	$0.00
2.09.01	20265	Per Plan	Onsite	Ultra-twin IBC Spill Pallet	3/2025	$9,805.00		$9,805.00	9/2025	$9,805.00	$0.00
2.01.08	124080	Subm.10 &11	Onsite	Pipes, valves, fittings	2/2025	$31,901.36		$31,901.36	7/2025	$31,901.36	$0.00
2.06.02	150893	01150 I.	Onsite	Sodium Chloride Injection Vault	1/2025	$2,710.70		$2,710.70	9/2025	$2,710.70	$0.00
2.09.01	150893	01150 L.	Onsite	Corrosion Inhibitor Vault	1/2025	$6,137.17		$6,137.17	9/2025	$6,137.17	$0.00
								$0.00			$0.00
								$0.00			$0.00
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								$0.00			$0.00
								$0.00			$0.00
								$0.00			$0.00
								$0.00			$0.00
								$0.00			$0.00
								$0.00			$0.00
				Totals		**$114,605.52**	**$0.00**	**$114,605.52**		**$114,605.52**	**$0.00**

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CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **R-12 Reclaim Pump Station Project Pay Application No. 3 in the Amount of $94,554.03**

REQUESTED ACTION: Staff Recommended Approval.

CONTRACT: Vendor/Entity: Cathcart Construction

Effective Date: Termination Date:

Managing Division/Department: Utility Department (Wastewater Division)

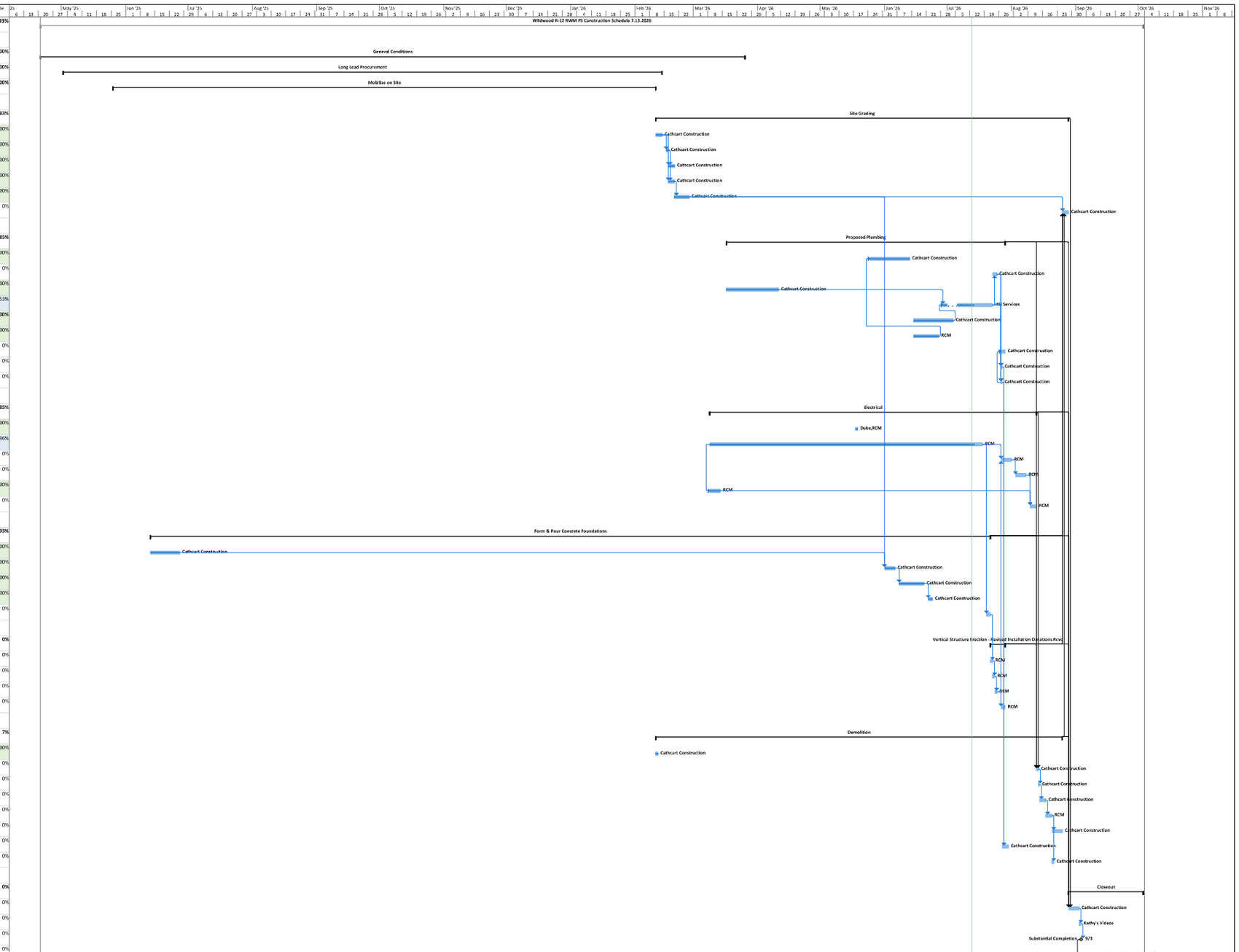
BUDGET IMPACT:

This is an approved capital project in the 25/26 fiscal year budget. Funds will be utilized from account 402-536-60-6913 (R-12 Pump Station Project).

HISTORY/FACTS/ISSUES:

The City awarded this project to Cathcart Construction on March 10, 2025. Attached is Pay Application No. 3 in the amount of $94,554.03. The pay application has been reviewed by the project engineer, Kimley-Horn, and City staff, who have verified the quantities and confirmed the application is accurate. Based on their review, staff recommends approval of Pay Application No. 3 and payment to Cathcart Construction in the amount of $94,554.03.

ID	WBS	Task Name	Resource Names	Duration	Start	Finish	% Complete
0	0	**Wildwood R-12 RWM PS Construction Schedule 7.13.2026**		**380 days**	**Mon 4/21/25**	**Sat 10/3/26**	**93%**
1							
7	1	**General Conditions**		**243 days**	**Mon 4/21/25**	**Wed 3/25/26**	**100%**
17	2	**Long Lead Procurement**		**206 days**	**Fri 5/2/25**	**Fri 2/13/26**	**100%**
26	3	**Mobilize on Site**		**187 days**	**Mon 5/26/25**	**Tue 2/10/26**	**100%**
31							
32	4	**Site Grading**		**142.5 days**	**Wed 2/11/26**	**Fri 8/28/26**	**83%**
33	4.1	Clear & Grub	Cathcart Construction	3 days	Wed 2/11/26	Fri 2/13/26	100%
34	4.2	F&I Wellpoints	Cathcart Construction	1 day	Mon 2/16/26	Mon 2/16/26	100%
35	4.3	Benchdown for Slide-Rail System	Cathcart Construction	3 days	Tue 2/17/26	Thu 2/19/26	100%
36	4.4	Remove & Dispose of Unsuitables	Cathcart Construction	3 days	Tue 2/17/26	Thu 2/19/26	100%
37	4.5	Rough Grade Site (Cut and Fill)	Cathcart Construction	1 wk	Fri 2/20/26	Thu 2/26/26	100%
38	4.6	Final Grading	Cathcart Construction	3 days	Tue 8/25/26	Fri 8/28/26	0%
39							
40	5	**Proposed Plumbing**		**96 days**	**Tue 3/17/26**	**Tue 7/28/26**	**85%**
41	5.1	F&I Underground Pipe, Fittings & Valves	Cathcart Construction	3 wks	Mon 5/25/26	Fri 6/12/26	100%
42	5.2	Perform Pressure Test of Below Ground Pipe	Cathcart Construction	2 days	Thu 7/23/26	Fri 7/24/26	0%
43	5.3	F&I Vertical Tubine Pumps & Cans	Cathcart Construction	3.8 wks	Tue 3/17/26	Fri 4/10/26	100%
44	5.4	Perform Pressure Test of Pump Bowls & Above Ground	HSI Services	3 wks	Mon 6/29/26	Wed 7/22/26	53%
45	5....	**RFI 04 - Mismatched FLG Faces and Sizes (Reorder of Materials)**	**Cathcart Construction**	**3 wks**	**Mon 6/15/26**	**Fri 7/3/26**	**100%**
46	5.5	F&I Above Ground Pipe, Fittings, Valves & Meters	RCM	2 wks	Mon 6/15/26	Fri 6/26/26	100%
47	5.6	Above Ground Paint	Cathcart Construction	2 days	Mon 7/27/26	Tue 7/28/26	0%
48	5.8	Cap & Cut in Existing 12" RWMs	Cathcart Construction	0.5 days	Mon 7/27/26	Mon 7/27/26	0%
49	5.9	Remove 20" Plug and connect Proposed RWM	Cathcart Construction	0.5 days	Mon 7/27/26	Mon 7/27/26	0%
50							
51	6	**Electrical**		**113 days**	**Mon 3/9/26**	**Wed 8/12/26**	**85%**
52	6.1	F&I new 600A Utility Service and Transformer	Duke,RCM	1 day	Mon 5/18/26	Mon 5/18/26	100%
53	6.2	Run Electrical Conduit & Pull Wire - Delayed with Pad Changes	RCM	19 wks	Mon 3/9/26	Fri 7/17/26	96%
54	6.3	F&I mounting racks for utility cabinets	RCM	1 wk	Mon 7/27/26	Fri 7/31/26	0%
55	6.4	F&I Electrical Panels - VFD, Distribution, PLC/Pump Controls	RCM	1 wk	Mon 8/3/26	Fri 8/7/26	0%
56	6.5	F&I Grounding	RCM	1 wk	Mon 3/9/26	Fri 3/13/26	100%
57	6.6	F&I Site Light Fixtures	RCM	3 days	Mon 8/10/26	Wed 8/12/26	0%
58							
59	7	**Form & Pour Concrete Foundations**		**288 days**	**Fri 6/13/25**	**Tue 7/21/26**	**93%**
60	7.1	Confirm Dimensions based on approved layout drawings	Cathcart Construction	2 wks	Fri 6/13/25	Thu 6/26/25	100%
61	7.2	Prepare Reinforcement w/ Rebar for Site Pads	Cathcart Construction	1 wk	Mon 6/1/26	Fri 6/5/26	100%
62	7.3	Rough-in Electrical Conduit & Valve Cans	Cathcart Construction	10 days	Mon 6/8/26	Fri 6/19/26	100%
63	7.4	Prepare and Pour Concrete (Pump Pads)	Cathcart Construction	2 days	Mon 6/22/26	Tue 6/23/26	100%
64	7.5	Prepare and Pour Concrete (Electrical Slab)		2 days	Mon 7/20/26	Tue 7/21/26	0%
65							
66	8	**Vertical Structure Erection - Revised Installation Durations Rcvd**		**5 days**	**Wed 7/22/26**	**Tue 7/28/26**	**0%**
67	8.1	F&I Temporary Sheet Walls	RCM	1 day	Wed 7/22/26	Wed 7/22/26	0%
68	8.2	F&I Structural Steel	RCM	1 day	Thu 7/23/26	Thu 7/23/26	0%
69	8.3	F&I Aluminum Canopy	RCM	1 day	Fri 7/24/26	Fri 7/24/26	0%
70	8.4	F&I Welded Wire Fabric	RCM	2 days	Mon 7/27/26	Tue 7/28/26	0%
71							
72	9	**Demolition**		**139.5 days**	**Wed 2/11/26**	**Tue 8/25/26**	**7%**
73	9.1	Provide and Inventory materials and items to be returned	Cathcart Construction	1 day	Wed 2/11/26	Wed 2/11/26	100%
74	9.2	F&I Radar Level Transducer and back up highflow Float in Existing Wet Well	Cathcart Construction	1 day	Thu 8/13/26	Thu 8/13/26	0%
75	9.3	Cap Existing Wet Well	Cathcart Construction	0.5 days	Fri 8/14/26	Fri 8/14/26	0%
76	9.4	Demolish Pumps	Cathcart Construction	1 day	Fri 8/14/26	Mon 8/17/26	0%
77	9.5	Demolish Electrical Panels	RCM	3 days	Mon 8/17/26	Thu 8/20/26	0%
78	9.6	Demolish Buildings and above Ground Piping	Cathcart Construction	3 days	Thu 8/20/26	Tue 8/25/26	0%
79	9.7	Remove Existing 12" RWM	Cathcart Construction	3 days	Mon 7/27/26	Thu 7/30/26	0%
80	9.8	Demolish Meter Vault	Cathcart Construction	1 day	Thu 8/20/26	Fri 8/21/26	0%
81							
82	10	**Closeout**		**25.5 days**	**Fri 8/28/26**	**Sat 10/3/26**	**0%**
83	1...	Sod Restoration	Cathcart Construction	3 days	Fri 8/28/26	Wed 9/2/26	0%
84	1...	Post Con Video	Kathy's Videos	1 day	Wed 9/2/26	Thu 9/3/26	0%
85	1...	Substantial Completion	Cathcart Construction	0 days	Thu 9/3/26	Thu 9/3/26	0%
86	1...	Final Completion	Cathcart Construction	0 days	Sat 10/3/26	Sat 10/3/26	0%



Project: Wildwood R-12 RWM PS
Date: Mon 7/13/26

Task · Split · Milestone · Summary · Project Summary · External Tasks · External Milestone · Inactive Task · Inactive Milestone · Inactive Summary · Manual Task · Duration-only · Manual Summary Rollup · Manual Summary · Start-only · Finish-only · Deadline · Progress · Manual Progress

Kimley»Horn

- [x] NO EXCEPTIONS TAKEN
- [ ] CORRECTIONS NOTED
- [ ] REJECTED
- [ ] VERIFY & MAKE CORRECTIONS
- [ ] RESUBMIT
- [ ] FOR INFORMATION ONLY

Our limited review is only for conformance with the design concept of the project and general compliance with the information given in our Plans and Specifications. Contractor is responsible for: dimensions to be confirmed and correlated at the job site, information that pertains to the fabrication processes or to techniques of construction, quantities, safety, coordination with other work, and for conformance to the requirements of the plans and specifications. Review does not authorize changes to contract unless stated specifically in separate letter or change order.

Reviewed By: LAUREN.KENT Date: 7/16/26

EST. 1877
WILDWOOD
FLORIDA

INV. DATE:	7/13/2026	**APPLICATION NO.:**	5569-03
P.O. NO:	25-01256	**INVOICE NO.:**	3
		PERIOD TO:	6/30/26
		PROJECT NO.:	5569
		BID NO.:	ITB2025-03
		CONTRACT DATE:	6/2/2025

DISTRIBUTION TO:

XX	OWNER
	PROFESSIONAL
	GENERAL
	CONTRACTOR

TO OWNER:	**FROM CONTRACTOR**
Wastewater Department	Cathcart Construction
711 Huey St	1056 Willa Springs Drive
Wildwood, FL 34785	Winter Springs, FL 32708

VIA OWNER:
VIA PROFESSIONAL: x

PROJECT NAME: R-12 Reclaim Pump Station

APPLICATION IS MADE FOR PAYMENT, AS SHOWN BELOW, IN CONNECTION WITH THE CONTRACT.
CONTINUATION SHEET IS ATTACHED

1	**ORIGINAL CONTRACT SUM**				$ 4,165,466.00
2	**NET CHANGE BY CHANGE ORDERS**				$ (804,280.44)
3	**CONTRACT SUM TO DATE**				$ 3,361,185.56
4	**TOTAL COMPLETED & STORED TO DATE**				$ 2,012,110.56
5	**RETAINAGE:**				
	A	5.00%	OF COMPLETED WORK	$ 100,605.53	
	B	5.00%	OF STORED MATERIALS	$ -	
	TOTAL RETAINAGE				$ 100,605.53
6	**TOTAL EARNED LESS RETAINAGE**				$ 1,911,505.03
7	**LESS PREVIOUS CERTIFICATES FOR PAYMENT**				$ 1,816,951.00
8	**CURRENT PAYMENT DUE**				**$ 94,554.03**
9	**BALANCE TO FINISH, INCLUDING RETAINAGE**				$ 1,449,680.53

CHANGE ORDERS	ADDITIONS	DEDUCTIONS
Total changes approved in previous months by Owner	$ 15,256.86	$ (819,537.30)
Total approved this Month		$ (819,537.30)
TOTALS		
CHANGE ORDER 1		$ (819,537.30)
CHANGE ORDER 2	$ 15,256.86	
NET CHANGES	**$ 15,256.86**	**$ (819,537.30)**

THE UNDERSIGNED CONTRACTOR CERTIFIES THAT TO THE BEST OF THE CONTRACTOR'S KNOWLEDGE INFORMATION AND BELIEF THE WORK COVERED BY THIS APPLICATION FOR PAYMENT HAS BEEN COMPLETED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, THAT ALL AMOUNTS HAVE BEEN PAID BY THE CONTRACTOR FOR WORK FOR WHICH PREVIOUS CERTIFICATES FOR PAYMENT WERE ISSUED AND PAYMENTS RECEIVED FROM THE OWNER, AND THAT CURRENT PAYMENT SHOWN HEREIN IS NOW DUE.

CONTRACTOR: Cathcart Construction Company-Florida LLC

BY: Ryan [signature] DATE: 7.15.26

Insert Signatory's Name

STATE OF: FLORIDA

COUNTY OF: SEMINOLE

SUBSCRIBED AND SWORN TO BEFORE ME THIS DAY OF July 15th 2026

NOTARY PUBLIC: [signature]

MY COMMISSION EXPIRES: Insert Notary's Name

Notary Public State of Florida
Ryan N McClellan
My Commission HH 601874
Expires 10/9/2026

RECOMMENDATION FOR PAYMENT

PAYMENT OF THE ABOVE AMOUNT DUE THIS APPLICATION IS RECOMMENDED.

AMOUNT RECOMMENDED: $ _____

PROFESSIONAL:
BY: _____ DATE: _____

OWNER:
BY: _____ DATE: _____

THIS CERTIFICATE IS NOT NEGOTIABLE. THE AMOUNT CERTIFIED IS PAYABLE ONLY TO THE CONTRACTOR NAMED HEREIN, ISSUANCE, PAYMENT AND ACCEPTANCE OF PAYMENT ARE WITHOUT PREJUDICE OF THE OWNER OR CONTRACTOR UNDER THIS CONTRACT

Schedule of Values

Project Name: R-12 Reclaim Pump Station
Owner: Wastewater Department
Pay Application No.: 5569-03
Owner's Purchase Order/Contract No.: 25-01256

Invoice No.: 3
Date: 6/30/26
Contractor Project No.: 5569
Owner's Bid No.: ITB2025-03

Cathcart Construction
1056 Willa Springs Drive
Winter Springs, FL 32708
Tel: (407) 629-2900
Fax: (321 0 203-4900

a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r
		Scheduled Values				Work Completed: Prior Estimate		Work Completed: This Estimate		Work Completed: Total to Date		Stored Materials					
Pay Item No.	Description	Qty.	Unit of Measure	Unit Price, $	Total, $ (c x e)	Installed Qty. (k from last est.)	Total, $ (g x e)	Installed Quantity	Total, $ (i x e)	Total Installed Qty. (g + i)	Total, $ (k x e)	Prior Stored Materials, $ (m+n+o from last est.)	Less Pmt. For Previously Stored Mat'ls now Installed, $	New Materials Stored this Estimate, $	Total Completed and Stored to Date, $ (l+m+n+o)	% Complete (p / f)	Balance to Finish, $ (f - p)
1	MOBILIZATION	1.00	LS	$ 298,625.00	$ 298,625.00	0.50	$ 149,312.50		$ -	0.50	$ 149,312.50				$149,312.50	50.00%	$ 149,312.50
2	ENVIRONMENTAL PROTECTION	1.00	LS	$ 17,411.00	$ 17,411.00	1.00	$ 17,411.00		$ -	1.00	$ 17,411.00				$ 17,411.00	100.00%	$ -
3	SURVEY LAYOUT AND RECORD DRAWINGS	1.00	LS	$ 39,673.00	$ 39,673.00	0.50	$ 19,836.50	0.25	$ 9,918.25	0.75	$ 29,754.75				$ 29,754.75	75.00%	$ 9,918.25
4	PROFESSIONAL SITE VIDEO TESTING (PRE & POST CONSTRUCTION)	1.00	LS	$ 3,750.00	$ 3,750.00	0.50	$ 1,875.00		$ -	0.50	$ 1,875.00				$ 1,875.00	50.00%	$ 1,875.00
5	RESTORATION, COMPLETE	1.00	LS	$ 52,133.00	$ 52,133.00	0.25	$ 13,033.25		$ -	0.25	$ 13,033.25				$ 13,033.25	25.00%	$ 39,099.75
6	SUBSOIL EXCAVATION, UNSUITABLE SOIL (FDOT PAY ITEM #120-4)	1,500.00	CY	$ 55.00	$ 82,500.00	1,500.00	$ 82,500.00		$ -	1,500.00	$ 82,500.00				$ 82,500.00	100.00%	$ -
7	SUBSOIL EXCAVATION, ROCK (QUANTITY ARBITRARY) (FDOT PAY ITEM #120-4)	100.00	CY	$ 100.00	$ 10,000.00	75.00	$ 7,500.00		$ -	75.00	$ 7,500.00				$ 7,500.00	75.00%	$ 2,500.00
8	DEMOLITION OF EXISTING PUMP STATION (TO INCLUDE REMOVAL OF EXISTING PUMPS, CONTROL PANELS, AND PIPING, COVERING OF EXISTING WETWELL, AND DEMOLITION OF EXISTING PUMP STATION BUILDING)	1.00	LS	$ 92,333.00	$ 92,333.00		$ -		$ -	-	$ -				$ -	0.00%	$ 92,333.00
9	PUMP STATION SITE WORK (TO INCLUDE GRADING, EXCAVATION, STABILIZATION PER GEOTECHNICAL REPORT, PUMP CAN SUPPORT AND ENCASEMENT, AND CONCRETE EQUIPMENT PADS)	1.00	LS	$ 784,530.00	$ 784,530.00	0.75	$ 588,397.50	0.25	$ 196,132.50	1.00	$ 784,530.00				$ 784,530.00	100.00%	$ -
10	MILLENNIUM PARK RECLAIM HIGH SERVICE PUMPS (TO INCLUDE PUMPS, PUMP CANS, MOTORS, AND ALL ASSOCIATED APPURTENANCES FOR A COMPLETE AND FUNCTIONAL SYSTEM)	1.00	LS	$ 598,411.00	$ 598,411.00	1.00	$ 598,411.00		$ -	1.00	$ 598,411.00				$ 598,411.00	100.00%	$ -
11	NSU RECLAIM HIGH SERVICE PUMP (PUMP CANS, INCLUDING PUMP CANS FOR FUTURE NSU PUMPS)	1.00	LS	$ 206,394.00	$ 206,394.00	1.00	$ 206,394.00		$ -	1.00	$ 206,394.00				$ 206,394.00	100.00%	$ -
12	BELOW GRADE YARD PIPING (TO INCLUDE PIPING, FITTING, VALVES, AND ALL OTHER NECESSARY APPURTENANCES FOR A COMPLETE AND FUNCTIONAL SYSTEM)	1.00	LS	$ 344,189.00	$ 344,189.00	0.75	$ 258,141.75		$ -	0.75	$ 258,141.75				$ 258,141.75	75.00%	$ 86,047.25
13	ABOVE GRADE FLANGED PIPING (TO INCLUDE PIPING, FITTINGS, VALVES, INLINE STRAINER, AIR RELEASE VALVE ASEMBLIES, PRESSURE GAUGE ASSEMBLIES, MEGAFLANGES, EXPANSION JOINTS, PIPE SUPPORTS, PAINTING AND COATING, AND ALL OTHER NECESSARY APPURTENANCES FOR A COMPLETE AND FUNCTIONAL SYSTEM)	1.00	LS	$ 214,367.00	$ 214,367.00		$ -	0.75	$ 160,775.25	0.75	$ 160,775.25				$ 160,775.25	75.00%	$ 53,591.75
14	PRE-ENGINEERED METAL STRUCTURE	1.00	LS	$ 37,400.00	$ 37,400.00	0.60	$ 22,440.00		$ -	0.60	$ 22,440.00				$ 22,440.00	60.00%	$ 14,960.00
15	PUMP STATION ELECTRICAL AND INSTRUMENTATION (TO INCLUDE MATERIALS, CONDUIT, WIRING, PANELS, VFDs, METER, DISCONNECTS, CONNECTION TO EXSITING ELECTRICAL SERVICE, LIGHTING, FLOW METERS, PRESSURE TRANSDUCERS, MISCELLANEOUS INSTRUMENTATION EQUIPMENT, INTEGRATION WITH SCADA, AND ALL OTHER NECESSARY ITEMS FOR A COMPLETE AND FUNCTIONAL SYSTEM)	1.00	LS	$ 1,383,750.00	$ 1,383,750.00	0.25	$ 345,937.50	0.10	$ 138,375.00	0.35	$ 484,312.50				$ 484,312.50	35.00%	$ 899,437.50
TOTAL PROJECT COST					**$ 4,165,466.00**		**$ 2,311,190.00**		**$ 505,201.00**		**$ 2,816,391.00**				**$ 2,816,391.00**	**67.61%**	**$ 1,349,075.00**
Change Order 1																	
CO 1.1	Owner Direct Purhcase - Pumps & Cans	1.00	LS	$ (398,610.00)	$ (398,610.00)	1.00	$ (398,610.00)	0.00	$ -	1.00	$ (398,610.00)				$ (398,610.00)	100.00%	$ -
CO 1.2	Owner Direct Purchase - Process Control Services	1.00	LS	$ (420,927.30)	$ (420,927.30)	0.00	$ -	1.00	$ (420,927.30)	1.00	$ (420,927.30)				$ (420,927.30)	100.00%	$ -
	Total Change Order 1				**$ (819,537.30)**		**$ (398,610.00)**		**$ (420,927.30)**		**$ (819,537.30)**	$ -	$ -	$ -	**$ (819,537.30)**	**100.00%**	**$ -**
Change Order 2																	

CO 2.1	Field Adjustment - 20" Connection	1.00	LS	$ 15,256.86	$ 15,256.86	0.00	$ -	1.00	$ 15,256.86	1.00	$ 15,256.86				$ 15,256.86	100.00%	$ -
	Total Change Order 2				**$ 15,256.86**		**$ -**		**$ 15,256.86**		**$ 15,256.86**	**$ -**	**$ -**	**$ -**	**$ 15,256.86**	**100.00%**	**$ -**
Project Grand Total					**$ 3,361,185.56**		**$ 1,912,580.00**		**$ 99,530.56**		**$ 2,012,110.56**	**$ -**	**$ -**	**$ -**	**$ 2,012,110.56**	**59.86%**	**$ 1,349,075.00**

Contract & Invoice Summary	
1. Original contract amount	**$ 4,165,466.00**
2. Current contract amount with change orders to date	$ 3,361,185.56
3. Work completed this estimate (sum of column j)	$ 99,530.56
4. New stored materials this estimate (sum of column o)	$ -
5. Less prior stored materials that are now installed (sum of column n)	$ -
6. Retainage rate	5.00%
7. Retainage withheld for work & new stored mat'ls in this estimate (6 x (3+4-5))	$ 4,976.53
8. Work & stored materials completed to date (sum of column p)	$ 2,012,110.56
9. Retainage withheld for work & stored materials to date (6 x 8)	$ 100,605.53

Change Order Summary	
Change Order 1 - ODP	$ (819,537.30)
Change Order 2	$ 15,256.86
Change Order 3	$ -
Total of change orders to date	$ (804,280.44)

Stored Materials Summary					
Item	Qty	UOM	Unit $		Extended $
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
Total of stored materials to date					$ -

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Approval of Construction Loan Agreement with Florida Department of Environmental Protection through the Clean Water State Revolving Loan Fund**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department: Executive

BUDGET IMPACT: Will provide $20M in funding for the Wastewater Treatment Plant project.

HISTORY/FACTS/ISSUES:

In January 2026, the Commission authorized the submittal of an application for SRF funding for the WWTP project. Subsequently, the city was notified that it had been placed on the funding list. The next step is to sign the agreement for the SRF loan. This agreement sets out the conditions of the loan and repayment obligations. The first payment is due in May 2030.

STATE OF FLORIDA
DEPARTMENT OF ENVIRONMENTAL PROTECTION

AND

CITY OF WILDWOOD, FLORIDA

CLEAN WATER STATE REVOLVING FUND
CONSTRUCTION LOAN AGREEMENT
WW600210

Florida Department of Environmental Protection
State Revolving Fund Program
Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard, MS 3505
Tallahassee, Florida 32399-3000

CONTENTS PAGE

ARTICLE I - DEFINITIONS 1
1.01. WORDS AND TERMS. 1
1.02. CORRELATIVE WORDS. 4

ARTICLE II - WARRANTIES, REPRESENTATIONS AND COVENANTS 4
2.01. WARRANTIES, REPRESENTATIONS AND COVENANTS. 4
2.02. LEGAL AUTHORIZATION. 6
2.03. AUDIT AND MONITORING REQUIREMENTS. 6

ARTICLE III - LOAN REPAYMENT ACCOUNT 9
3.01. LOAN DEBT SERVICE ACCOUNT. 9
3.02. INVESTMENT OF LOAN DEBT SERVICE ACCOUNT MONEYS. 9
3.03. LOAN DEBT SERVICE ACCOUNT WITHDRAWALS. 9
3.04. ASSETS HELD IN TRUST. 9

ARTICLE IV - PROJECT INFORMATION 10
4.01. PROJECT CHANGES. 10
4.02. TITLE TO PROJECT SITE. 10
4.03. PERMITS AND APPROVALS. 10
4.04. ENGINEERING SERVICES. 10
4.05. PROHIBITION AGAINST ENCUMBRANCES. 10
4.06. COMPLETION MONEYS. 10
4.07. CLOSE-OUT. 10
4.08. LOAN DISBURSEMENTS. 11

ARTICLE V - RATES AND USE OF THE UTILITY SYSTEM 11
5.01. RATE COVERAGE. 11
5.02. NO FREE SERVICE. 11
5.03. MANDATORY CONNECTIONS. 12
5.04. NO COMPETING SERVICE. 12
5.05. MAINTENANCE OF THE UTILITY SYSTEM. 12
5.06. ADDITIONS AND MODIFICATIONS. 12
5.07. COLLECTION OF REVENUES. 12

ARTICLE VI - DEFAULTS AND REMEDIES 12
6.01. EVENTS OF DEFAULT. 12
6.02. REMEDIES. 13
6.03. DELAY AND WAIVER. 14

ARTICLE VII - THE PLEDGED REVENUES 15
7.01. SUPERIORITY OF THE PLEDGE TO THE DEPARTMENT. 15
7.02. ADDITIONAL DEBT OBLIGATIONS. 15

ARTICLE VIII - GENERAL PROVISIONS 15

CONTENTS PAGE

8.01. DISCHARGE OF OBLIGATIONS. 15
8.02. PROJECT RECORDS AND STATEMENTS. 16
8.03. ACCESS TO PROJECT SITE. 16
8.04. ASSIGNMENT OF RIGHTS UNDER AGREEMENT. 16
8.05. AMENDMENT OF AGREEMENT. 16
8.06. ABANDONMENT, TERMINATION OR VOLUNTARY CANCELLATION. 16
8.07. SEVERABILITY CLAUSE. 17
8.08. USE AS MATCHING FUNDS. 17
8.09. DAVIS-BACON AND RELATED ACTS REQUIREMENTS. 17
8.10. AMERICAN IRON AND STEEL REQUIREMENT. 18
8.11. FISCAL SUSTAINABILITY PLAN. 18
8.12. PUBLIC RECORDS ACCESS. 19
8.13. SCRUTINIZED COMPANIES. 19
8.14. SUSPENSION. 20
8.15. CIVIL RIGHTS. 21
8.16. PROHIBITION ON CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT. 21

ARTICLE IX - CONTRACTS AND INSURANCE 21
9.01. CONTRACTS. 21
9.02. SUBMITTAL OF CONTRACT DOCUMENTS. 22
9.03. INSURANCE REQUIRED. 22

ARTICLE X - DETAILS OF FINANCING 22
10.01. PRINCIPAL AMOUNT OF LOAN. 22
10.02. LOAN SERVICE FEE. 23
10.03. FINANCING RATE. 23
10.04. LOAN TERM. 23
10.05. REPAYMENT SCHEDULE. 23
10.06. PROJECT COSTS. 24
10.07. SCHEDULE. 24

ARTICLE XI - EXECUTION OF AGREEMENT 25

CLEAN WATER STATE REVOLVING FUND

CONSTRUCTION LOAN AGREEMENT

WW600210

THIS AGREEMENT is executed by the STATE OF FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (Department) and the CITY OF WILDWOOD, FLORIDA, (Local Government) existing as a local governmental entity under the laws of the State of Florida. Collectively, the Department and the Local Government shall be referred to as "Parties" or individually as "Party".

RECITALS

Pursuant to Section 403.1835, Florida Statutes and Chapter 62-503, Florida Administrative Code, the Department is authorized to make loans to finance or refinance the construction of wastewater pollution control facilities the planning and design of which have been reviewed by the Department; and

The Local Government applied for the financing of the Project, and the Department has determined that such Project meets all requirements for a loan.

AGREEMENT

In consideration of the Department loaning money to the Local Government, in the principal amount and pursuant to the covenants set forth below, it is agreed as follows:

ARTICLE I - DEFINITIONS

1.01. WORDS AND TERMS.

Words and terms used herein shall have the meanings set forth below:

(1) "Agreement" or "Loan Agreement" shall mean this construction loan agreement.

(2) "Authorized Representative" shall mean the official of the Local Government authorized by ordinance or resolution to sign documents associated with the Loan.

(3) "Capitalized Interest" shall mean a finance charge that accrues at the Financing Rate on Loan proceeds from the time of disbursement until six months before the first Semiannual Loan Payment is due. Capitalized Interest is financed as part of the Loan principal.

(4) "Depository" shall mean a bank or trust company, having a combined capital and unimpaired surplus of not less than $50 million, authorized to transact commercial banking or savings and loan business in the State of Florida and insured by the Federal Deposit Insurance Corporation.

(5) "Final Amendment" shall mean the final agreement executed between the parties that establishes the final terms for the Loan such as the final Loan amount, the interest rate, Loan Service Fee, amortization schedule and Semiannual Loan Payment amount.

(6) "Final Unilateral Amendment" shall mean the Loan Agreement unilaterally finalized by the Department after Loan Agreement and Project abandonment under Section 8.06 that establishes the final amortization schedule for the Loan.

(7) "Financing Rate" shall mean the charges, expressed as a percent per annum, imposed on the unpaid principal of the Loan. The Financing Rate shall consist of an interest rate component and a Grant Allocation Assessment rate component.

(8) "Fiscal Sustainability Plan" shall mean a systematic management technique for utility systems that focuses on the long-term life cycle of the assets and their sustained performance, rather than on short-term, day-to-day aspects of the assets. This plan shall include the inventory and evaluation of assets, the certification of water and energy conservation implementation efforts, as well as a plan for the maintenance, repair and, if necessary, the replacement of assets, as well as the schedule to do so.

(9) "Grant Allocation Assessment" shall mean an assessment, expressed as a percent per annum, accruing on the unpaid balance of the Loan. It is computed similarly to the way interest charged on the Loan is computed and is included in the Semiannual Loan Payment. The Department will use Grant Allocation Assessment moneys for making grants to financially disadvantaged small communities pursuant to Section 403.1835 of the Florida Statutes.

(10) "Gross Revenues" shall mean all income or earnings received by the Local Government from the ownership or operation of its Utility System, including investment income, all as calculated in accordance with generally accepted accounting principles. Gross Revenues shall not include proceeds from the sale or other disposition of any part of the Utility System, condemnation awards or proceeds of insurance, except use and occupancy or business interruption insurance, received with respect to the Utility System.

(11) "Loan" shall mean the amount of money to be loaned pursuant to this Agreement and subsequent amendments.

(12) "Loan Application" shall mean the completed form which provides all information required to support obtaining construction loan financial assistance.

(13) "Loan Debt Service Account" shall mean an account, or a separately identified component of a pooled cash or liquid account, with a Depository established by the Local Government for the purpose of accumulating Monthly Loan Deposits and making Semiannual Loan Payments.

(14) "Loan Service Fee" shall mean an origination fee which shall be paid to the Department by the Local Government.

(15) "Local Governmental Entity" means a county, municipality, or special district.

(16) "Monthly Loan Deposit" shall mean the monthly deposit to be made by the Local Government to the Loan Debt Service Account.

(17) "Operation and Maintenance Expense" shall mean the costs of operating and maintaining the Utility System determined pursuant to generally accepted accounting principles, exclusive of interest on any debt payable from Gross Revenues, depreciation, and any other items not requiring the expenditure of cash.

(18) "Parity Debt" shall mean any debt obligations issued that are on an equal commercial lien position with this Loan.

(19) "Pledged Revenues" shall mean the specific revenues pledged as security for repayment of the Loan and shall be the Gross Revenues derived yearly from the operation of the Utility System after payment of the Operation and Maintenance Expense and the satisfaction of all yearly payment obligations on account of the Senior Revenue Debt and any senior or parity obligations issued pursuant to Section 7.02 of this Agreement.

(20) "Project" shall mean the works financed by this Loan and shall consist of furnishing all labor, materials, and equipment to construct the water reclamation facility expansion in accordance with the plans and specifications accepted by the Department for the "BNR and Treatment Capacity Expansion - Phase II Improvements" contract.

The Project is in agreement with the planning documentation accepted by the Department effective September 26, 2025. A Florida Finding of No Significant Impact was published on August 25, 2025 and no adverse comments were received.

(21) "Semiannual Loan Payment" shall mean the payment due from the Local Government to the Department at six-month intervals.

(22) "Senior Revenue Debt" shall mean the following debt obligations:

(a) City of Wildwood, Florida, Utility System Revenue Note, Series 2016, issued in the amount of $1,668,000, pursuant to Resolution No. 2013-29 and supplemented by Resolution No. R2016-3; and

(b) City of Wildwood, Florida, Utility System Revenue Bonds, Series 2026A, issued in the amount of $83,730,000, pursuant to Resolution No. 2013-29 and supplemented by Resolution No. R2026-2; and

(c) Any refunding bonds issued to refund the obligations identified above provided such bonds shall not increase annual debt service during the repayment period of this Loan.

(23) "Sewer System" shall mean all facilities owned by the Local Government for collection, transmission, treatment and reuse of wastewater and its residuals.

(24) "Utility System" shall mean all devices and facilities of the Water System and Sewer System owned by the Local Government.

(25) "Water System" shall mean all facilities owned by the Local Government for supplying and distributing water for residential, commercial, industrial, and governmental use.

1.02. CORRELATIVE WORDS.

Words of the masculine gender shall be understood to include correlative words of the feminine and neuter genders. Unless the context shall otherwise indicate, the singular shall include the plural and the word "person" shall include corporations and associations, including public entities, as well as natural persons.

ARTICLE II - WARRANTIES, REPRESENTATIONS AND COVENANTS

2.01. WARRANTIES, REPRESENTATIONS AND COVENANTS.

The Local Government warrants, represents and covenants that:

(1) The Local Government has full power and authority to enter into this Agreement and to comply with the provisions hereof.

(2) The Local Government currently is not the subject of bankruptcy, insolvency, or reorganization proceedings and is not in default of, or otherwise subject to, any agreement or any law, administrative regulation, judgment, decree, note, resolution, charter or ordinance which would currently restrain or enjoin it from entering into, or complying with, this Agreement.

(3) There is no material action, suit, proceeding, inquiry or investigation, at law or in equity, before any court or public body, pending or, to the best of the Local Government's knowledge, threatened, which seeks to restrain or enjoin the Local Government from entering into or complying with this Agreement.

(4) All permits, real property interests, and approvals required as of the date of this Agreement have been obtained for construction and use of the Project. The Local Government knows of no reason why any future required permits or approvals are not obtainable.

(5) The Local Government shall undertake the Project on its own responsibility, to the extent permitted by law.

(6) To the extent permitted by law, the Local Government shall release and hold harmless the State, its officers, members, and employees from any claim arising in connection with the Local Government's actions or omissions in its planning, engineering, administrative, and construction activities financed by this Loan or its operation of the Project.

(7) All Local Government representations to the Department, pursuant to the Loan Application and Agreement, were true and accurate as of the date such representations were made. The financial information delivered by the Local Government to the Department was current and correct as of the date such information was delivered. The Local Government shall comply with Chapter 62-503, Florida Administrative Code, and all applicable State and Federal laws, rules, and regulations which are identified in the Loan Application or Agreement. To the

extent that any assurance, representation, or covenant requires a future action, the Local Government shall take such action to comply with this agreement.

(8) The Local Government shall maintain records using generally accepted accounting principles established by the Governmental Accounting Standards Board. As part of its bookkeeping system, the Local Government shall keep accounts of the Utility System separate from all other accounts and it shall keep accurate records of all revenues, expenses, and expenditures relating to the Utility System, and of the Pledged Revenues, Loan disbursement receipts, and Loan Debt Service Account.

(9) In the event the anticipated Pledged Revenues are shown by the Local Government's annual budget to be insufficient to make the Semiannual Loan Payments for such Fiscal Year when due, the Local Government shall include in such budget other legally available non-ad valorem funds which will be sufficient, together with the Pledged Revenues, to make the Semiannual Loan Payments. Such other legally available non-ad valorem funds shall be budgeted in the regular annual governmental budget and designated for the purpose provided by this Subsection, and the Local Government shall collect such funds for application as provided herein. The Local Government shall notify the Department immediately in writing of any such budgeting of other legally available non-ad valorem funds. Nothing in this covenant shall be construed as creating a pledge, lien, or charge upon any such other legally available non-ad valorem funds; requiring the Local Government to levy or appropriate ad valorem tax revenues; or preventing the Local Government from pledging to the payment of any bonds or other obligations all or any part of such other legally available non-ad valorem funds.

(10) Pursuant to Section 216.347 of the Florida Statutes, the Local Government shall not use the Loan proceeds for the purpose of lobbying the Florida Legislature, the Judicial Branch, or a State agency.

(11) The Local Government agrees to construct the Project in accordance with the Project schedule. Delays incident to strikes, riots, acts of God, and other events beyond the reasonable control of the Local Government are excepted. If for any reason construction is not completed as scheduled, there shall be no resulting diminution or delay in the Semiannual Loan Payment or the Monthly Loan Deposit.

(12) The Local Government covenants that this Agreement is entered into for the purpose of constructing, refunding, or refinancing the Project which will in all events serve a public purpose. The Local Government covenants that it will, under all conditions, complete and operate the Project to fulfill the public need.

(13) The Local Government shall update the revenue generation system annually to assure that sufficient revenues are generated for debt service; operation and maintenance; replacement of equipment, accessories, and appurtenances necessary to maintain the system design capacity and performance during its design life; and to make the system financially self-sufficient.

2.02. LEGAL AUTHORIZATION.

Upon signing this Agreement, the Local Government's legal counsel hereby expresses the opinion, subject to laws affecting the rights of creditors generally, that:

(1) This Agreement has been duly authorized by the Local Government and shall constitute a valid and legal obligation of the Local Government enforceable in accordance with its terms upon execution by both parties; and

(2) This Agreement identifies the revenues pledged for repayment of the Loan, and the pledge is valid and enforceable.

2.03. AUDIT AND MONITORING REQUIREMENTS.

The Local Government agrees to the following audit and monitoring requirements.

(1) The financial assistance authorized pursuant to this Loan Agreement consists of the following:

State Resources Awarded to the Local Government Pursuant to this Agreement Consist of the Following Resources Subject to Section 215.97, F.S.:					
State Program Number	Funding Source	CSFA Number	CSFA Title or Fund Source Description	Funding Amount	State Appropriation Category
Original Agreement	Wastewater Treatment and Stormwater Management TF	37.077	Wastewater Treatment Facility Construction	$19,718,279	140131

(2) Audits.

(a) In the event that the Local Government expends a total amount of state financial assistance equal to or in excess of $750,000 in any fiscal year of such Local Government, the Local Government must have a State single audit for such fiscal year in accordance with Section 215.97, Florida Statutes; applicable rules of the Department of Financial Services; and Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General. In determining the state financial assistance expended in its fiscal year, the Local Government shall consider all sources of state financial assistance, including state financial assistance received from the Department, other state agencies, and other nonstate entities. State financial assistance does not include Federal direct or pass-through awards and resources received by a nonstate entity for Federal program matching requirements.

(b) In connection with the audit requirements addressed in the preceding paragraph (a); the Local Government shall ensure that the audit complies with the requirements of Section 215.97(7), Florida Statutes. This includes submission of a financial reporting package as defined by Section 215.97(2), Florida Statutes, and Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General.

(c) If the Local Government expends less than $750,000 in state financial assistance in its fiscal year, an audit conducted in accordance with the provisions of Section 215.97, Florida Statutes, is not required. The Local Government shall inform the Department of findings and recommendations pertaining to the State Revolving Fund in audits conducted by the Local Government in which the $750,000 threshold has not been met. In the event that the Local Government expends less than $750,000 in state financial assistance in its fiscal year, and elects to have an audit conducted in accordance with the provisions of Section 215.97, Florida Statutes, the cost of the audit must be paid from the non-state entity's resources (i.e., the cost of such an audit must be paid from the Local Government's resources obtained from other than State entities).

(d) The Local Government is hereby advised that the Florida Single Audit Act Requirements may further apply to lower tier transactions that may be a result of this Agreement. For information regarding the Florida Catalog of State Financial Assistance (CSFA), a Local Government should access the Florida Single Audit Act website located at https://apps.fldfs.com/fsaa for assistance.

(3) Report Submission.

(a) Copies of financial reporting packages shall be submitted by or on behalf of the Local Government directly to each of the following:

(i) The Department at one of the following addresses:

By Mail:

Audit Director
Florida Department of Environmental Protection
Office of the Inspector General, MS 40
3900 Commonwealth Boulevard,
Tallahassee, Florida 32399-3123

or

Electronically:
FDEPSingleAudit@dep.state.fl.us

(ii) The Auditor General's Office at the following address:

State of Florida Auditor General
Room 401, Claude Pepper Building
111 West Madison Street
Tallahassee, Florida 32399-1450

(iii) Copies of reports or management letters shall be submitted by or on behalf of the Local Government directly to the Department at either of the following addresses:

By Mail:

Audit Director
Florida Department of Environmental Protection
Office of the Inspector General
3900 Commonwealth Boulevard, MS 40
Tallahassee, Florida 32399-3123

or

Electronically:
FDEPSingleAudit@dep.state.fl.us

(b) Any reports, management letters, or other information required to be submitted to the Department pursuant to this Agreement shall be submitted timely in accordance with Florida Statutes, or Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General, as applicable.

(c) Local Governments, when submitting financial reporting packages to the Department for audits done in accordance with Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General, should indicate the date that the reporting package was received by the Local Government from their auditors in correspondence accompanying the reporting package.

(4) Record Retention.

The Local Government shall retain sufficient records demonstrating its compliance with the terms of this Agreement for a period of five years from the date of the Final Amendment, and shall allow the Department, or its designee, Chief Financial Officer, or Auditor General access to such records upon request. The Local Government shall ensure that working papers are made available to the Department, or its designee, Chief Financial Officer, or Auditor General upon request for a period of five years from the date of the Final Amendment, unless extended in writing by the Department.

(5) Monitoring.

In addition to reviews of audits conducted in accordance with Section 215.97, F.S., as revised monitoring procedures may include, but not be limited to, on-site visits by Department staff and/or other procedures. By entering into this Agreement, the Local Government agrees to comply and cooperate with any monitoring procedures/processes deemed appropriate by the Department. In the event the Department determines that a limited scope audit of the Local Government is appropriate, the Local Government agrees to comply with any additional instructions provided by the Department to the Local Government regarding such audit. The Local Government understands its duty, pursuant to Section 20.055(5), F.S., to cooperate with the Inspector General in any investigation, audit, inspection, review, or hearing. The Local Government will comply with this duty and ensure that any subcontracts issued under this Agreement will impose this requirement, in writing, on its subcontractors.

ARTICLE III - LOAN REPAYMENT ACCOUNT

3.01. LOAN DEBT SERVICE ACCOUNT.

The Local Government shall establish a Loan Debt Service Account with a Depository and begin making Monthly Loan Deposits no later than the date set forth for such action in Section 10.07 of this Agreement.

Beginning six months prior to each Semiannual Loan Payment, the Local Government shall make six Monthly Loan Deposits. The first five deposits each shall be at least equal to one-sixth of the Semiannual Loan Payment. The sixth Monthly Loan Deposit shall be at least equal to the amount required to make the total on deposit in the Loan Debt Service Account equal to the Semiannual Loan Payment amount, taking into consideration investment earnings credited to the account pursuant to Section 3.02.

Any month in which the Local Government fails to make a required Monthly Loan Deposit, the Local Government's chief financial officer shall notify the Department of such failure. In addition, the Local Government agrees to budget, by amendment if necessary, payment to the Department from other legally available non-ad valorem funds all sums becoming due before the same become delinquent. This requirement shall not be construed to give superiority to the Department's claim on any revenues over prior claims of general creditors of the Local Government, nor shall it be construed to give the Department the power to require the Local Government to levy and collect any revenues other than Pledged Revenues.

3.02. INVESTMENT OF LOAN DEBT SERVICE ACCOUNT MONEYS.

Moneys on deposit in the Loan Debt Service Account shall be invested pursuant to the laws of the State of Florida. Such moneys may be pooled for investment purposes. The maturity or redemption date of investments shall be not later than the date upon which such moneys may be needed to make Semiannual Loan Payments. The investment earnings shall be credited to the Loan Debt Service Account and applied toward the Monthly Loan Deposit requirements.

3.03. LOAN DEBT SERVICE ACCOUNT WITHDRAWALS.

The withdrawal of moneys from the Loan Debt Service Account shall be for the sole purpose of making the Semiannual Loan Payment or for discharging the Local Government's obligations pursuant to Section 8.01.

3.04. ASSETS HELD IN TRUST.

The assets in all accounts created under this Loan Agreement shall be held in trust for the purposes provided herein and used only for the purposes and in the manner prescribed in this Agreement; and, pending such use, said assets shall be subject to a lien and charge in favor of the Department.

ARTICLE IV - PROJECT INFORMATION

4.01. PROJECT CHANGES.

Project changes prior to bid opening shall be made by addendum to plans and specifications. Changes after bid opening shall be made by change order. The Local Government shall submit all addenda and all change orders to the Department for an eligibility determination. After execution of all construction, equipment and materials contracts, the Project contingency may be reduced.

4.02. TITLE TO PROJECT SITE.

The Local Government shall have an interest in real property sufficient for the construction and location of the Project free and clear of liens and encumbrances which would impair the usefulness of such sites for the intended use.

4.03. PERMITS AND APPROVALS.

The Local Government shall have obtained, prior to the Department's authorization to award construction contracts, all permits and approvals required for construction of the Project or portion of the Project funded under this Agreement.

4.04. ENGINEERING SERVICES.

A professional engineer, registered in the State of Florida, shall be employed by, or under contract with, the Local Government to oversee construction.

4.05. PROHIBITION AGAINST ENCUMBRANCES.

The Local Government is prohibited from selling, leasing, or disposing of any part of the Utility System which would materially reduce operational integrity or Gross Revenues so long as this Agreement, including any amendment thereto, is in effect unless the written consent of the Department is first secured.

4.06. COMPLETION MONEYS.

In addition to the proceeds of this Loan, the Local Government covenants that it has obtained, or will obtain, sufficient moneys from other sources to complete construction and place the Project in operation on, or prior to, the date specified in Article X. Failure of the Department to approve additional financing shall not constitute a waiver of the Local Government's covenants to complete and place the Project in operation.

4.07. CLOSE-OUT.

The Department shall conduct a final inspection of the Project and Project records. Following the inspection, deadlines for submitting additional disbursement requests, if any, shall be established, along with deadlines for uncompleted Loan requirements, if any. Deadlines shall be incorporated into the Loan Agreement by amendment. The Loan principal shall be reduced

by any excess over the amount required to pay all approved costs. As a result of such adjustment, the Semiannual Loan Payment shall be reduced accordingly, as addressed in Section 10.05.

4.08. LOAN DISBURSEMENTS.

Disbursements shall be made directly to the Local Government for reimbursement of the incurred construction costs and related services. Disbursements for materials, labor, or services shall be made upon receipt of the following:

(1) A completed disbursement request form signed by the Authorized Representative. Such requests must be accompanied by sufficiently itemized summaries of the materials, labor, or services to identify the nature of the work performed; the cost or charges for such work; and the person providing the service or performing the work, and proof of payment.

(2) A certification signed by the Authorized Representative as to the current estimated costs of the Project; that the materials, labor, or services represented by the invoice have been satisfactorily purchased, performed, or received and applied to the project; that all funds received to date have been applied toward completing the Project; and that under the terms and provisions of the contracts, the Local Government is required to make such payments.

(3) A certification by the engineer responsible for overseeing construction stating that equipment, materials, labor and services represented by the construction invoices have been satisfactorily purchased, or received, and applied to the Project in accordance with construction contract documents; stating that payment is in accordance with construction contract provisions; stating that construction, up to the point of the requisition, is in compliance with the contract documents; and identifying all additions or deletions to the Project which have altered the Project's performance standards, scope, or purpose since the issue of the Department construction permit.

(4) Such other certificates or documents by engineers, attorneys, accountants, contractors, or suppliers as may reasonably be required by the Department.

ARTICLE V - RATES AND USE OF THE UTILITY SYSTEM

5.01. RATE COVERAGE.

The Local Government shall maintain rates and charges for the services furnished by the Utility System which will be sufficient to provide, in each Fiscal Year, Pledged Revenues equal to or exceeding 1.15 times the sum of the Semiannual Loan Payments due in such Fiscal Year. In addition, the Local Government shall satisfy the coverage requirements of all Senior Revenue Debt and Parity Debt obligations.

5.02. NO FREE SERVICE.

The Local Government shall not permit connections to, or furnish any services afforded by, the Utility System without making a charge therefore based on the Local Government's uniform schedule of rates, fees, and charges.

5.03. MANDATORY CONNECTIONS.

The Local Government shall adopt, as necessary, and enforce requirements, consistent with applicable laws, for the owner, tenant or occupant of each building located on a lot or parcel of land which is served, or may reasonably be served, by the Sewer System to connect such building to the Sewer System.

5.04. NO COMPETING SERVICE.

The Local Government shall not allow any person to provide any services which would compete with the Utility System so as to adversely affect Gross Revenues.

5.05. MAINTENANCE OF THE UTILITY SYSTEM.

The Local Government shall operate and maintain the Utility System in a proper, sound and economical manner and shall make all necessary repairs, renewals and replacements.

5.06. ADDITIONS AND MODIFICATIONS.

The Local Government may make any additions, modifications or improvements to the Utility System which it deems desirable and which do not materially reduce the operational integrity of any part of the Utility System. All such renewals, replacements, additions, modifications and improvements shall become part of the Utility System.

5.07. COLLECTION OF REVENUES.

The Local Government shall use its best efforts to collect all rates, fees and other charges due to it. The Local Government shall establish liens on premises served by the Utility System for the amount of all delinquent rates, fees and other charges where such action is permitted by law. The Local Government shall, to the full extent permitted by law, cause to discontinue the services of the Utility System and use its best efforts to shut off water service furnished to persons who are delinquent beyond customary grace periods in the payment of Utility System rates, fees and other charges.

ARTICLE VI - DEFAULTS AND REMEDIES

6.01. EVENTS OF DEFAULT.

Upon the occurrence of any of the following events (the Events of Default) all obligations on the part of Department to make any further disbursements hereunder shall, if Department elects, terminate. The Department may, at its option, exercise any of its remedies set forth in this Agreement, but Department may make any disbursements or parts of disbursements after the happening of any Event of Default without thereby waiving the right to exercise such remedies and without becoming liable to make any further disbursement:

(1) Failure to make any Monthly Loan Deposit or to make any installment of the Semiannual Loan Payment when it is due and such failure shall continue for a period of 15 days.

(2) Except as provided in Subsection 6.01(1), failure to comply with the provisions of this Agreement, failure in the performance or observance of any of the covenants or actions required by this Agreement or the Suspension of this Agreement by the Department pursuant to Section 8.14 below, and such failure shall continue for a period of 30 days after written notice thereof to the Local Government by the Department.

(3) Any warranty, representation or other statement by, or on behalf of, the Local Government contained in this Agreement or in any information furnished in compliance with, or in reference to, this Agreement, which is false or misleading, or if Local Government shall fail to keep, observe or perform any of the terms, covenants, representations or warranties contained in this Agreement, the Note, or any other document given in connection with the Loan (provided, that with respect to non-monetary defaults, Department shall give written notice to Local Government, which shall have 30 days to cure any such default), or is unable or unwilling to meet its obligations thereunder.

(4) An order or decree entered, with the acquiescence of the Local Government, appointing a receiver of any part of the Utility System or Gross Revenues thereof; or if such order or decree, having been entered without the consent or acquiescence of the Local Government, shall not be vacated or discharged or stayed on appeal within 60 days after the entry thereof.

(5) Any proceeding instituted, with the acquiescence of the Local Government, for the purpose of effecting a composition between the Local Government and its creditors or for the purpose of adjusting the claims of such creditors, pursuant to any federal or state statute now or hereafter enacted, if the claims of such creditors are payable from Gross Revenues of the Utility System.

(6) Any bankruptcy, insolvency or other similar proceeding instituted by, or against, the Local Government under federal or state bankruptcy or insolvency law now or hereafter in effect and, if instituted against the Local Government, is not dismissed within 60 days after filing.

(7) Any charge is brought alleging violations of any criminal law in the implementation of the Project or the administration of the proceeds from this Loan against one or more officials of the Local Government by a State or Federal law enforcement authority, which charges are not withdrawn or dismissed within 60 days following the filing thereof.

(8) Failure of the Local Government to give immediate written notice of its knowledge of a potential default or an event of default, hereunder, to the Department and such failure shall continue for a period of 30 days.

6.02. REMEDIES.

All rights, remedies, and powers conferred in this Agreement and the transaction documents are cumulative and are not exclusive of any other rights or remedies, and they shall be in addition to every other right, power, and remedy that Department may have, whether specifically granted in this Agreement or any other transaction document, or existing at law, in equity, or by statute. Any and all such rights and remedies may be exercised from time to time and as often and in such order as Department may deem expedient. Upon any of the Events of

Default and subject to the rights of others having prior liens on the Pledged Revenues, the Department may enforce its rights by, *inter alia*, any of the following remedies:

(1) By mandamus or other proceeding at law or in equity, cause to establish rates and collect fees and charges for use of the Utility System, and to require the Local Government to fulfill this Agreement.

(2) By action or suit in equity, require the Local Government to account for all moneys received from the Department or from the ownership of the Utility System and to account for the receipt, use, application, or disposition of the Pledged Revenues.

(3) By action or suit in equity, enjoin any acts or things which may be unlawful or in violation of the rights of the Department.

(4) By applying to a court of competent jurisdiction, cause to appoint a receiver to manage the Utility System, establish and collect fees and charges, and apply the revenues to the reduction of the obligations under this Agreement.

(5) By certifying to the Auditor General and the Chief Financial Officer delinquency on loan repayments, the Department may intercept the delinquent amount plus a penalty from any unobligated funds due to the Local Government under any revenue or tax sharing fund established by the State, except as otherwise provided by the State Constitution. The Department may impose a penalty in an amount not to exceed an interest rate of 18 percent per annum on the amount due in addition to charging the cost to handle and process the debt. Penalty interest shall accrue on any amount due and payable beginning on the 30th day following the date upon which payment is due.

(6) By notifying financial market credit rating agencies and potential creditors.

(7) By suing for payment of amounts due, or becoming due, with interest on overdue payments together with all costs of collection, including attorneys' fees.

(8) By accelerating the repayment schedule or increasing the Financing Rate on the unpaid principal of the Loan to as much as 1.667 times the Financing Rate.

6.03. DELAY AND WAIVER.

No course of dealing between Department and Local Government, or any failure or delay on the part of Department in exercising any rights or remedies hereunder, shall operate as a waiver of any rights or remedies of Department, and no single or partial exercise of any rights or remedies hereunder shall operate as a waiver or preclude the exercise of any other rights or remedies hereunder. No delay or omission by the Department to exercise any right or power accruing upon Events of Default shall impair any such right or power or shall be construed to be a waiver of any such default or acquiescence therein, and every such right and power may be exercised as often as may be deemed expedient. No waiver or any default under this Agreement shall extend to or affect any subsequent Events of Default, whether of the same or different provision of this Agreement, or shall impair consequent rights or remedies.

ARTICLE VII - THE PLEDGED REVENUES

7.01. SUPERIORITY OF THE PLEDGE TO THE DEPARTMENT.

From and after the effective date of this Agreement, the Department shall have a lien on the Pledged Revenues, which along with any other Department State Revolving Fund liens on the Pledged Revenues, of equal priority, will be prior and superior to any other lien, pledge or assignment with the following exception. All obligations of the Local Government under this Agreement shall be junior, inferior, and subordinate in all respects in right of payment and security to the Senior Revenue Debt defined in Section 1.01 of this Agreement and to any additional senior obligations issued with the Department's consent pursuant to Section 7.02. The Department may release its lien on such Pledged Revenues in favor of the Department if the Department makes a determination in its sole discretion, based upon facts deemed sufficient by the Department, that the remaining Pledged Revenues will, in each Fiscal Year, equal or exceed 1.15 times the debt service coming due in each Fiscal Year under the terms of this Agreement.

7.02. ADDITIONAL DEBT OBLIGATIONS.

The Local Government may issue additional debt obligations on a parity with, or senior to, the lien of the Department on the Pledged Revenues provided the Department's written consent is obtained. Such consent may be granted if the Local Government demonstrates at the time of such issuance that the Pledged Revenues, which may take into account reasonable projections of growth of the Utility System and revenue increases, plus revenues to be pledged to the additional proposed debt obligations will, during the period of time Semiannual Loan Payments are to be made under this Agreement, equal or exceed 1.15 times the annual combined debt service requirements of this Agreement and the obligations proposed to be issued by the Local Government and will satisfy the coverage requirements of all other debt obligations secured by the Pledged Revenues.

ARTICLE VIII - GENERAL PROVISIONS

8.01. DISCHARGE OF OBLIGATIONS.

All payments required to be made under this Agreement shall be cumulative and any deficiencies in any Fiscal Year shall be added to the payments due in the succeeding year and all years thereafter until fully paid. Payments shall continue to be secured by this Agreement until all of the payments required shall be fully paid to the Department. If at any time the Local Government shall have paid, or shall have made provision for the timely payment of, the entire principal amount of the Loan, and as applicable, Loan Service Fee, interest, and Grant Allocation Assessment charges, the pledge of, and lien on, the Pledged Revenues to the Department shall be no longer in effect. Deposit of sufficient cash, securities, or investments, authorized by law, from time to time, may be made to effect defeasance of this Loan. However, the deposit shall be made in irrevocable trust with a banking institution or trust company for the sole benefit of the Department. There shall be no penalty imposed by the Department for early retirement of this Loan.

8.02. PROJECT RECORDS AND STATEMENTS.

Books, records, reports, engineering documents, contract documents, and papers shall be available to the authorized representatives of the Department for inspection at any reasonable time after the Local Government has received a disbursement and until five years after the Final Amendment date.

8.03. ACCESS TO PROJECT SITE.

The Local Government shall provide access to Project sites and administrative offices to authorized representatives of the Department at any reasonable time. The Local Government shall cause its engineers and contractors to cooperate during Project inspections, including making available working copies of plans and specifications and supplementary materials.

8.04. ASSIGNMENT OF RIGHTS UNDER AGREEMENT.

The Department may assign any part of its rights under this Agreement after notification to the Local Government. The Local Government shall not assign rights created by this Agreement without the written consent of the Department.

8.05. AMENDMENT OF AGREEMENT.

This Agreement may be amended in writing, except that no amendment shall be permitted which is inconsistent with statutes, rules, regulations, executive orders, or written agreements between the Department and the U.S. Environmental Protection Agency (EPA). This Agreement may be amended after all construction contracts are executed to re-establish the Project cost, Loan amount, Project schedule, and Semiannual Loan Payment amount. A Final Amendment establishing the final Project costs and the Loan Service Fee based on actual Project costs shall be completed after the Department's final inspection of the Project records.

8.06. ABANDONMENT, TERMINATION OR VOLUNTARY CANCELLATION.

Failure of the Local Government to actively prosecute or avail itself of this Loan (including e.g. described in para 1 and 2 below) shall constitute its abrogation and abandonment of the rights hereunder, and the Department may then, upon written notification to the Local Government, suspend or terminate this Agreement.

(1) Failure of the Local Government to draw on the Loan proceeds within eighteen months after the effective date of this Agreement, or by the date set in Section 10.07 to establish the Loan Debt Service Account, whichever date occurs first.

(2) Failure of the Local Government, after the initial Loan draw, to draw any funds under the Loan Agreement for twenty-four months, without approved justification or demonstrable progress on the Project.

Upon a determination of abandonment by the Department, the Loan will be suspended, and the Department will implement administrative close out procedures (in lieu of those in

Section 4.07) and provide written notification of Final Unilateral Amendment to the Local Government.

In the event that following the execution of this Agreement, the Local Government decides not to proceed with this Loan, this Agreement can be cancelled by the Local Government, without penalty, if no funds have been disbursed.

8.07. SEVERABILITY CLAUSE.

If any provision of this Agreement shall be held invalid or unenforceable, the remaining provisions shall be construed and enforced as if such invalid or unenforceable provision had not been contained herein.

8.08. USE AS MATCHING FUNDS.

The EPA has provided a class deviation from the provisions of 40 CFR 35.3125(b)(1) to allow these second tier funds to be used as local matching requirements for most EPA grant funded treatment works projects, including special Appropriations Act projects.

8.09. DAVIS-BACON AND RELATED ACTS REQUIREMENTS.

(1) The Local Government shall periodically interview 10% of the work force entitled to Davis-Bacon prevailing wages (covered employees) to verify that contractors or subcontractors are paying the appropriate wage rates. Local Governments shall immediately conduct interviews in response to an alleged violation of the prevailing wage requirements. As provided in 29 CFR 5.6(a)(3) all interviews must be conducted in confidence. The Local Government must use Standard Form 1445 or equivalent documentation to memorialize the interviews. Copies of the SF 1445 are available from EPA on request.

(2) The Local Government shall periodically conduct spot checks of a representative sample of weekly payroll data to verify that contractors or subcontractors are paying the appropriate wage rates. The Local Government shall establish and follow a spot check schedule based on its assessment of the risks of noncompliance with Davis-Bacon posed by contractors or subcontractors and the duration of the contract or subcontract. At a minimum, if practicable, the subrecipient should spot check payroll data within two weeks of each contractor or subcontractor's submission of its initial payroll data and two weeks prior to the completion date of the contract or subcontract. Local Governments must conduct more frequent spot checks if the initial spot check or other information indicates that there is a risk that the contractor or subcontractor is not complying with Davis-Bacon. In addition, during the examinations the Local Government shall verify evidence of fringe benefit plans and payments thereunder by contractors and subcontractors who claim credit for fringe benefit contributions.

(3) The Local Government shall periodically review contractors' and subcontractors' use of apprentices and trainees to verify registration and certification with respect to apprenticeship and training programs approved by either the U.S Department of Labor (DOL) or a state, as appropriate, and that contractors and subcontractors are not using disproportionate

numbers of laborers, trainees, and apprentices. These reviews shall be conducted in accordance with the schedules for spot checks and interviews described in items (1) and (2) above.

(4) Local Governments must immediately report potential violations of the Davis-Bacon prevailing wage requirements to the appropriate DOL Wage and Hour District Office listed at http://www.dol.gov/whd/america2.htm and to the EPA Region 4 Water Division/Grants and Infrastructure Section by calling 404-562-9345. Additional information on Davis-Bacon guidance is located on the EPA website at: https://www.epa.gov/grants/davis-bacon-and-related-acts-dbra.

8.10. AMERICAN IRON AND STEEL REQUIREMENT.

The Local Government's subcontracts must contain requirements that all of the iron and steel products used in the Project are in compliance with the American Iron and Steel requirement as described in Section 608 of the Federal Water Pollution Control Act unless the Local Government has obtained a waiver pertaining to the Project or the Department has advised the Local Government that the requirement is not applicable to the Project.

8.11. FISCAL SUSTAINABILITY PLAN.

The Federal Water Pollution Control Act (FWPCA), under Section 603(d)(1)(E)(i) of that act, requires a recipient of a Loan for a project that involves the repair, replacement, or expansion of a treatment works to develop and implement a Fiscal Sustainability Plan or certify that it has developed and implemented such a plan.

The Local Government shall either develop and implement a Fiscal Sustainability Plan or certify that it has developed and implemented a Fiscal Sustainability Plan , that includes the following : An inventory of critical assets that are a part of the treatment works; an evaluation of the condition and performance of inventoried assets or asset groupings; a certification that the recipient has evaluated and will be implementing water and energy conservation efforts as part of the plan; and a plan for maintaining, repairing, and, as necessary, replacing the treatment works and a plan for funding such activities.

At a minimum, the Fiscal Sustainability Plan shall include: an inventory of critical assets that are part of the Project funded by this Agreement; an evaluation of the condition and performance of these assets; a certification that the assistance recipient has evaluated and will be implementing water and energy conservation efforts as part of the plan; and a plan for maintaining, repairing, and, as necessary, replacing the treatment works and a plan for funding such activities.

A Fiscal Sustainability Plan certification is a certification by the Local Government that the Fiscal Sustainability Plan has been developed and is being implemented. For systems that self-certify under Section 603(d)(1)(E)(ii), certification is due at the time of loan closing. For systems developing a Fiscal Sustainability Plan under Section 603(d)(1)(E)(i), the requirement to develop and implement a Fiscal Sustainability Plan is a condition of the Loan Agreement and is due before the final disbursement is approved.

8.12. PUBLIC RECORDS ACCESS.

(1) The Local Government shall comply with Florida Public Records law under Chapter 119, F.S. Records made or received in conjunction with this Agreement are public records under Florida law, as defined in Section 119.011(12), F.S. The Local Government shall keep and maintain public records required by the Department to perform the services under this Agreement.

(2) This Agreement may be unilaterally canceled by the Department for refusal by the Local Government to either provide to the Department upon request, or to allow inspection and copying of all public records made or received by the Local Government in conjunction with this Agreement and subject to disclosure under Chapter 119, F.S., and Section 24(a), Article I, Florida Constitution.

(3) IF THE LOCAL GOVERNMENT HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE LOCAL GOVERNMENT'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT THE DEPARTMENT'S CUSTODIAN OF PUBLIC RECORDS AT (850)245-2118, by email at public.services@dep.state.fl.us, **or at the mailing address below**:

Department of Environmental Protection
ATTN: Office of Ombudsman and Public Services
Public Records Request
3900 Commonwealth Blvd, MS 49
Tallahassee, FL 32399

8.13. SCRUTINIZED COMPANIES.

(1) The Local Government certifies that it and its subcontractors are not on the Scrutinized Companies that Boycott Israel List. Pursuant to Section 287.135, F.S., the Department may immediately terminate this Agreement at its sole option if the Local Government or its subcontractors are found to have submitted a false certification; or if the Local Government, or its subcontractors are placed on the Scrutinized Companies that Boycott Israel List or is engaged in the boycott of Israel during the term of the Agreement.

(2) If this Agreement is for more than one million dollars, the Local Government certifies that it and its subcontractors are also not on the Scrutinized Companies with Activities in Sudan, Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or engaged with business operations in Cuba or Syria as identified in Section 287.135, F.S. Pursuant to Section 287.135, F.S., the Department may immediately terminate this Agreement at its sole option if the Local Government, its affiliates, or its subcontractors are found to have submitted a false certification; or if the Local Government, its affiliates, or its subcontractors that are placed on the Scrutinized Companies with Activities in Sudan List, or Scrutinized Companies

with Activities in the Iran Petroleum Energy Sector List, or engaged with business operations in Cuba or Syria during the term of the Agreement.

(3) The Local Government agrees to observe the above requirements for applicable subcontracts entered into for the performance of work under this Agreement.

(4) As provided in Subsection 287.135(8), F.S., if federal law ceases to authorize these contracting prohibitions then they shall become inoperative.

8.14. SUSPENSION.

The Department may suspend any or all of its obligations to Loan or provide financial accommodation to the Local Government under this Agreement in the following events, as determined by the Department:

(1) The Local Government abandons or discontinues the Project before its completion,

(2) The commencement, prosecution, or timely completion of the Project by the Local Government is rendered improbable or the Department has reasonable grounds to be insecure in Local Government's ability to perform, or

(3) The implementation of the Project is determined to be illegal, or one or more officials of the Local Government in responsible charge of, or influence over, the Project is charged with violating any criminal law in the implementation of the Project or the administration of the proceeds from this Loan.

The Department shall notify the Local Government of any suspension by the Department of its obligations under this Agreement, which suspension shall continue until such time as the event or condition causing such suspension has ceased or been corrected, or the Department has re-instated the Agreement.

Local Government shall have no more than 30 days following notice of suspension hereunder to remove or correct the condition causing suspension. Failure to do so shall constitute a default under this Agreement.

Following suspension of disbursements under this Agreement, the Department may require reasonable assurance of future performance from Local Government prior to re-instating the Loan. Such reasonable assurance may include, but not be limited to, a payment mechanism using two party checks, escrow or obtaining a Performance Bond for the work remaining.

Following suspension, upon failure to cure, correct or provide reasonable assurance of future performance by Local Government, the Department may exercise any remedy available to it by this Agreement or otherwise and shall have no obligation to fund any remaining Loan balance under this Agreement.

8.15. CIVIL RIGHTS.

The Local Government shall comply with all Title VI requirements of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, the Age Discrimination Act of 1975 and Section 13 of the Federal Water Pollution Control Act Amendments of 1972 which prohibit activities that are intentionally discriminatory and/or have a discriminatory effect based on race, color, national origin (including limited English proficiency), age, disability, or sex.

8.16. PROHIBITION ON CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT.

The Local Government and any contractors/subcontractors are prohibited from obligating or expending any Loan or Principal Forgiveness funds to procure or obtain; extend or renew a contract to procure or obtain; or enter into a contract (or extend or renew a contract) to procure or obtain equipment, services, or systems that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. See Section 889 of Public Law 115-232 (National Defense Authorization Act 2019). Also, see 2 CFR 200.216 and 200.471.

ARTICLE IX - CONTRACTS AND INSURANCE

9.01. CONTRACTS.

The following documentation is required to receive the Department's authorization to award construction contracts:

(1) Proof of advertising.

(2) Award recommendation, bid proposal, and bid tabulation (certified by the responsible engineer).

(3) Certification of compliance with the conditions of the Department's approval of competitively or non-competitively negotiated procurement, if applicable.

(4) Certification Regarding Disbarment, Suspension, Ineligibility and Voluntary Exclusion.

(5) Certification that the Local Government and contractors are in compliance with labor standards, including prevailing wage rates established for its locality by the DOL under the Davis-Bacon Act for Project construction.

(6) Certification that all procurement is in compliance with Section 8.10 which states that all iron and steel products used in the Project must be produced in the United States unless (a) a waiver is provided to the Local Government by the EPA or (b) compliance would be inconsistent with United States obligations under international agreements.

9.02. SUBMITTAL OF CONTRACT DOCUMENTS.

(1) After the Department's authorization to award construction contracts has been received, the Local Government shall submit the following documents:

(a) Contractor insurance certifications.

(b) Executed Contract(s).

(c) Notices to proceed with construction.

(2) After the Local Government has awarded the professional services contract(s), the Local Government shall submit the following documents:

(a) Executed Contract(s).

(b) Professional Services Procurement Certification.

9.03. INSURANCE REQUIRED.

The Local Government shall cause the Project, as each part thereof is certified by the engineer responsible for overseeing construction as completed, and the Utility System (hereafter referred to as "Revenue Producing Facilities") to be insured by an insurance company or companies licensed to do business in the State of Florida against such damage and destruction risks as are customary for the operation of utility systems of like size, type and location to the extent such insurance is obtainable from time to time against any one or more of such risks.

The proceeds of insurance policies received as a result of damage to, or destruction of, the Project or the other Revenue Producing Facilities, shall be used to restore or replace damaged portions of the facilities. If such proceeds are insufficient, the Local Government shall provide additional funds to restore or replace the damaged portions of the facilities. Repair, construction or replacement shall be promptly completed.

ARTICLE X - DETAILS OF FINANCING

10.01. PRINCIPAL AMOUNT OF LOAN.

The estimated principal amount of the Loan is $20,448,279, which consists of $19,718,279 to be disbursed to the Local Government and $730,000 of Capitalized Interest.

Capitalized Interest is not disbursed to the Local Government, but is amortized via periodic Loan repayments to the Department as if it were actually disbursed. Capitalized Interest is computed at the Financing Rate, or rates, set for the Loan. It accrues and is compounded annually from the time when disbursements are made until six months before the first Semiannual Loan Payment is due. Capitalized Interest is estimated prior to establishing the schedule of actual disbursements.

This project is a Segmented Project. Additional State Revolving Fund financing for the Project is dependent upon the availability of additional funds. The current funding limitations and future funding priority entitlement for Segmented Projects are set forth in the Chapter 62-503 of the Florida Administrative Code.

10.02. LOAN SERVICE FEE.

The Loan Service Fee is estimated as $394,366 for the Loan amount authorized to date. The fee represents two percent of the Loan amount excluding Capitalized Interest amount; that is, two percent of $19,718,279. The Loan Service Fee is estimated at the time of execution of the loan agreement and shall be revised with any increase or decrease amendment. The Loan Service Fee is based on actual Project costs and assessed in the final loan amendment. The Local Government shall pay the Loan Service Fee from the first available repayment(s) following the Final Amendment.

10.03. FINANCING RATE.

The Financing Rate on the unpaid principal of the Loan amount specified in Section 10.01 is 2.19 percent per annum. The Financing Rate equals the sum of the interest rate and the Grant Allocation Assessment Rate. The interest rate is 2.19 percent per annum and the Grant Allocation Assessment rate is 0 percent per annum. However, if this Agreement is not executed by the Local Government and returned to the Department before July 1, 2026 the Financing Rate may be adjusted.

10.04. LOAN TERM.

The Loan term shall be 20 years.

10.05. REPAYMENT SCHEDULE.

Repayments shall be made semiannually (twice per year). The Semiannual Loan Payment shall be computed based upon the principal amount of the Loan plus the estimated Loan Service Fee and the principle of level debt service. The Semiannual Loan Payment amount may be adjusted, by amendment of this Agreement, based upon revised information. After the final disbursement of Loan proceeds, the Semiannual Loan Payment shall be based upon the actual Project costs, the actual Loan Service Fee and Loan Service Fee capitalized interest, if any, and actual dates and amounts of disbursements, taking into consideration any previous payments. Actual Project costs shall be established after the Department's inspection of the completed Project and associated records. The Department will deduct the Loan Service Fee and any associated interest from the first available repayments following the Final Amendment.

Each Semiannual Loan Payment shall be in the amount of $646,286 until the payment amount is adjusted by amendment. The interest and Grant Allocation Assessment portions of each Semiannual Loan Payment shall be computed, using their respective rates, on the unpaid balance of the principal amount of the Loan, which includes Capitalized Interest. Interest (at the Financing Rate) also shall be computed on the estimated Loan Service Fee. The interest and Grant Allocation Assessment on the unpaid balance shall be computed as of the due date of each Semiannual Loan Payment.

Semiannual Loan Payments shall be received by the Department beginning on May 15, 2030 and semiannually thereafter on November 15 and May 15 of each year until all amounts due hereunder have been fully paid. Funds transfer shall be made by electronic means.

The Semiannual Loan Payment amount is based on the total amount owed of $20,842,645, which consists of the Loan principal and the estimated Loan Service Fee.

10.06. PROJECT COSTS.

The Local Government and the Department acknowledge that the actual Project costs have not been determined as of the effective date of this Agreement. Project cost adjustments may be made as a result of construction bidding or mutually agreed upon Project changes. Capitalized Interest will be recalculated based on actual dates and amounts of Loan disbursements. If the Local Government receives other governmental financial assistance for this Project, the costs funded by such other governmental assistance will not be financed by this Loan. The Department shall establish the final Project costs after its final inspection of the Project records. Changes in Project costs may also occur as the result of an audit.

The Local Government agrees to the following estimates of Project costs:

CATEGORY	PROJECT COSTS ($)	AUTHORIZED LOAN AMOUNT($) TO DATE
		Line items
Construction and Demolition	52,173,913	*may vary*
Contingencies	5,217,391	*based on Actual*
Technical Services After Bid Opening	2,608,696	*Disbursements*
SUBTOTAL (Disbursable Amount)	60,000,000	19,718,279
Capitalized Interest	730,000	730,000
TOTAL (Loan Principal Amount)	60,730,000	20,448,279

10.07. SCHEDULE.

The Local Government agrees by execution hereof:

(1) This Agreement shall be effective on November 12, 2025. Invoices submitted for work conducted on or after this date shall be eligible for reimbursement.

(2) Completion of Project construction is scheduled for November 15, 2029.

(3) The Loan Debt Service Account shall be established and Monthly Loan Deposits shall begin no later than November 15, 2029.

(4) The first Semiannual Loan Payment in the amount of $646,286 shall be due May 15, 2030.

ARTICLE XI - EXECUTION OF AGREEMENT

This Loan Agreement WW600210 may be executed in two or more counterparts, any of which shall be regarded as an original and all of which constitute but one and the same instrument.

IN WITNESS WHEREOF, the Department has caused this Agreement to be executed on its behalf by the Secretary or Designee and the Local Government has caused this Agreement to be executed on its behalf by its Authorized Representative and by its affixed seal. The effective date of this Agreement shall be as set forth below by the Department.

for
CITY OF WILDWOOD

_____
Mayor

Attest:

I attest to the opinion expressed in Section 2.02, entitled Legal Authorization.

_____
City Clerk

_____
City Attorney

SEAL

for
STATE OF FLORIDA
DEPARTMENT OF ENVIRONMENTAL PROTECTION

_____
Secretary or Designee

_____
Date

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Setting the FY27 Millage Rate**

REQUESTED ACTION: Commission to discuss and set tentative millage rate.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department: Executive

BUDGET IMPACT: Sets the amount of Tax Revenue available for operating expenses in FY27.

HISTORY/FACTS/ISSUES:

The DR-420 will be submitted to the County Property Appraiser through the E-TRIM system prior to August 4th. The DR-420 indicates the proposed millage rate for the next fiscal year. As discussed in the first budget workshop on July 20th, the preliminary budget for FY27 was drafted assuming a millage rate of 2.8287, the current tax rate for FY26. The rolled-back rate for FY27 is 2.7013, which would generate $1,268,079 less in ad valorem revenue (see rows 24 and 25 on the attached DR-420 form). Following action by the Commission, the approved millage rate will be inserted into row 17 of this form. The approved rate will be sent to property owners via their TRIM notice. After the submittal of the DR-420, the millage rate can be lowered by action of the Commission, but it cannot be raised above the rate stated in the DR-420. Row 27 of the DR-420 shows that the proposed millage rate is 4.72% higher than the rolled-back rate and would be advertised as a property tax increase.

FLORIDA

CERTIFICATION OF TAXABLE VALUE

DR-420
R. 5/12
Rule 12D-16.002
Florida Administrative Code
Effective 11/12

Year : 2026	County : Sumter
Principal Authority : City of Wildwood	Taxing Authority : City of Wildwood - Operating

SECTION I : COMPLETED BY PROPERTY APPRAISER

1.	Current year taxable value of real property for operating purposes	$ 9,459,380,252			(1)
2.	Current year taxable value of personal property for operating purposes	$ 489,809,605			(2)
3.	Current year taxable value of centrally assessed property for operating purposes	$ 4,339,128			(3)
4.	Current year gross taxable value for operating purposes *(Line 1 plus Line 2 plus Line 3)*	$ 9,953,528,985			(4)
5.	Current year net new taxable value (Add new construction, additions, rehabilitative improvements increasing assessed value by at least 100%, annexations, and tangible personal property value over 115% of the previous year's value. Subtract deletions.)	$ 1,391,056,112			(5)
6.	Current year adjusted taxable value *(Line 4 minus Line 5)*	$ 8,562,472,873			(6)
7.	Prior year FINAL gross taxable value from prior year applicable Form DR-403 series	$ 8,145,413,444			(7)
8.	Does the taxing authority include tax increment financing areas? If yes, enter number of worksheets (DR-420TIF) attached. If none, enter 0	☑ YES	☐ NO	Number 2	(8)
9.	Does the taxing authority levy a voted debt service millage or a millage voted for 2 years or less under s. 9(b), Article VII, State Constitution? If yes, enter the number of DR-420DEBT, *Certification of Voted Debt Millage* forms attached. If none, enter 0	☐ YES	☑ NO	Number 0	(9)

SIGN HERE	**Property Appraiser Certification**	I certify the taxable values above are correct to the best of my knowledge.
	Signature of Property Appraiser: Electronically Certified by Property Appraiser	Date : 6/19/2026 11:18:54 AM

SECTION II : COMPLETED BY TAXING AUTHORITY

If this portion of the form is not completed in FULL your taxing authority will be denied TRIM certification and possibly lose its millage levy privilege for the tax year. If any line is not applicable, enter -0-.

10.	Prior year operating millage levy *(If prior year millage was adjusted then use adjusted millage from Form DR-422)*	2.8287 per $1,000	(10)
11.	Prior year ad valorem proceeds *(Line 7 multiplied by Line 10, divided by 1,000)*	$ 23,040,931	(11)
12.	Amount, if any, paid or applied in prior year as a consequence of an obligation measured by a dedicated increment value *(Sum of either Lines 6c or Line 7a for all DR-420TIF forms)*	$ 326,004	(12)
13.	Adjusted prior year ad valorem proceeds *(Line 11 minus Line 12)*	$ 22,714,927	(13)
14.	Dedicated increment value, if any *(Sum of either Line 6b or Line 7e for all DR-420TIF forms)*	$ 153,634,035	(14)
15.	Adjusted current year taxable value *(Line 6 minus Line 14)*	$ 8,408,838,838	(15)
16.	Current year rolled-back rate *(Line 13 divided by Line 15, multiplied by 1,000)*	2.7013 per $1000	(16)
17.	Current year proposed operating millage rate	2.8287 per $1000	(17)
18.	Total taxes to be levied at proposed millage rate *(Line 17 multiplied by Line 4, divided by 1,000)*	$ 28,155,547	(18)

Continued on page 2

19.	TYPE of principal authority (check one)	☐ County ☑ Municipality	☐ Independent Special District ☐ Water Management District	(19)
20.	Applicable taxing authority (check one)	☑ Principal Authority ☐ MSTU	☐ Dependent Special District ☐ Water Management District Basin	(20)
21.	Is millage levied in more than one county? (check one)	☐ Yes	☑ No	(21)

DEPENDENT SPECIAL DISTRICTS AND MSTUs STOP **STOP HERE - SIGN AND SUBMIT**

22.	Enter the total adjusted prior year ad valorem proceeds of the principal authority, all dependent special districts, and MSTUs levying a millage. *(The sum of Line 13 from all DR-420 forms)*	$ 22,714,927	(22)
23.	Current year aggregate rolled-back rate *(Line 22 divided by Line 15, multiplied by 1,000)*	2.7013 per $1,000	(23)
24.	Current year aggregate rolled-back taxes *(Line 4 multiplied by Line 23, divided by 1,000)*	$ 26,887,468	(24)
25.	Enter total of all operating ad valorem taxes proposed to be levied by the principal taxing authority, all dependent districts, and MSTUs, if any. *(The sum of Line 18 from all DR-420 forms)*	$ 28,155,547	(25)
26.	Current year proposed aggregate millage rate *(Line 25 divided by Line 4, multiplied by 1,000)*	2.8287 per $1,000	(26)
27.	Current year proposed rate as a percent change of rolled-back rate *(Line 26 divided by Line 23, **minus 1**, multiplied by 100)*	4.72 %	(27)

First public budget hearing	Date : 9/2/2026	Time : 12:00 AM EST	Place :

SIGN HERE

Taxing Authority Certification

I certify the millages and rates are correct to the best of my knowledge. The millages comply with the provisions of s. 200.065 and the provisions of either s. 200.071 or s. 200.081, F.S.

Signature of Chief Administrative Officer :		Date :
Title :	Contact Name and Contact Title :	
Mailing Address :	Physical Address :	
City, State, Zip :	Phone Number :	Fax Number :

Instructions on page 3

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Letter from St. Vincent De Paul Catholic Church**

REQUESTED ACTION: For information only.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

On July 10, 2026, the city received the attached correspondence from St. Vincent de Paul (SVDP) regarding the request for a refund associated with the change order related to the discovery of asbestos during construction activities at the SVDP Outreach Ministries site. Staff fully understands the challenges that unforeseen conditions can present and recognizes the importance of maintaining transparency and fairness throughout the development process.

However, after careful review of the approved civil plans and supporting documentation, staff must respectfully reaffirm that the responsibility for field verification and due diligence rests with the developer and contractor.

On Sheet 2 of the approved civil plans, General Notes 12 and 13 confirm that the contractor is expressly responsible for the verification of the location of all existing utilities and for the identification of any differing site conditions prior to construction. These provisions clearly state that the locations of existing utilities and storm drainage are provided for convenience only and that the contractor must make arrangements for field verification, and coordinate any necessary relocations with the utility owners.

Additionally, under the Grading, Paving, and Drainage Notes, geotechnical testing is required to be conducted, and the contractor must provide copies of all site-work test reports as they are generated. These requirements are in place to ensure that potential conflicts or environmental concerns are identified prior to the commencement of construction.

In an email from 2023 in which city utility staff were contacted regarding the availability of utilities to the site, the email response contained the approximate location and size of both water and wastewater lines with the following disclaimer:

"Please note that exact locations will need to be verified by the developer/property owner. The maps are not always 100% correct on the side of the road the line is on. They will need to call in locates to 811 and then have a survey done to get exact locations. Additionally, depending on what type of development is being proposed, line size and capacity will need to be determined."

An Environmental Report dated October 2, 2024, and submitted with the site plan, notes that

portions of the property were previously developed and classified as "Commercial and Services" (FLUCCS-1900). Data from the Property Appraiser confirms that existing structures were present around or before the 1980's. Given this context, the applicant should have verified the potential presence of asbestos or lead-based materials during the property acquisition and environmental due diligence phase.

It is also important to note that utility maps are not always 100% accurate regarding the exact side of the roadway or depth of existing lines. Therefore, it is the developer’s responsibility to call in locates through 811, conduct a survey to determine precise utility locations, and, depending on the proposed development, verify line size and capacity. Environmental assessments should account for the age and composition of existing infrastructure, including the possibility of asbestos in older lines or materials.

While staff empathizes with the unforeseen nature of this discovery, the contractual and procedural requirements place the responsibility for such verification and environmental due diligence on the developer prior to construction. Accordingly, staff’s position is that the request for refund cannot be supported. As we are working with an older utility system, this type of situation is likely to be something developers and property owners will encounter, especially in areas of redevelopment. Reimbursing or crediting the applicant in any way would set precedent for future claims of this nature.

We remain committed to working collaboratively to ensure the successful completion of the project and appreciate your understanding and cooperation in adhering to the established standards and procedures.

Melanie Strickland, AICP, CPM
Development Services Director

St. Vincent de Paul Catholic Church

5323 East CR 462
Wildwood, FL 34785
www.sumtercatholic.org
(352) 330-0220

July 10, 2026

Mayor-Commissioner Ed Wolf
Commissioner Joe Elliott
Commissioner Julian Green
Commissioner David Foutaine
Commissioner Marcos Flores
City of Wildwood City Hall
100 N. Main Street
Wildwood, FL 34785

Subject: Water Main Remediation Reimbursement and Project Delay Request
Project Site: 805 S. Main Street, Wildwood, FL

Dear Mayor and City Commissioners,

I am writing to you on behalf of St. Vincent de Paul Catholic Church regarding the ongoing construction of our new ministry building located at 805 S. Main Street. While we are eager to become a foundational part of this growing community, we have encountered a significant, unforeseen infrastructure challenge that we must formally bring to your attention.

During the site development phase, St. Vincent de Paul Catholic Church agreed to upgrade the existing water main infrastructure. At the City's request, to better serve current and future business owners along Main Street, we increased the size of the original specified water main from an 8-inch main to a 12-inch main at an added cost to the parish of $42,000. This 634-foot water main replacement was undertaken in good faith to support the City of Wildwood's long-term utility infrastructure goals.

However, during excavation, it was discovered that the original city-owned water main is wrapped in asbestos. This hazardous material was previously undocumented, and the City was unaware of its existence. The presence of asbestos has required specialized, extensive environmental remediation. Furthermore, the project experienced substantial delays due to the City's inability to promptly locate the appropriate water main shut-off valves.

These compounded issues have had a severe impact on our project, resulting in:

1. **Extensive Project Delays**: The combination of hazardous material handling and the delayed utility shut-offs has significantly extended our construction timeline and pushed back our anticipated completion date.
2. **Unforeseen Financial Burden**: The specialized remediation and disposal of the asbestos-wrapped pipe has incurred an additional, unbudgeted cost to the Church estimated at $61,393.50.

It is the Church's contention that the 634 feet of new 12-inch water main represents a substantial capital improvement that primarily benefits the City of Wildwood and neighboring commercial properties, vastly improving local fire safety and utility capacity. St. Vincent de Paul Catholic Church is fully prepared to absorb the original, agreed-upon costs associated with upgrading the water main. However, because the hazardous materials were an unknown condition of the existing city-owned infrastructure, we believe the remediation costs should not fall on our congregation.

Therefore, we respectfully petition the City Commission to review this matter and agree to absorb the additional $61,393.50 environmental remediation expense.

We deeply appreciate the City's partnership as we build a home to serve the Wildwood community. We request to be placed on the agenda for the upcoming City Commission meeting to discuss this matter in person. Thank you for your time, consideration, and leadership.

Sincerely,

Deacon Patrick McAvoy

Rev. Mr. Patrick McAvoy
Director of Operations

cc: Rev. Kenny Aquino, Pastor
Mr. Anthony DiPaola, AIA, NCARB, LEED ga, Diocesan Ecclesiastical Properties
Mr. Eugene Damaso, AIA, ACHA, EDAC, NCARB, GGP, Kubo Studio

DINKINS
CONSTRUCTION

PCO #010

Dinkins Construction
2831 SE 17th Street
Ocala, Florida 34471
Phone: +13523682299

Project: C919 - St. Vincent de Paul
805 South Main Street
Wildwood, Florida 34785

Prime Contract Potential Change Order #010: Upgrade Water System to 12"

TO:	St. Vincent de Paul Catholic Church Wildwood, Florida 34785	**FROM:**	Dinkins Construction, LLC 2831 SE 17th Street Ocala, Florida 34471
PCO NUMBER/REVISION:	010 / 0	**CONTRACT:**	1 - New Ministry Campus St. Vincent de Paul Catholic Church
REQUEST RECEIVED FROM:		**CREATED BY:**	Michelle McElreath **(Dinkins Construction, LLC)**
STATUS:	Pending - In Review	**CREATED DATE:**	1/29/2026
REFERENCE:		**PRIME CONTRACT CHANGE ORDER:**	None
FIELD CHANGE:	No		
LOCATION:		**ACCOUNTING METHOD:**	Amount Based
SCHEDULE IMPACT:		**PAID IN FULL:**	No
EXECUTED:	No	**SIGNED CHANGE ORDER RECEIVED DATE:**	
		TOTAL AMOUNT:	$42,153.60

POTENTIAL CHANGE ORDER TITLE: Upgrade Water System to 12"

CHANGE REASON: Design Development

POTENTIAL CHANGE ORDER DESCRIPTION: *(The Contract Is Changed As Follows)*
Upgrade Water System to 12"

ATTACHMENTS:
SVdP-MR.pdf

#	Budget Code	Description	Amount
1	02-02:02300.O Underground Utilities.Other	Upgrade Water System to 12"	$38,321.45
2	00-00:00100.O Revenue.Other	Builder's Fee	$3,832.15
		Grand Total:	**$42,153.60**

Eugene Damaso (Kubo Studio)
821 Herndon Ave. #141126
Orlando, Florida 32814

SIGNATURE **DATE**

St. Vincent de Paul Catholic Church

Wildwood, Florida 34785
Anthony DiPaola
Digitally signed by Anthony DiPaola
Date: 2026.01.30 10:58:50 -05'00'

SIGNATURE **DATE**

Dinkins Construction, LLC
2831 SE 17th Street
Ocala, Florida 34471

1-29-26

SIGNATURE **DATE**

DINKINS CONSTRUCTION

PCO #027

Dinkins Construction
2831 SE 17th Street
Ocala, Florida 34471
Phone: +13523682299

Project: C919 - St. Vincent de Paul
805 South Main Street
Wildwood, Florida 34785

Prime Contract Potential Change Order #027: Remove Asbestos Pipe

TO:	St. Vincent de Paul Catholic Church Wildwood, Florida 34785	**FROM:**	Dinkins Construction, LLC 2831 SE 17th Street Ocala, Florida 34471
PCO NUMBER/REVISION:	027 / 0	**CONTRACT:**	1 - New Ministry Campus St. Vincent de Paul Catholic Church
REQUEST RECEIVED FROM:		**CREATED BY:**	Michelle McElreath (Dinkins Construction, LLC)
STATUS:	Pending - In Review	**CREATED DATE:**	5/26/2026
REFERENCE:		**PRIME CONTRACT CHANGE ORDER:**	None
FIELD CHANGE:	No		
LOCATION:		**ACCOUNTING METHOD:**	Amount Based
SCHEDULE IMPACT:	5 days	**PAID IN FULL:**	No
EXECUTED:	No	**SIGNED CHANGE ORDER RECEIVED DATE:**	
		TOTAL AMOUNT:	$61,393.50

POTENTIAL CHANGE ORDER TITLE: Remove Asbestos Pipe

CHANGE REASON: Allowance

POTENTIAL CHANGE ORDER DESCRIPTION: *(The Contract Is Changed As Follows)*
Labor and Material to Remove Asbestos Pipe

ATTACHMENTS:
SvDP - MR - Asbestos Pipe.pdf

#	Budget Code	Description	Amount
1	02-02:02300.O Underground Utilities.Other	Remove Asbestos Pipe	$55,812.00
2	00-00:00100.O Revenue.Other	Builder's Fee	$5,581.50
		Grand Total:	**$61,393.50**

Eugene Damaso (Kubo Studio)
821 Herndon Ave. #141126
Orlando, Florida 32814

SIGNATURE **DATE**

St. Vincent de Paul Catholic Church

Wildwood, Florida 34785

Anthony DiPaola
Digitally signed by Anthony DiPaola
Date: 2026.05.27 15:47:04 -04'00'

SIGNATURE **DATE**

Dinkins Construction, LLC
2831 SE 17th Street
Ocala, Florida 34471

SIGNATURE **DATE** 5.27.26

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Second Budget Workshop on August 3, 2026, at 9am**

REQUESTED ACTION: City Manager requests a workshop on August 3, 2026 at 9:00am

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The City Manager reminds the City Commission of the upcoming workshop on August 3, 2026, at 9:00am concerning the second workshop for the FY 27 budget.

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Police Department Quarterly Report**

REQUESTED ACTION: For information only.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Please see the attached Department Report from the Wildwood Police Department.

Wildwood Police Department
Randy Parmer, Chief of Police
8942 N US 301, Wildwood, FL 34785 | Phone: 352-330-1355 | Fax: 352-330-1358

Police Department Report

January 1, 2026–June 30, 2026

Department Highlights

Staffing Levels

On April 27, 2026, the Wildwood City Commission approved an increase in the starting salary for police officers from **$60,000 to $68,000** and authorized **eight additional sworn officer positions** to support the City's continued growth. Since these increases were implemented, the department has seen a strong improvement in both the number and quality of applicants. An additional **five sworn officer positions** are anticipated to be added October 1, 2027, bringing the department to **73 sworn positions**.

The Wildwood Police Department strives to maintain a vacancy rate of less than 10% for both sworn and civilian personnel. With the addition of 13 sworn positions, the current vacancy rate is 19.18% for sworn personnel and 0% for civilian personnel, for an overall vacancy rate of 15.91%. These numbers are expected to go down in the coming months as several new hires begin.

Authorized Positions	Total Positions	Vacant	Vacancy Rate
Sworn	73	14	19.18%
Civilian	15	0	0%
Total	**88**	**14**	**15.91%**

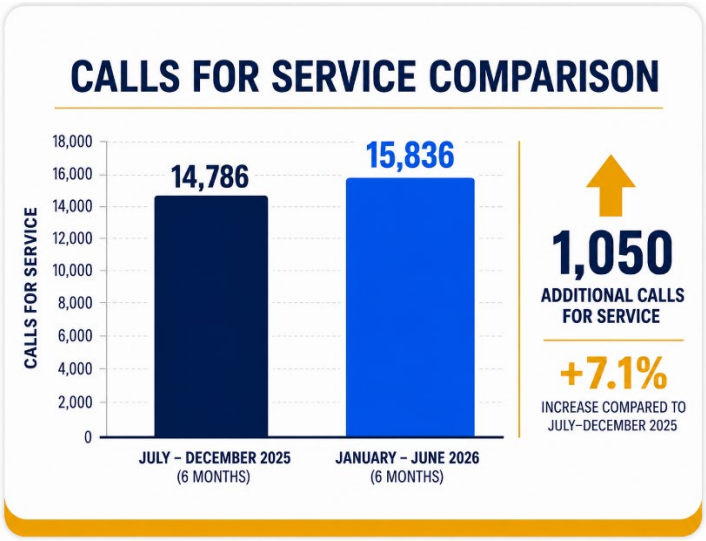
New Police Department Substation

Planning continued on the City's future Police Substation during the first half of 2026. Conceptual plans were presented to the City Commission in March, followed by approval of the design contract with KP Studios in May. The approximately **7,200-square-foot** facility will be constructed near the intersection of Marsh Bend Trail and Central Parkway and will improve operational capacity while reducing response times in the City's southern service area.





Calls for Service Data





Traffic Data (January 1, 2026–June 30, 2026)





Click it or Ticket Campaign (May 11, 2026–May 31, 2026)



Community Outreach Activities

Touch-A-Truck: January 10, 2026
The Wildwood Police Department participated in the City's annual Touch-A-Truck event, providing families with the opportunity to explore patrol vehicles, meet officers, and learn about police equipment in a fun, interactive setting. The event promoted positive community engagement while educating children about public safety.

Lunch N' Learn: New Year, New You: February 12, 2026
The first Lunch N' Learn seminar of 2026 focused on personal wellness, grief support, and healthy aging. Community partners provided valuable resources to attendees, while participants received safety information and learned about upcoming WPD programs.

The Brave Response Bass Tournament: March 15, 2026
The Wildwood Police Department hosted its annual "The Brave Response" Bass Tournament, bringing together anglers, local businesses, and community partners in support of K9s for Warriors. The event strengthened community partnerships while raising funds for an organization that provides service dogs to military veterans.

Marc Mero at Wildwood Middle High School: April 8, 2026
The Wildwood Police Department partnered with Wildwood Middle High School to bring motivational speaker and anti-bullying advocate Marc Mero to students. His presentation encouraged kindness, compassion, and positive decision-making, leaving students with an inspiring message as they finished the school year.

Lunch N' Learn: Home Safety: April 14, 2026
The department's Home Safety Lunch N' Learn brought together public safety professionals and community organizations to educate residents on emergency preparedness, home safety, and crime prevention.

DEA National Drug Take Back Day: April 25, 2026
In partnership with the Drug Enforcement Administration and local organizations, the Wildwood Police Department hosted National Drug Take Back Day, providing residents with a safe and convenient way to dispose of unwanted medications. The event supports efforts to reduce prescription drug misuse and promote public health.

Remember and Honor Memorial Day Luncheon: May 20, 2026
The Wildwood Police Department hosted its fourth annual Memorial Day Luncheon to honor the service and sacrifice of the nation's military members. The event brought together veterans, community partners, and residents for a meaningful program recognizing those who gave their lives in service to our country.

Lunch N' Learn: Mature Driver Safety: June 17, 2026
The department continued its Lunch N' Learn series with a seminar focused on mature driver safety. Attendees received information on traffic safety, the upcoming Golf Cart Safety and Registration Program, and connected with community organizations.

Future Events:

Golf Cart Safety Class
- August 26, 2026, from 9 a.m. to 11 a.m.
- Warfield Auditorium, 98 S Warfield Ave, Wildwood, FL 34785

Never Forget 9/11 Stairs Climb with The Iron Village
- September 11, 2026, from 8:30 a.m. to 11:30 a.m.
- The Iron Village Gym of Oxford, 4059 Thomas St, Oxford, FL 34484

Child Passenger Safety Day with Target
- September 26, 2026, from 9 a.m. to 12 p.m.
- Target of Wildwood, 5580 Seven Mile Dr, Wildwood, FL 34785

6th Annual WPD Golf Tournament
- October 3, 2026, from 7 a.m. to 3 p.m.
- Southern Oaks Championship Golf Course, 766 Marilee Pl, Wildwood, FL 34785

Department Training:

The Wildwood Police Department strives to provide continuous training to our sworn and non-sworn personnel in order to develop their skills to better serve our community. In addition to the various de-escalation trainings that we have conducted, we have also conducted other trainings, including:

- Traffic Unit Training
  - The WPD Traffic Unit attended the Institute of Police Technology and Management (IPTM) Symposium on Traffic Safety from May 17–20, 2026. This annual event focused on emerging technologies and innovative solutions for crash investigation, reconstruction, and DUI/traffic enforcement.
- Full Firearms Annual Qualification Training
  - Our officers showed proficiency with day and night qualifications for firearms. All officers reported to the gun range to be trained and assessed on the use of the agency-issued handgun and rifle.
- CPR/First Aid Training
  - Our personnel received training on proper techniques for CPR and First Aid, including adults, small children, and infants. This training also covered how to properly place an individual in need of first aid in the recovery position.
- T.I. Law Enforcement Simulator Training
  - Officers received training through the simulator. Each officer was tested on the use of the agency-issued handgun through the demonstration of proper grips. Additionally, decision-making skills were assessed and improved with the simulator.
- Law Enforcement Active De-escalation Strategies with Implicit Bias Training